DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE CANANDAIGUA LAKEFRONT PLANNED UNIT DEVELOPMENT

Project Location:
Northern shore of Canandaigua Lake
Abutting NYS 5/US 20 and
North of Lakeshore Drive

Project Sponsor/Applicant:
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c/o Conifer Realty, LLC
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Site Utility Design Engineers/Consultant:
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Rochester, NY 14623-2706

Urban Planner:
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Lead Agency:
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June 30, 2009

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FIRMS INVOLVED IN PREPERATION OF THE DEIS:

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1.0 EXECUTIVE SUMMARY

The Executive Summary provides an overview of the issues more fully described within the DEIS. First, a background narrative and history of the Canandaigua Lakefront Planned Unit Development (the "Project") and the Project site will be given. This narrative will be followed by a description of the proposed action, the existing environmental setting, potential adverse impacts to the environment caused by the Project, mitigation of any significant environmental impacts and alternatives to the development factors that cause such adverse impacts.

1.1 Background

The North side of Canandaigua Lake has been an area that the City of Canandaigua (The "City") has had a long-term redevelopment focus. Settlement within the Canandaigua Lake watershed began in the early 1800's and by 1880 much of the watershed had been cleared for farming. In 1827, steamboats and rail lines extended to the lakefront to gather produce. While agriculture was the first industry of the lakefront, tourism followed closely behind. By 1890 several hotels, restaurants and summer camps filled the lakeshore. Kershaw Park, built for residents and attracting tourism, was built in 1920 and 1936. Roseland Amusement Park opened in 1925 and shaped several decades of history in the area.

In 2004, a Conceptual Land Development Master Plan was prepared for a series of properties located on the north shore of Canandaigua Lake by the Canandaigua Lakefront Development Corporation ("CLDC"). CLDC was an organization formed by property owners, investors, the City and other stockholders in the lakefront area. CLDC's purpose was to analysis the area to provide an understanding of natural and man-made attributes and constraints to future development opportunities. The existing conditions analysis served as a foundation in refining a conceptual redevelopment scenario and a collective vision for the lakefront. CLDC's analysis was completed on 32 separately owned land parcels with a primary focus on 15 parcels totaling 40 acres of land.

In 2007, much of the primary development area was sold to one landowner allowing for greater redevelopment efforts. The Project area was defined into a more manageable 33.5 acres. Phase I of the Project area being wholly owned by David Genecco and phase II of the Project area, consisting of the existing Parkway Plaza, owned by Parkway Plaza, LP. Genecco and Parkway Plaza, LP together are the Project Sponsors. The Project Sponsors continued to meet with community stakeholders to refine the conceptual redevelopment plan. After several meetings, a conceptual redevelopment plan was agreed upon and introduced to the public. The CLDC and the Genecco/ Parkway Plaza partnership were formed because of a common interest to revitalize the lakefront community and redefine its character.

The mobile home properties have fallen into disrepair and are vacant. Many of the businesses have closed. The site is a significant source of blight. A private and public partnership is needed. The proposed action is a direct result of a private and public desire to redefine the lakefront as a vibrant mixed use community and restore the character of the area created in the 1920's.

1.2 Proposed Action

The action for which this document was created, involves the redevelopment of 33.5 acres of property on the north side of Canandaigua Lake. In order to redevelop the site, the City and the site owners have worked together and taken steps to provide a Planned Unit Development (PUD) for the site. A PUD would allow for public input on the proposed development and attract private and public investment to the site.

The PUD covers 11 tax parcels between Lakeshore Drive, the southern site boundary, Routes 5&20, the northern site boundary, Booth Street, the western site boundary and Muar Street, to the east. The land is owned by four owners and is currently zoned as Commercial Lakefront District and Heavy Commercial, see Table 1.2 below.

Table 1.2 Description of the area

Phase I

Tax Map Number	*Zoning Code*	*Address*	*Owner*
84.18-1-20	CL	24 Lakeshore Drive	David Genecco
84.18-1-19	CL	26 Lakeshore Drive	David Genecco
84.18-1-18	CL	28 Lakeshore Drive	David Genecco
84.18-1-15	CL	30 Lakeshore Drive	David Genecco
84.18-1-17	CL	25 Booth Street	David Genecco
84.18-1-13	CL	130 Lakeshore Drive	David Genecco
84.18-1-10	CL	150-158 Lakeshore Drive	David Genecco
84.18-1-7	CL	154 Lakeshore Drive	City of Canandaigua:Pump Station
84.19-1-1.1	CL	190 Lakeshore Drive	David Genecco

Phase II

Tax Map Number	*Zoning Code*	*Address*	*Owner*
84.18-1-6.11	C3	39 Eastern Blvd.	Parkway Plaza, LP/ Conifer, LLC/ Richard Crossed
84.18-1-16.1	C3	17 Booth Street	McDonalds Corp.

CL= Commercial Lakefront District
C3= Heavy Commercial

The proposed PUD action will rezone the 11 parcels to allow a mixed use flexible land design for the area. The PUD will encourage innovations in residential development so that the growing demands for housing at all economic levels may be met by greater variety in type and design. The PUD will also allow for continued retail in the area as the lakefront attracts tourists and becomes home to an estimated 773 residents. This document was created as part of the New York State Environmental Quality Review ("SEQR") to determine any significant environmental impacts the Project will have on the area. Final PUD approval by the City Council will be taken on the site sketch resulting from this review. In order to determine significant environmental impacts, a comprehensive review of the existing environmental setting is compared to the proposed Project.

1.3 Existing Environmental Setting, Potential Significant Adverse Impacts and Mitigation

Existing conditions of the project site are detailed in Section 3.0 of this document. Section 4.0 of this document addresses the potential environmental impacts and mitigation measures for all of the project phases, including but not limited to Phase IA. The following environmental impacts, which are discussed in Section 3.0 and 4.0, are the most imperative:

- Surface & Drainage: The project will include a stormwater detention area which will store stormwater and release it at a lower rate. The site will drain more completely in the future with the addition of catch basins and stormwater piping. (See also Section 3.3 and 4.3.)
- Visual Setting and aesthetic Resources (Section 3.5 and 4.5) The Visual Setting of the project is designed to bring value to the Lakefront and also create a place setting while maintaining the existing views sheds of the surrounding area. This is explained through several view sheds and intersections shown in sections 3.5 and 4.5.
- Historic, Archeological & Cultural Resources: At this time, there are no environmental impacts or mitigation necessary for presence of historic resources. A Phase I Cultural Resource Investigation was conducted by the Rochester Museum and Science Center that concluded no intact culture bearing soils are within the project area. (see also Sections 3.6 and 4.6)
- Hazardous Site Conditions: The Project site is known to be a pre-existing landfill with the potential to have contaminated soil. Additionally, prior site uses under previous ownership as a gas station and dry cleaner may have resulted in further contaminated of the soil in the area. It is unknown what specific remediation is needed at this time. Hazardous site conditions will be remediated in accordance with New York State Environmental Regulations to support the residential and commercial uses proposed. Parkway Plaza is currently in the New York State Voluntary Brownfield Cleanup Program. Remediation of groundwater is underway and will continue until the New York State Department of Conservation approves remediation efforts as complete. (See also Sections 3.12 and 4.12).
- Traffic: A traffic study was performed to model the full build out of the project area. Overall, no significant degradation of operations is anticipated as a direct impact of the pro posed development. With implementation of the recommendations listed in Section 4.7, overall acceptable intersection operations will be experienced. (Section 4.7)
- Parking: The Project is not expected to create significant adverse impacts to the supply of parking except for during major public events and busy summer weekends. Parking concerns for users of the Lake, rather than users of the Project, exist during these times. Mitigation measures for parking, particularly during high usage times, includes the use of a shuttle from off site parking and continued use of -public and private parking areas available for overflow public parking. (see also Sections 3.7.2 and 4.7.2)
- Community Character & Lighting: Vacant buildings and underutilized parcels within the Project site have a blighting impact on the neighborhood and lakefront. The Project proposes to demolish the abandoned buildings enhancing the character of the community. The Project will be a catalyst for development around the lakefront and the City of Canandaigua by attracting private investment to the area. The Project promotes the goals outlined by the City of Canandaigua within its Comprehensive Plan. The Comprehensive Plan encourages “a fine blend of mixed uses that are opened to the public, located within close walking distances from one another to create a lively, synergistic combination of activities”. The Lighting design will be consistent with the existing lights along Lakeshore Drive and the architecture will be a modern spin on the traditional style found on Main Street (see also Section 3.10 and 4.10).

- Temporary Impacts to the Land: Temporary disturbance to the land during construction will occur. Some dust and noise will be created. Increased traffic delays due to construction worker's vehicles will occur. These impacts will be mitigated with temporary stormwater measures, temporary traffic measures and an appropriate construction schedule (see also Section 4.1).

1.4 Proposed Alternatives

Section 5 reviews a number of alternatives that were identified as available to minimize potential impacts or that were considered in the design development process. These alternatives include a no action alternative in which no redevelopment occurs. Also reviewed in Section 5 are a number of alternative uses for the area and why such uses are infeasible. The preferred alternative is summarized in Section 5 and is a result of this environmental review.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project site is located at the north end of Canandaigua Lake, between Lakeshore Drive and NYS 5/US 20 in the City of Canandaigua, Ontario County, New York. A project location map which identifies the location of the subject site is below, see Figure 2.1.

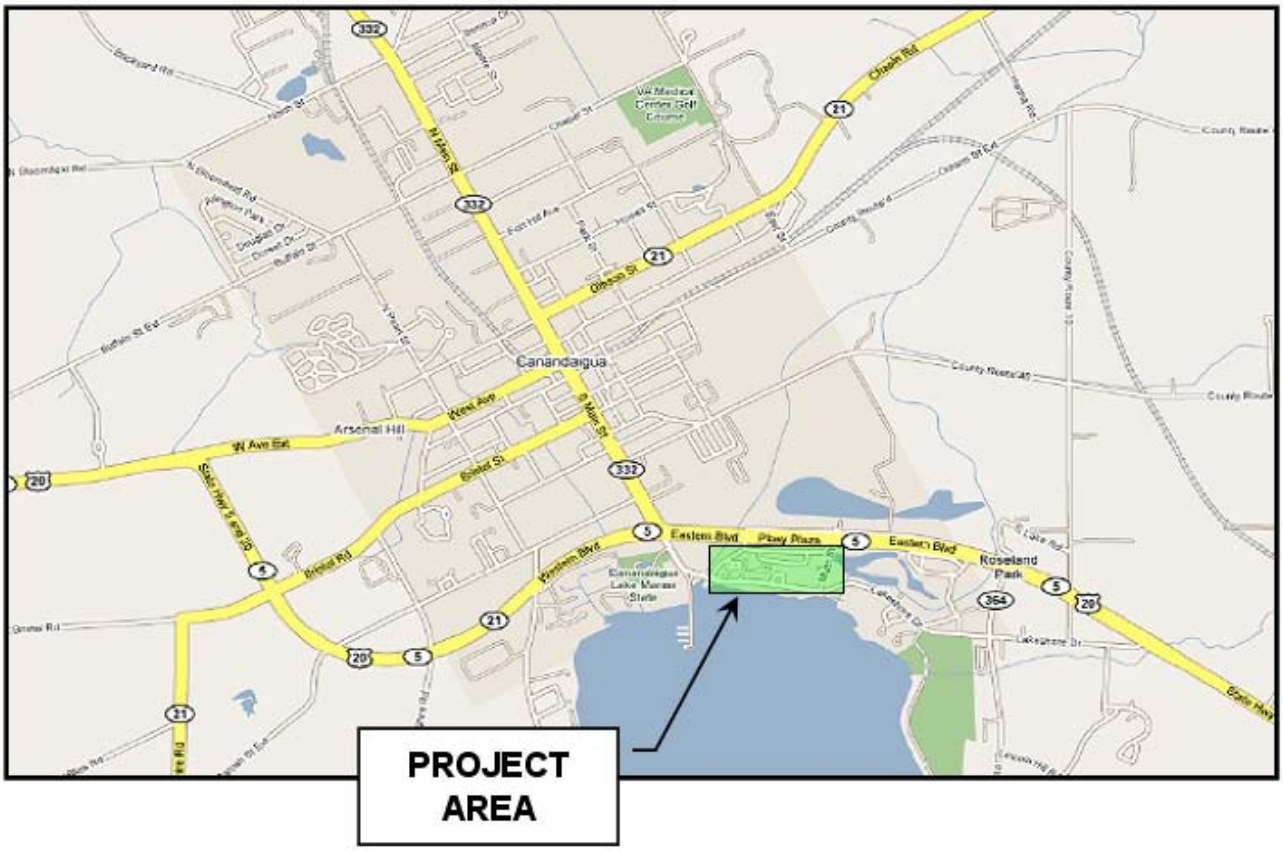

Figure 2.1 - Project Location

2.2 Description of the Proposed Project

This section of the DEIS describes the Planned Unit Development (PUD) process that is under consideration for the Project by the Canandaigua City Council. The Canandaigua City Council is the Lead Agency for SEQR review. This section includes either a narrative or a plan showing the proposed area delineations, design aspects of the Project, and evaluations and approvals governing the project.

2.2.1 Site Layout

The proposed structures and proposed site layout are shown in Figure 2.2.1 below.

Figure 2.2.1

Please note that Figure 2.2.1 is the proposed site layout prior to this Environmental Impact analysis. A preferred alternative site plan is included in the document as Figure 5.8.1, as a result of the environmental analysis. Changes in the site plan due to the environmental analysis are explained in the Section 5.8. However, the DEIS is based on the site layout (2.2.1) submitted to the City Council as part of the PUD process. Any changes to the site plan based on this environmental review will be finalized prior to PUD sketch plan approval.

2.2.2 Area and Bulk Restrictions

The PUD will establish the following setback, coverage, and building height delineations:

Table 2.2.2

Setback:

The minimum setback proposed for the mixed use buildings (residential over retail) is 0 feet. The minimum setback for residential buildings and wellness center is 10 feet.

Building Coverage:

Site Area	33.5Ac 1,459,260 sf
Building Coverage	358,140 sf (24.5%) (includes proposed buildings and existing structures to remain)

Impervious Coverage:

963,885 sf (66%) - includes proposed and existing structures, streets, sidewalks and parking lots.

Maximum Building Height:

60 feet, see building heights in Figure 2 2.2 below

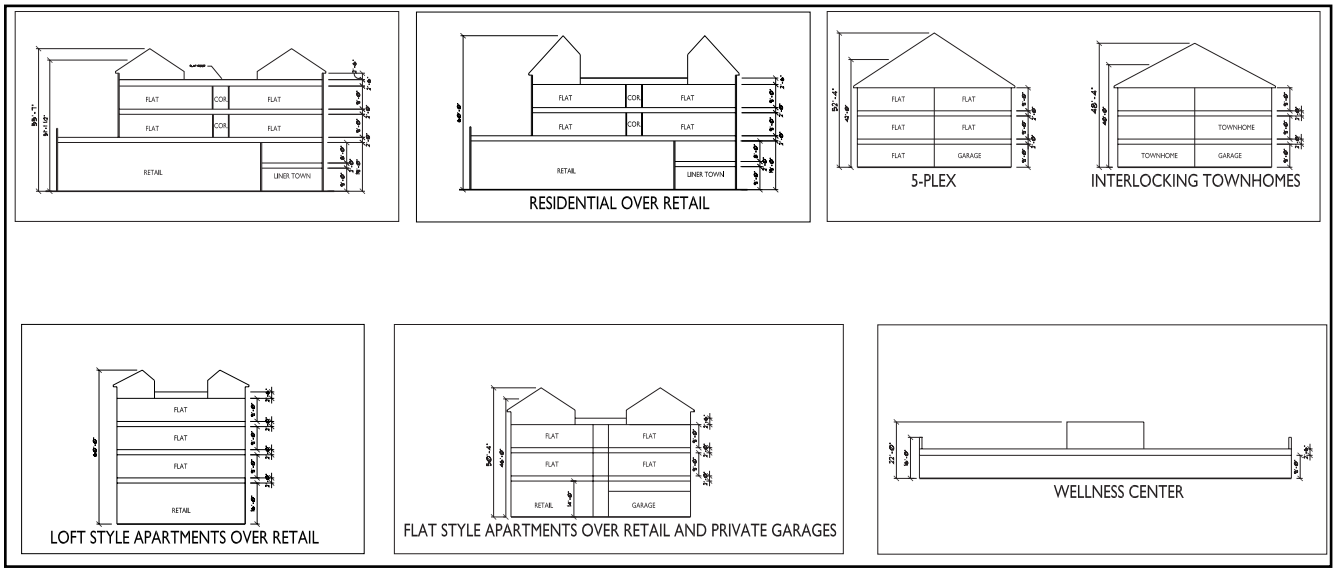

Figure 2.2.2

2.2.3 City of Canandaigua PUD Regulations

The City of Canandaigua Planned Unit Development (PUD) regulations are included as Appendix 1 to this document.

The Project complies with the City PUD Regulations (the "Code") as the proposed district is 33.5 acres, more than the minimum 10 acres as mandated under §850-121(A) of the Code. The Project will meet the objectives of the Code by providing a greater choice of occupancy tenure, housing types, lot sizes and community facilities available to existing and potential City resident's at all economic levels. The Project will provide the following choices for occupancy tenure: rental, for sale and condominium units. The Project will provide several housing types including townhomes, apartments and condominium flats. Additionally, several community facilities including a wellness center is proposed. The Project will include affordable rental housing along with for sale housing with current target costs ranging from $190,000- $240,000, thereby providing housing options for all economic levels. The Project allows an orderly transition of land from rural to urban uses by creating a retail plaza as the center of the development that enhances the rural lakefront activities by providing urban services for year round residents.

Residential, office and commercial uses as delineated in the PUD sketch plan are permitted under §850-121(D) of the Code. Additionally, the Code supports projects that produce a greater density use than traditional zoning regulations. The Project complies with §850-123 in that no structure in the PUD exceeds 60 feet in height, see Figure 2.2.2 above.

An application for sketch plan approval has been made to the City of Canandaigua in conformance with §850-124 of the Code and has been deemed complete by the Canandaigua City Council. The sketch plan will be reviewed by the Planning Commission along with this document and an opinion will be provided to the City Council. The City Council will then approve or deny the final sketch plan as an established PUD district. If approved, each phase of the Project will undergo site plan approval by the City Council.

The PUD regulations require that staging of the project will be completed so that any individual stage of the PUD will have an integrity in its own right so that, if for any reson the entire PUD is not completed, those portions already constructed will be an asset to the community.

2.2.4 Site Access and Parking

Site access, vehicular and pedestrian access to and from public right-of-way, proposed street network within the site and parking facilities are shown in Figure 2.2.4 below.

Figure 2.2.4.A Site Access

The proposed street network is consistent with the City's goal to "promote construction of residential streets built on the traditional street grid" (see City Comprehensive Plan §5.2.3-7 included as Appendix 3 of this document). A new east- west street is proposed that connects Booth Street to Muar Street and three new north-south bound streets are proposed. Pedestrian movement is encouraged by providing sidewalks on all of the new proposed streets as well as walkways through the site connecting Kershaw park with the public area of the development, outlined in yellow on Figure 2.2.4.A above.

In total, there will be 820 new parking spaces within the Project. Parking totals can be broken down as follows: 214 residential garage spaces, 165 residential tandem spaces, 304 surface parking spaces, 137 on-street parking spaces, of which 50 are located on Lakeshore Drive. In addition to the 820 new spaces, Parkway Plaza will have 417 spaces and McDonald's will have 23 spaces. The distribution by area is shown in Figure 2.2.4.B below.

Figure 2.2.4.B - Parking Diagram

2.2.5 Utilities and Stormwater Management Facilities

The project will involve the building of a stormwater retention pond located along the east end of the site just east of Muar Street. This pond will handle stormwater flows from the majority of the site. The project will also include the installation of a new east-west water main along the new east-west street. In addition, connections will be made north and south to existing water mains. Additional utilities will be constructed to serve the proposed development. The utilities include sanitary sewers, electric, natural gas, cable, phone and fiber optics. A sanitary sewer main with historic maintenance issues will be replaced. Improvements will be made to an existing pump station and force main including possible relocation. A Preliminary Utility Plan is attached as Figure 4.1.3. A possible spot for the relocation of the pump station is depicted on the preliminary utility plan on the west side of the existing bridge over the Canandaigua outlet.

2.2.6 Use of Green Building Methods

Conifer, as developer of the site, is committed to using materials and methods that promote environmental sustainability, economic vitality and social benefits through the design and construction of the Lakeshore Redevelopment Project.

It is anticipated that the design of the Project will include use of non-invasive landscaping and native trees and plants to the extent possible. The design team will strive to find native species that are drought, disease and pest resistant and require little fertilizer or maintenance. Specific plantings will be determined at site plan approval.

Daylight sensors or timers will be used on outdoor lighting for the residential buildings. The electrical engineer will specify photoelectric sensor/relays on all outdoor lighting. Placement of lighting will be designed to eliminate light trespass and pollution.

Within the buildings water-conserving fixtures will be used with appropriate flush/flow rates determined by the plumbing engineer. Energy star appliances and light fixtures will also be used.

No VOC paints, primers, adhesives or sealants will be used in the Project. The Project will utilize green label carpeting and padding for all carpeted areas. Wood products used for the building will either be salvages from demolition activities or be engineered, to the greatest extent possible.

Demolition of the existing buildings will consist of careful removal of all materials that can be reused or recycled. To the extent possible and/or practical, materials will be used directly on the Project. If not practical, materials should be sourced such that they can be used in the future. The focus will be to reduce the quantity of material placed in landfills.

Once the PUD and SEQR processes are completed, an integrated design process will be taken among the architect, engineers, owner, general contractor and a LEED certified professional to ensure a total systems approach. A charrette will be conducted among the above “design” team to establish green goals and design methods for successful implementation. The agreed upon green building methods will be incorporated in the site plan and construction phases of the Project.

2.2.7 Design Principles

Design principles for architectural design, green space, screening and other aesthetic considerations were well thought out by the Project architect, the Barton Partners. The redevelopment of the Canandaigua Lakefront utilizes tried and true Urban Design principles in an attempt to achieve a place worthy of its location. Those principles are as follows:

- Interconnect a grid of streets and open spaces to create a pedestrian friendly community while distributing and relieving auto traffic.
- Establish a mix of uses within the site, including buildings with ground level, street oriented retail to enhance the pedestrian character of the place.
- Provide for an appropriate level of density to not only compliment the surrounding community, but that also recognizes the value of a lakefront parcel.
- Design a hierarchy of open spaces that compliment the lakefront district. Park spaces should include both soft and hardscape plazas activated by retail use.
- Provide adequate parking for retail and residential uses without overwhelming the site with asphalt.
- Landscape both proposed connections and buffers appropriately to provide the redevelopment with a sense of identity as well as connect it with the surrounding community. This includes heavily landscaping the areas adjacent to the existing Parkway Plaza and Hess Gas Station to serve as a buffer creating a more attractive atmosphere for resident's who will be living there.
- Provide view corridors through the redevelopment site to the park and lakefront by placing the buildings in a north-south direction rather than an east-west direction that would block views of the Lake.
- Design the largest building height at a maximum of 60' to ensure that the buildings do not overwhelm the lakefront.
- Provide architecture that will be a modern spin on the traditional architecture in the City and will aesthetically tie Main Street to the Lakefront.

2.2.8 City of Canandaigua Approvals

City approvals needed to enable site development are listed in Table 2.2.8 below, for a full list of approvals necessary for construction and financing of the Project see §2.4 of this document

Table 2.2.8: City Approvals

City Department:	*Approvals:*
City Council	SEQR- Environmental review
City Council	PUD- re-zoning
City Council	Preliminary Site Plan (for each phase)
City Planning	Preliminary Site Plan (for each phase)
City Council	Final Site Plan (for each phase)
City Planning	Final Site Plan (for each phase)
Department of Public Works	Site Plan Approval (for each phase)
Department of Public Works	Utility Connection Permits for Water, Sanitary
City Tax/Planning Department	Tax Merger/Subdivision
Building Department	Building Permits

2.3 Purpose, Need and Benefits

This section will explain the purpose for requesting a PUD. It will address why the Project is needed in the City of Canandaigua (the "City") and how the City will be enhanced by the Project. This section will identify the background of the project, including public need, market needs, objectives of the project sponsor and a discussion of potential social, economic and other benefits related to the project.

2.3.1 Purpose of the PUD

The purpose of the PUD, which requires this SEQR review, is to redevelop, revitalize and create a viable economic center on the Lakefront that complements the Lake, complements the adjoining property uses, provides a reasonable return to its owners, contributes to the tax base and enhances the character of the City as an economically viable place to live and visit. The PUD action has been taken after decades of mistreatment to the land near the lakefront. The area has gone from a City dumping location to abandoned trailer parks. The City and the current land owner's have joined together with a common vision to "clean up" the area.

The Project is needed because the area operates as a blighting influence that negatively impacts the value and development potential of the surrounding properties. The area detracts from the gorgeous views of the lake and Kershaw Park, a $4 million public investment. The PUD will allow the City and the public discretion as to what is built on the lakefront. The PUD re-zoning will be binding on any property owner, current or future, within the PUD area. Only PUD uses will be allowed by law. The PUD will ensure that the character of the community is upheld and certain uses for the land are not allowed under law. A PUD rezoning is needed to allow residential use within the site as current zoning only allows commercial uses and limited residential use by special permit.

2.3.2 Project Needs

The Project assumes a requirement for public investment and community support in order to restructure the failed infrastructure and clean up the contaminated soil that is present in the Project area.

In the mid-1990's, the City of Canandaigua (the "City") began to focus on the lakefront area by investing $4 million in improvements to Kershaw Park, a City Park that provides public access to the lakefront. Since that time, the City has supported development of the undeveloped portions of the Lakefront district. For the lakefront to be redeveloped, several infrastructure improvements are necessary, including renovations to a City Sanitary Pump Station, sanitary sewer lines, water distribution mains and drainage systems, electric and gas lines, public streets, sidewalks, curbing, soil and landscaping. Specific construction needs and timing of infrastructure improvements are outlined in Section 2.5.1 of this document.

An old infrastructure system is not the only reason that public investment to the site area is essential, the other reason is that the area is an historic City landfill. Soil testing will need to be completed prior to development to fully understand the financial ramifications of this prior use. Soil removal and other environmental remediation are likely. Environmental remediation costs for a site of this size may be significant. The environmental concerns have been a barrier to development within the area.

The above public infrastructure improvements and clean up activities are needed for private development to occur. Public investment needed is estimated to total $21,590,350, while the private investment is over $100,000,000. It is anticipated that the City will contribute toward renovations to the City pump station, an estimated $3.5 Million, and that the additional public funding will come from the State and Federal levels. The $3.5 Million City investment is not a City expense arising from the Project because the City has known and accounted for improvements to the pump station prior to the Project's PUD application. The City pump station would need renovations with or without the Project.

The State and Federal funds will likely come from Economic Stimulus Programs, which fund infrastructure improvements for economic development projects such as this. These Economic Stimulus Programs have already been levied by the government. It is not a matter of if state tax dollars will be used for economic development, but rather, where it will be used. Securing a State and Federal investment of $18 Million is feasible for the Project as the return on investment to the community is significant. The property tax revenue alone would be 7 times more than what is currently received, see Section 4.13.1 Local government revenues-expense analysis for a full analysis.

Market Feasibility

The Project will also need to be phased in order to be economically feasible. Phasing of the Project is discussed in detail in Section 2.5 of this document. Phasing of the Project will help create demand and marketability of both the residential and retail units.

In downtown Canandaigua there is approximately 500,000 square feet of rentable commercial space consisting of approximately 90 properties currently housing approximately 180 businesses including offices, retail, restaurants, etc. Of the 500,000 square feet of commercial space only 20,000-25,000 square feet or 4-5% of the total commercial space, is currently vacant according to the Downtown Business Improvement District (BID). This vacant space is spread out among 12 units. Six of these twelve units are retail space and the remaining six are for other commercial establishments like offices or restaurants.

Conifer Realty, LLC commissioned a market feasibility analysis to be completed by GAR Associates, Inc. as part of the development of the Project, see Market Study attached as Appendix 2. In August 2008, GAR Associates reported their findings regarding the Canandaigua area market dynamics. The study concluded that based on other commercial properties in the area, the commercial space in the project should generate interest and will be supported. The Project site is a desirable market area for commercial use as it has visibility of Canandaigua Lake and Kershaw Park.

The commercial space within the Project will be attractive to visitors of the Lake and nearby attractions, such as the proposed Steamboat Landing Hotel, the Wine and Culinary Center and Kershaw Park. Additionally, the resident's of the Project will enjoy close proximity to retail shops, restaurants and services. In full build out, there will be approximately 773 new residents in the area to support the commercial use of the Project.

It is anticipated that as the Project progresses into each phase, density increases and traffic flow expands, the commercial space absorption will increase. However, due to the large amount of commercial space and the phased nature of the overall development, it may take some time to fill all of the commercial space. The site plan was designed to provide flexibility to respond to the market as the Project progresses. The preferred alternative

Site Plan included in this document as Figure 5.8.1 reduces the commercial space from 56,500 square feet to 42,520 square feet in light of the current state of the economy. The Developer has worked and will continue to work closely with BID to ensure that lakefront development efforts enhance Main Street businesses rather than detract from them. The intent is to attract outside private investment within the area that will compliment rather than create heavy competition with existing small businesses.

Commercial/retail tenants that would be interested in this kind of location include: residential oriented commercial users like insurance and travel agencies, delis/restaurants, taverns, coffee shops, drug stores, boutique type retailers, and service oriented office users.

2.3.3 Project Benefits

The Project will offer several benefits to the community and is constant with the City of Canandaigua Comprehensive Plan. The Project will create a holistic getaway for visitors of the Lake, will spur local business development while eliminating blight, will decrease the traffic issues that currently exist in the area, will create a tax base for the City, and will create jobs and quality housing options for the Canandaigua community.

Benefits to visitors of Northern Canandaigua Lake

The Project will offer several benefits to visitors of the Canandaigua Lake. Canandaigua Lake is a destination for boaters, swimmers, kayakers, and other recreational tourists. The lake is an attraction to both visitors and residents of Canandaigua. At this time, the lakefront does not offer the amenities that create a day getaway for visitors of the lake. The Project will bring an active festival plaza to the area. Visitors will be able to shop, dine and join in outdoor activities without leaving the lakefront. The holistic getaway will attract more visitors to the lake both in the summer and winter months as development efforts will focus on year-round activities.

Benefits to local business development

The Project's objective is to enhance rather than hinder local business development. The Project will be a catalyst for redevelopment of the lakefront. It will attract visitors, as well as, add residents to the area. Concentration of people to the area will create demand for local businesses both on the lakefront and throughout the City. The Project capitalizes on the unique features of the site and will spur ongoing private investment and job creation in the area.

Benefits of a new road network

The new east-west connecting roads and new north-south connections proposed as part of the proposed action has several benefits including: will provide direct access to Parkway Plaza from the lakefront area; minimizes external development traffic; provides alternative access routes to the lakefront; improves pedestrian access to the lakefront and to Parkway Plaza; redistributes traffic within the block; allows for creative event management traffic flows during special events; and creates additional on-street parking for visitors and residents.

Consistency with the City of Canandaigua's Comprehensive Plan

The Project is consistent with the City's Comprehensive Plan adopted on December 12, 2002, see Appendix 3. The land uses of the Project meet the community demands for the lakefront area by providing year-round residential and commercial uses in an environment that promotes pedestrian activities focused on access to Canandaigua Lake.

Under 6.4.2 of the City Comprehensive Plan, it was stated that, "The Canandaigua Lakefront should continue to grow as a balanced, mixed-use area focused on public access to Canandaigua Lake." The Project meets this goal by providing a range of residential types, office space and retail space that is designed with a building orientation that preserves views of the Lake. The proposed site provides view corridors through the site to the park and lakefront by placing most of the buildings in a north-south direction rather than an

east-west direction that would block views of the Lake. While some of the buildings are strategically oriented in an east- west direction, these buildings do not hide the lake from the interior portions of the site. The alignment of east- west buildings behind Parkway Plaza provide for townhomes with views of the Lake rather than of the Plaza. These townhomes create a buffer for the site hiding the appearance of the commercial docking uses of the Plaza. Additionally, some townhomes and apartment buildings on the western portion of the site are oriented in an east-west direction in order to provide direct frontage to the streetscape and a more desirable parking plan for the units.

Further the Comprehensive Plan states that, "Year-round activities should be developed. The land use and streetscape design should be pedestrian friendly, with buildings approachable from all sides, with outdoor public places including courtyards, patios, and safe alleyways between buildings". A key component of the Project is a plaza across from Kershaw Park, creating a synergetic link between the northern side of Lakeshore Drive and the Park and Lake.

The Comprehensive Plan encourages "a fine blend of mixed uses that are opened to the public, located within close walking distances from one another to create a lively, synergistic combination of activities", see Section 6.4.3-3. The Project creates a synergistic combination of activities by concentrating the retail activities along the North- West side of Lakeshore Drive and along Route 5 & 20 with residential uses enhanced throughout the southern portion of the Project area. Retail activities are within walking distance from one another. A tourist will have the opportunity to enjoy lakeside activities, shop and dine in one concentrated area, while residents have the ability to do the same by walking from their home.

It was recommended to allow retail-type offices typically used by the public on Lakeshore Drive, see Section 6.4.3-4. A wellness center is proposed in the Project on Lakeshore Drive, East of Muar Street, serving as a retail type office for public use that promotes year-round activity in the area.

The Project recognizes the need for mixed-use buildings on Lakeshore Drive. The Comprehensive Plan suggests residential uses on upper floors on the North side of Lakeshore Drive, see Section 6.4.3-5. The Project provides several mixed-use buildings with retail space on the bottom floors and apartments on the top floors. "The height of the multi-story buildings should not overwhelm the lakefront district", as suggested in Section 6.4.3-6 of the Comprehensive Plan. The height of the highest building is 60', which is allowable by the PUD Code. Additionally, views of the lake cannot be seen from 5&20 with the current site conditions as Parkway Plaza blocks the view shed. Views of the lake will remain present from Main Street as the Project is east of the view line.

The proposed street network is consistent with the City's goal to "promote construction of residential streets built on the traditional street grid" (Comp. Plan §5.2.3-7). The proposed street grid will minimize external development traffic and creates additional on-street parking for visitors and residents.

Benefits on taxes and jobs

The Project will increase revenue to the City through property tax assessments. Property tax revenue will be seven times the existing revenue. Sales tax generated by the Project will be substantial Additionally; the Project is expected to generate retail, restaurant and recreational jobs. In full build out, it is estimated that over 100 jobs will be created to operate the approximately 20 commercial spaces. Additionally, each apartment complex

will create at least 2 jobs, a site property manager and superintendent. As the area grows in recreational use, seasonal employment will also grow.

For a complete revenue -expense analysis, see Section 4.13.

Table 2.3.3 A -Additional Property Tax Revenue Generated from the Project

Phase	*Estimated Assessed Value*	*City Taxes*	*CountyTaxes*	*School Taxes*	*Total:*
Phase I (Block B)	$21,500,000.00	$134,023.84	$369,159.73	$369,159.73	$630,248.57
Wellness Center (Block F)	$2,000,000.00	$12,467.33	$34,340.44	$34,340.44	$58,627.77
Block A	$15,200,000.00	$94,751.74	$260,987.34	$260,987.34	$445,571.08
Block C	$10,380,000.00	$64,705.46	$178,226.88	$178,226.88	$304,278.15
Block D	$8,100,000.00	$50,492.70	$139,078.78	$139,078.78	$139,078.78
Block E	$6,260,000.00	$39,022.76	$107,485.58	$107,485.58	$183,504.93
Block G	$4,620,000.00	$28,799.54	$79,326.42	$79,326.42	$135,430.16
Block H	$8,360,000.00	$52,113.46	$143,543.04	$143,543.04	$245,064.10
Retail Pads in Plaza	$1,500,000.00	$9,350.50	$25,755.33	$25,755.33	$43,970.83
Parkway Plaza	$6,000,000.00	$37,402.00	$103,021.32	$103,021.32	$175,883.32
McDonald's	$1,019,000.00	$6,352.11	$17,496.45	$17,496.45	$29,870.85
Total:	$84,939,000.00	$501,989.49	$529,481.44	$1,458,421.32	$2,489,892.25

Based on tax rates as follows: proposed 2009 City (5.91), 2008-2009 school (17.17022) & 2009 County (6.233667)

Benefits the Project has on Housing Resources

Over the last decade, the population of the market draw area has experienced moderate growth of 5.4%. Much of this growth is due to out-migration from the Greater Rochester area. This moderate growth in the area is anticipated to continue, with population growing an additional 1.85% by 2013.

Most of the employment within this part of Ontario County comes from light manufacturing, retail, and professional related service industries. In July 2008, the unemployment rate in Ontario County was 4.7%, up from 3.8% the previous year. A steady population increase within the area creates a demand for a wide variety of housing options. The Project will provide a mix of housing opportunities for new residents.

Rental housing

The rental housing stock in the market draw area is aging and fairly saturated. Of the approximately 20 non-affordable, market rate projects in and around the market draw area, most, 70%, are older and dated in nature. Most of these projects consistently operate at 97-98% occupancy. As a result, the capture rate for this project's market-rate units is low, 4.34% for one-bedroom apartments and 5.59% for two-bedrooms, indicative of likely

project support. Based on the preceding, the market rate units should be fully occupied within six months of completion.

Most of the affordable rental projects in the area are fully occupied and/or having waiting lists for potential tenants. It is anticipated that there will be a fairly high demand for the affordable units in the project with a capture rate of only 2%. The project's affordable units should be fully committed prior to construction completion.

For Sale Housing

There is only a handful of lakefront and near lakefront projects within the market draw area. None of these have been built recently and most were built from the 1980s to mid-1990s. Only one existing condominium project has been built the past five years. A number of other projects for townhouses, patio homes, and condominiums are in the development and planning stages. However, at this time, this project will be the most significant new construction of this type in Ontario County.

Furthermore, there are no similar projects in the area, representing dense, mid-rise development. Rather, most developments are patio homes or townhouses. Additionally, no other townhouse/condominium developments are proposed that would have a waterfront location.

Revitalization and elimination of Blight

Figure 2.3.3 - Aerial Photo

The Project revitalizes many of the outdated, underutilized and deteriorated parcels along the north side of Canandaigua Lake. The Project brings new life to the blighted areas that surround the lively Kershaw Park, a $4 Million public investment that was the first step toward rejuvenating the lakefront.

The existing site contains a number of abandoned buildings, dilapidated trailer parks, parking lots that front Lakeshore Drive and overgrown vegetation. Figures 2.3.3 below show the current state of the development area. The Project promotes the reuse of underutilized land within the area in a way that is consistent with the City's Comprehensive Plan. Renovation and redevelopment of the area will include environmental clean-up efforts and major infrastructure improvements.

Figure 2.3.3-A - Site Photo

Figure 2.3.3-B - Site Photo

Improved Infrastructure

The proposed stormwater system will allow the site to drain more fully. At the present time, some interior portions of the site are not well drained due to the fairly level terrain with some non draining pockets.

The improvements to the water main will create more of a looped system for the area which helps maintain pressure and allows for alternate routing during periods of maintenance. New water mains would be placed along most portions of dedicated streets.

The replacement of the sanitary sewer that has maintenance issues is welcome to the City DPW. For years this portion of the sanitary sewer has experienced numerous grease blockages. The sewer is also made of transite, an asbestos based product which is not easy to repair.

2.4 Approvals

This section will include a discussion of the approvals necessary for construction and financing of the project, including a listing of each municipal office or agency that has jurisdiction over a portion of the project. This section will identify relevant permits to be obtained prior to construction. Permits will not be obtained prior to the completion of the EIS.

Table 2.4 below lists the approvals necessary for construction of the Project. Financing of the Project is anticipated to come from a variety of public and private investments.

Public funding is anticipated through the New York State Economic Development Office, with funds possibly through federal economic stimulus money. The Project Sponsors and City have been working with State officials on possible funding opportunities for the Project site. Funding for renovations to the City pump station are anticipated from the City. The Project Sponsors anticipate participating in the New York State Brownfield Cleanup Program and use of Brownfield tax credits. The Project will have an affordable housing component and will likely utilize Low Income Housing tax Credits through the New York State Division of Housing and Community Renewal or New York State Housing Finance Agency. The Project Sponsors also anticipate funding for Green design initiatives through NYSERDA.

Table 2.4

Agency:	***Permit / Approval:***
City of Canandaigua	SEQR
City of Canandaigua – City Council	PUD
City of Canandaigua	Preliminary Site Plan
City of Canandaigua	Final Site Plan
City of Canandaigua – Dept. of Public Works	Utility Connection Permits for Water, Sanitary
City of Canandaigua – Building Department	Building Permits
City of Canandaigua – City Tax/Planning Dept.	Tax Merger/Subdivision
Ontario County	Re-subdivision
New York Dept. of Env. Cons. (NYS DEC)	Phase II Storwater Permit
New York Dept. of Env. Cons. (NYS DEC)	Article 24 Wetlands Buffer Zone Permit
New York Dept. of Env. Cons. (NYS DEC)	Floodplain Development
New York State Dept. of Transportation (DOT)	Highway Work Permit
New York State Dept. of Transportation (DOT)	Utility Permit
New York State Health Department	Water Distribution Permit
FEMA	Floodplain Development

The City of Canandaigua is the lead agency for the proposed action. The following agencies are known involved agencies of the proposed action pursuant to SEQRA: U.S. Army Corps of Engineers, the Federal Highway Administration (FHWA), New York State Department of Environmental Conservation (NYSDEC), New York State Department of Transportation (NYS DOT), and New York State Historic Preservation Office (SHPO). Funding agencies are unknown at this time. The following potential funding agencies would become involved agencies of the proposed action pursuant to SEQRA rather than merely interested were they to fund the project: The Empire State Development Corporation, U.S. Department of Housing and Urban Development (HUD), New York State Division of Housing and Community Renewal (DHCR), and New York State Housing Trust Fund Corporation (HTFC).

2.5 Construstion, Operation and Phasing of the Project

This section identifies the proposed schedule for the construction of the site improvements for the project including building, infrastructure, parking and restoration. This section also identifies each of the proposed project phases, including a description of the proposed structures and development features.

2.5.1 Infrastructure

The construction of the Project will begin with the much needed infrastructure improvements. Past efforts within the private sector to redevelop and revitalize the area have failed due to the significant costs of reconstructing old infrastructure. For the lakefront to be redeveloped, several infrastructure improvements are necessary, including renovations to the existing City Sanitary Pump Station, sanitary sewer lines, water distribution mains and drainage systems, electric and gas lines, public streets, sidewalks, curbing, soil and landscaping.

For several years, the City has reported a need to replace the pumps and controls of the City Sanitary Pump Station due to overcapacity and old equipment. The Pump Station is currently located in the redevelopment area. The proposed development plan relocates the City Pump Station to the East separating it from residential buildings. However, in order to save construction costs, the preferred alternative Site Plan G, as discussed in Section 5.8 of this document, keeps the existing location of the City Pump Station while making substantial renovations. Renovations to the pump station would mean replacement of the piping and mechanical equipment. These renovations would benefit all the properties on the East side of the lake by increasing load capacity. Along with replacement of the Pump Station, the sanitary sewers will be relocated to eliminate the blockage issues that currently exist. There will be a replacement of the existing force main to allow for greater capacity and a better engineering design, whereas the new force main will not be located under any existing structures. Currently, the force main runs underneath Parkway Plaza. A break in the line would cause a major problem to the several retail businesses located in the plaza. The new sanitary design eliminates this potential issue.

The water distribution mains will be placed in a grid along most of the interior streets to provide redundant connections to the water supply system, which will aid in fire flow systems and maintenance. A large detention area will be built on the East of the site and a small area on the West to reduce peak runoff and assist with water quality.

The new project improves road circulation by creating an East–West road and several North–South roads. The new public streets allow for alternative routes for emergency access and local traffic, as the current roadway system becomes heavily concentrated during peak times. Additionally, on street parking will be constructed to assist in the heavy parking during the summer months. Along with the creation of new public streets, existing public streets will undergo upgrades to improve pedestrian facilities, lighting and curbing. The Project area will be a walkable community with sidewalks, curbing and landscaping improvements that create pedestrian friendly routes. Currently, several of the connecting streets to the lakefront lack sidewalks, which creates a barrier for activities in the area. Additionally, a public pedestrian plaza area will be designed across from the existing public park drawing consumers across the street to the proposed retail areas.

The above public infrastructure improvements are needed for private development to occur.

2.5.2 Buildings and Parking

A phasing plan for the buildings within the Project is included as Figure 2.5.2 below. Phase IA will be constructed within 6 months of the start of infrastructure improvements. Infrastructure improvements will be constructed prior to building construction in order to avoid disturbance to existing building foundations. Phase IA includes the festive retail plaza and apartments over retail. Phase IA will include affordable senior housing for 20% of the apartment units. Phase IA will have an estimated construction period of 1.5 years.

Construction start is dependent on securing necessary public funds for needed infrastructure. The Project Sponsors are moving aggressively toward securing such funds and anticipate construction within 6 months of an award. It is estimated that full build out will take 10-12 years. Market conditions will determine which phase of development is completed after Phase IA. All infrastructure improvements will be completed prior to Phase IB, allowing increased flexibility in development efforts. The site plan is flexible and allows for phasing in order to create demand and marketability within the area.

Assuming all public funding is committed and Phase IA generates a spur in the market as anticipated, the following construction schedule is anticipated:

- Phase IB would begin construction 1 year after completion of Phase I A. This estimate is based on conclusions from the Project's market study that market absorption for the market rate apartment units in Phase IA is estimated to take 6-8 months. Phase IB would include: The wellness center (Block F below) and the residential and commercial units designated in Block C and Block A below. It is estimated that construction of Phase IB would take 2 years.
- Phase IC would begin construction 2 years after completion of Phase IB. This estimate is based on conclusions from the Project's market study that market absorption for the townhomes in Phase IB is estimated to take 16 months. Phase IC would include: the residential units designated in Blocks D and H below. It is estimated that construction for Phase IC will be 1 year.
- Phase ID would begin construction 2 years after completion of Phase IC. This estimate is based on conclusions from the Project's market study that market absorption for the townhomes in Phase IC is estimated to take 16 months. Phase ID would include: the residential units in Block G, the residential units and commercial retail pad in Block E and Phase II (renovations to Parkway Plaza). It is estimated that construction for Phase ID will be 2 years.

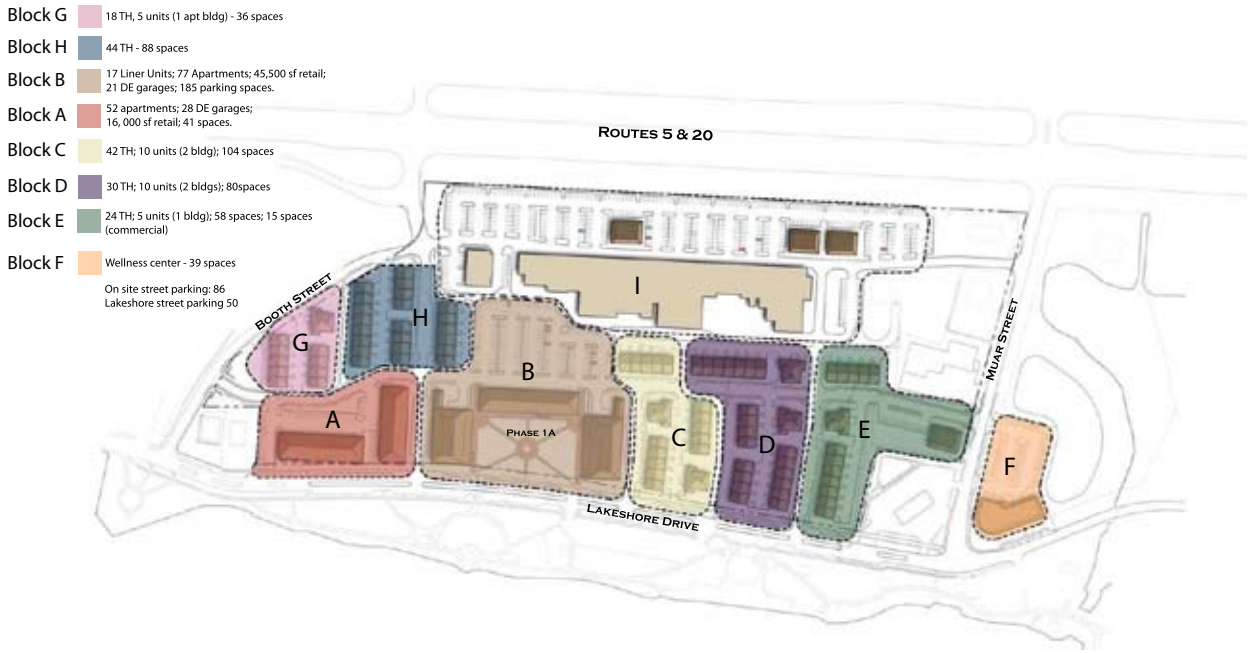

Figure 2.5.2 - Phasing Diagram

3.0 EXISTING CONDITIONS

3.1 Topography, Soils and Land Use

3.1.1 Existing Topography

The existing topography of the site including site grades are shown in the topographic survey completed by Venezia & Associates dated May 21, 2008, attached as Appendix 4. The survey shows that the site is relatively flat with minimal grade changes. The site has an area that forms a slightly higher area (3 to 5 feet) located near the restaurant in the center of the site. The remainder of the site drains either toward Muar Street or the Muar Lake Lagoon. Some areas of the project site have slight depressions that do not actually drain.

3.1.2 Existing Soils

As described in the Soil Survey of Ontario County, New York (USDA 1958) and other geology sources, present topography of the general project area reflects the waning effects of the Wisconsin glaciation. Ontario County is divided by the east-west trending Portage Escarpment. The northern portion, which rests in the Central Lowland Till Plain of the Great Lakes, contains many glacially-created elements. The undulation to rolling upland is covered with long, low drumlins and kames, hills of water-sorted sand and gravel. The Southern portion lies atop the Allegheny Plateau and is comprised of a geologically eroded region. Level to gently rolling uplands are scarred north and south by narrow, steep-walled valleys, many of which contain lakes. That is, as the glacial ice receded, a series of postglacial lakes formed which are today known as the Finger Lakes. The project area, surrounded by relatively flat land with Canandaigua Lake to the south, is a good example of such a landscape. The entire county ranges in elevation from 168m (550 ft) above mean sea level at the northern edge of the county to a maximum of 688m (2,256 ft). The elevation of the project area is a relatively consistent 210m (690 ft) above mean sea level (amsl).

Ontario County is in the drainage system of the St. Lawrence River. Most of the rivers, large streams, and creeks have a dendritic or branching pattern. The project area drains directly into the Canandaigua Lake outlet which joins the Erie Barge Canal to flow into Lake Ontario. Drainage is also facilitated via stormwater detention ponds to the north of the APE know as Muar Lakes.

Three (3) soil types are identified within the APE (See Table 3.1.2) although only one soil type noted is a true soil. Sloan silt loam is very deep, very poorly drained soil found on lake plains and comprises about 90% of the APE. These soils formed in loamy alluvium washed mainly from soils formed in loamy, calcareous drift. The other two soil types noted are water and freshwater marsh, neither of which have a soil description.

Soil and groundwater remediation is being conducted within the Parkway Plaza site as soil in the area was contaminated by perchloroethene (PCE) from the drycleaner onsite. To evaluate the potential off-site contaminant impact, two groundwater monitoring wells were installed in September 2007. Samples from these wells in October 2007 did not contain detectable concentrations of PCE.

Table 3.1.2 - Soil Type Represented within the Project Area

Name	*Soil Horizon Depth cm (in)*	*Color*	*Texture, Inclusions*	*Slope%*	*Drainage*	*Landform*
Sloan silt loam (Sk)	Ap 0-23 cm (0-9 in)	VDkGry	SiC1Lo	0-2	Very Poorly Drained	Lake Plains
	A 23-28 cm (9-15 in)	VDkGry	SiC1Lo			
	Bg1 38-53 cm (15-21 in)	DkGry	SiC1Lo			
	Bg2 53-86 cm (21-34 in)	Gry & Dk Gry	SiC1Lo			
	Bcg 86-114 cm (34-45 in)	Gry	C1Lo			
	Cg 114-152 cm (45-60 in)	Gry	SiLo/SiC1Lo			

KEY:
Shade: Lt – Light, Dk – Dark, V-Very
Color: Brn – Brown, Blk – Black, Gry – Gray, GBrn – Gray Brown, StrBrn – Strong Brown, RBrn – Red Brown, YBrn – Yellow Brown
Soils: Cl – Clay, Lo – Loam, Si – Silt, Sa – Sand
Other: / - Mottled, Grl – Gravel, Cbs – Cobbles, Pbs – Pebbles, Rts - Roots

Sloan Silt Loam (0 to 1% slopes) is a very fertile soil, but it is so poorly drained that it is unsuitable for agriculture. If there are no outlets for the water, draining the soil is challenging. Hydric soils are present in the designated wetland areas as shown in Figure 3.4.2.

3.1.3 Existing Disturbed Areas

The project is located in an area that had been sparsely populated until the last half of the twentieth century. The northern one-third of the project area is currently utilized as parking lots and retail/commercial space. This area shows on early maps low and swampy and would have been filled and compacted prior to the recent development of this strip mall and the associated stores. The land between the existing parking lot and Rts. 5 & 20 has been severely disturbed by highway and drainage construction. The central third of the project area has had little obvious alteration in recent times. According to historic maps, no buildings have ever been erected in this section. In the western half of the site concrete pads have laid out for above ground only-trailer homes which aside from utility lines (water and sewage), would have had generated little sub-surface disturbance. Some filling of this land would be expected, however, to alleviate problems associated with the original swampy nature of the area, such as stability of the aforementioned concrete pads and poor drainage. The southern third of the project area contains the only old development in the area. Most of the construction appears to have been accomplished in the 1903-1951 timeframe and may have been done in this location either because of the relatively higher and more stable soils associated with Lakeshore Drive on this lake bar, or because of the favorable ascetic appeal of the lake shore, or both of these factors. None of the existing structures are elaborate buildings with more than 2 and ½ stories. Having been built in the first half of the 20th century, they would have been erected with simpler methods than currently practiced and so, disturbance would have most likely been confined to the immediate vicinity of the buildings. More recent concrete and asphalt parking areas have been overlayed in this location. One area of major disturbance is the eastern end of the site east of Muar Road. It is this section where the original Canandaigua Lake Outlet was located, the course of which was substantially modified. The channel was extensively widened to form a basin and it appears as if the land adjacent to the newly-formed lake basin was subjected to filling, most likely with sediments dredged from the channel-widening activities.

Additionally, a significant portion of the project area, especially along Lakeshore Drive, is known to be a former town dump. With fill matrix and town dump materials encountered by the Rochester Museum and Science Center during sample trenching, it appears that there have been multiple episodes of disturbance and filling before the construction of the modern parking lots and building along Lakeshore Drive.

3.1.4 Existing Structures

Location and dimensions of all existing buildings, structures and other improvements for Parkway Plaza are shown in the survey completed by MRB Group P.C. dated September 28, 1993, attached as Appendix 5. Location and dimensions of all existing buildings, structures and other improvements for the remainder of the PUD area are shown in the survey completed by Venezia & Associates dated February 13, 2008, as attached as Appendix 6.

In total, there are 6 commercial buildings on the Project site and a handful of residential trailers. Two of the commercial buildings are currently vacant. Both buildings were previously used as restaurants located along Lake Shore Drive (the former Polimeni's restaurant and the former Bell Lago's restaurant). The former Polimeni's restaurant is approximately 4,150 square feet and the former Bell Lago's restaurant is approximately 12,800 square feet. The other four commercial buildings on site are currently operational. They include: Scoops Ice Cream shop (770 sq. ft. located along Lake Shore Drive), the Waterfront Grille restaurant (4,500 sq. ft located along Lake Shore Drive), McDonald's and Parkway Plaza located along Routes 5 & 20 (5,150 sq. ft and 100,000 sq. ft respectively). Additionally, the Waterfront Grille consists of 6 ancillary structures that were previously used as a motel. The one story structures are approximately 250sq. ft. and are currently unused.

A City sanitary sewer pump station is located behind the former Bell Lago's restaurant on the eastern portion of the Project site. The Project site has existing public water and sewer lines, as well as access to private commercial cable, phone, natural gas and electric utilities, see Appendices 5 and 6 for locations of existing utilities.

3.2 Groundwater Resources

Given the Project site's close proximity to Canandaigua Lake and the outlet channel, groundwater is believed to be within three to five feet below ground surface. As part of the Phase I, Archaeological Investigation conducted by the Rochester Museum and Science Center, fourteen (14) test pits were excavated throughout the site, with a typical depth of approximately four (4) feet. The shallowest depth to which standing water was encountered was thirty two (32) inches. Standing water was not observed in most of the trenches.

3.3 Surface Water and Drainage

The Project area is relatively flat. However, the slight grade has allowed surface water to flow off the project area site in three general directions. The majority of the site (23.5 ± acres) flows in an easterly direction toward Muar Street and eventually into Muar Lake Lagoon. The eastern portion of the adjacent Lakeshore Drive is included in this drainage area as the roadside catch basins collect runoff which is directed to the Muar Lake Lagoon. This lagoon is also the Canandaigua Lake Outlet, which travels in a northeasterly direction away from the project area. The water level is controlled with an adjustable level dam (Muar Dam) located within the lagoon area.

The northwestern portion of the site (approximately 9.7 acres) drains in a westerly direction to the northern end of the Feeder Canal. This canal flows north, passes by (and accepts flow from) the City's wastewater treatment plant. The Feeder Canal joins with the Canandaigua Lake Outlet approximately 1,500 feet outside of the City limits.

On the southwest side of the project area, approximately 11.9 acres flows to catch basins located along the north side of Lakeshore Drive and the east side of Booth Street. This runoff ultimately discharges to the southern end of the feeder canal.

The northern end of Lakeshore Drive is divided into two of the drainage areas described above, as there is a high point located approximately 800' west of Muar Street that acts as a drainage divide. There is currently a total of 7.7 ± acres of the site area that drains to the Lakeshore Drive northern catch basins.

The Project area contains a 100 year floodplain with an elevation of 692 according to the Flood Emergency Rate Map (FIRM), map numbers 360597001C and 360597002C effective date September 24, 1982 (see Appendix 7). The highest recorded lake level elevation was 692.1 feet during Tropical Storm Agnes in 1972.

The Project area floodplain generally follows the contours of the lake extending from the lake 125 feet north to Lakeshore Drive, except that it extends a maximum of 350 feet onto shore in the Lakeshore House / Hess Gas Station vicinity. The feeder canal (which is outside of the project area) has a floodplain extending approximately 25 feet onto each shoreline. Additionally, the floodplain extends along the southern side of Eastern Boulevard (NYS Route 5 & 20) from the former Wegman's Plaza to Muar Street and is contained by the highway and the parking lots for Parkway Plaza.

There are no FEMA floodways (as opposed to floodplains) within the project area.

Refer to the Preliminary Stormwater Design Report, Appendix 8, for the existing surface water flow patterns and the FEMA floodplains.

3.4 Vegetation and Wildlife

Stantec's environmental scientists conducted a natural resources inventory of the project site including a site vegetation assessment, delineation of NYS and federal wetlands, an identification and location of dominant tree species, a determination of potential wildlife species that are likely to be present on or near the site, and an identification of any known federally and state listed threatened and endangered species. The results of these various assessments are presented in the following subsections.

3.4.1 Site Vegetation

The entire site was walked and all natural and man-made cover types were recorded. Most of the site is developed and contains mixed use development, including commercial use, residential use, roadways and parking lots. In addition to these man-made features, there are some limited natural cover types present, including mowed lawn areas, scattered deciduous tree species, open water with contiguous watercourses, and freshwater wetlands. The locations and depiction of these land uses and cover types are provided in Figure 3.4.1 A - (Existing Land Uses and Land Cover Types).

There are two predominant mowed lawn areas on the site. One is located immediately west and contiguous to DEC Wetland CG-20, known as the former Boyce property. The second area is in the south-central portion of the site, immediately west of the former Lake Shore House. In addition to these two mowed lawn areas, there is smaller mowed lawn areas scattered throughout the site, as shown in Figure 3.4.1 A.

All trees having a diameter breast height (DBH) of equal to or greater than eight inches were located using a GPS unit throughout the site. Approximately 244 trees were observed and recorded. Approximately 132 of these had a DBH of 18 inches or greater. Several trees were very large having more than a 40 inch DBH. The majority of the trees on-site are willow and poplar species. Other tree species include red oak, maple, green and white ash, box elder, ailanthus, linden, spruce and wild apple. The location and sizes of these trees are provided in Figure 3.4.1 B - (Tree Locations).

3.4.2 Freshwater Wetlands

According to the NYSDEC Freshwater Wetlands Map, a portion of DEC Wetland CG-20 occupies the eastern portion of the project site. The western edge of DEC Wetland CG-20 was delineated, with the wetland boundary primarily following the edge of water from Lakeshore Drive north to south of NYS Routes 5&20. A wooden bulkhead parallels most of the wetland edge. Various sized poplar sp. and willow sp. border the edge of the wetland. As shown in Figure 3.4.2 (Identified Wetlands), the Freshwater wetland map shows the western edge of the wetland farther inland than what was delineated by Stantec.

A drainage channel that follows the toe of slope along Muar Street and connects to a wet meadow was also identified and delineated on the eastern edge of the site. Several large poplars line the western edge of the channel along Muar Street. There was 2-4 inches of standing water in the channel at the time of the delineation. Small White Aster, dogwood sp., carex sp, and lily sp. were also noted growing along the channel. The channel collects water from the wet meadow, which is located directly to the east. The wetland consisted mostly of willow herb. Moist soil with pockets of 1-2 inches of standing water was observed throughout the wetland. Due to the close proximity to State wetland CG-20 (just east) this would likely be considered to be "jurisdictional" by the U.S. Army Corps of Engineers.

3.4.3 Wildlife Habitat

Given the extensive amount of past development and the various man-made features throughout and immediately adjacent to the site, minimal wildlife habitat cover types are present. The most prominent areas that may provide wildlife habitat cover are the wetland areas previously discussed and the deciduous woodlot located in the central portion of the site. While not observed to date, it is anticipated that the woodlot contains the following bird species: bobolink, eastern meadowlark, vesper sparrow, Savannah sparrow, field sparrow, grasshopper sparrow and others. Other possible habitats throughout the site include the scattered shrub species that support nesting and feeding for other bird species (including woodpeckers, robins, cardinal, goldfinch, woodpeckers) and small mammals.

Given that the open lawn areas are periodically mowed, there has been limited opportunity for natural vegetative succession to occur in these areas, which would have lead to the establishment of shrub lands and eventually woodlands.

3.4.4 Rare and Endangered Species

No threatened or endangered species were observed on-site. The NYSDEC Natural Heritage Program and the U.S. Fish & Wildlife Service data bases were reviewed to determine if there is any record of endangered or threatened species in the area. No listing of endangered, threatened, or special concern wildlife species, including rare plants, animals or natural community occurrences were noted in their data base for the project site.

According to the NYSDEC Natural Heritage Program, Canandaigua Lake is a "Waterfowl Winter Concentration Area" (see 5/18/09 correspondence in Appendix 9).

3.5 Visual Setting and Aesthetic Resources:

A number of significant existing view sheds were identified by the City of Canandaigua across the proposed site. Photographs of these view sheds are included below.

3.5.1 Pedestrian view from sidewalk looking down Lakeshore Drive toward Muar Street.

Figure 3.5.1 - Pedestrian view on Lakeshore Drive toward Muar Street

3.5.2 Vehicular view from Lakeshore Drive toward Muar Street

Figure 3.5.2 - Vehicular view from Lakeshore Drive toward Muar Street

3.5.3 View from standing at Kershaw Trail

Figure 3.5.3 - View from Kershaw Walking Trail

3.5.4 View from 5 & 20 looking toward the Lake

Figure 3.5.4.A - View from 5&20 looking toward Lake

Figure 3.5.4.B - View from 5&20 looking toward Lake

3.5.5 View within the area of the future courtyard of Phase 1A

Figure 3.5.5 - View within the area of the future courtyard of Phase 1A

3.5.6 View from Lake looking onto the area of the future townhomes

Figure 3.5.6 - View from Lake looking onto the area of the future townhomes

3.6 Historic, Archeological and Cultural Resources

The Regional Heritage Preservation Program (RHPP) of the Rochester Museum & Science Center (RMSC) conducted a Phase I Cultural Resource Investigation. For the purpose of the Phase I report, the Area of Potential Effect (APE) is considered to be a 33.5-acre lot bounded by Muar Street on the east, Lakeshore Drive on the south, Booth Street on the west, and NYS Routes 5&20 on the north. Numerous buildings and businesses are currently or have at one time been located within the APE boundary.

The scope of work for the Phase I investigations included the following:

- An examination of the site files held at the NYSOPRHP and the Rochester Museum & Science Center.
- A diachronic analysis of historic maps and atlases to identify extant structures and map-documented structure (MDS) locations adjacent to or within the APE which are at least 50 years old and where there is the increased potential of encountering cultural material.
- A visual assessment of the project area and its environs.
- A determination for which sections of the project area will require Phase IB Cultural Resource Investigations and which sections will require no additional archaeological work.
- Photography will be used to record observed cultural resources (e.g., buildings), landforms, and existing evidence of disturbance within the APE and extant structures within the view shed of the APE.

Using the above data, a report was prepared discussing the work completed and the potential of any given section of the APE to contain cultural resources, the Phase I Cultural Resources Reconnaissance Survey is attached as Appendix 10. A majority of the project area, if not all of it, has been disturbed. After review of 14 trenches, the RMSC concluded that no intact soils existed within the tested areas. Therefore, with documented evidence of disturbance throughout the site, no intact culture bearing soils are said to be within the project area.

The shovel testing of two open grassy areas in the project site did result in locating of an historic site- the Sisson Motel. However, because of the limited number of artifacts recovered, the presence of disturbed soils below the culture bearing soils, re-deposited artifacts as evidenced by 19th century materials intermixed with obvious 20th century material found in post 1900 deposited soils, and the limited research value of a non-extant circa 1950's motel, a Phase II Site Examination is not warranted.

3.7 Traffic and Noise

3.7.1 Vehicular Traffic

The following six (6) intersections were studied, as referenced below. The reasons for not including other nearby intersections within the City in the traffic study is shown below.

Table 3.7.1 Intersection Analysis Justification

	Intersection to be Counted:	***Justification for Selection:***
1.	NYS 5 & US 20 at Muar Street existing traffic signal	Borders site, primary access route.
2.	NYS 5 & US 20 at Booth Street existing traffic signal	Borders site, primary access route.
3.	Parkway Plaza & Booth Street – 4 way intersection	This intersection is impacted by stacking for intersection no. 2 above. It is scheduled to be reconfigured to help traffic flow.
4.	Lakeshore Boulevard and Muar	Borders site, primary access route.
5.	Lakeshore Boulevard and Booth Street	Borders site, primary access route.
6.	Parkway Plaza & Muar Street	Borders site, primary access route
	Nearby Intersections not Counted:	***Justification:***
7.	NYS 5 & US 20 at South Main Street.	According to preliminary traffic prediction as shown in the EAF, the PM and Saturday traffic increase will be distributed among the intersections to be analyzed.
8.	South Main Street and Lakeshore Boulevard. (The Triangle) and Lakeshore Drive and Route 364 (East Lake Road).	According to preliminary traffic prediction as shown in the EAF, the PM and Saturday traffic increase will be distributed among the intersections to be analyzed.
9.	NYS 5 & US 20 at Wegmans and NYS 5 & US 20 at Route 364.	According to preliminary traffic prediction as shown in the EAF, the PM and Saturday traffic increase will be distributed among the intersections to be analyzed.

To establish existing traffic conditions within the study area, turning movement counts were conducted at each of the study intersections along NYS Routes 5&20, Lakeshore Drive, Booth Street and Muar Street. The turning movement counts were recorded on Thursday, March 12, 2009 between 3:30-6:30pm and on Saturday, March 14, 2009 between 12:00-3:00pm. Based on the count data obtained the following peak hours were identified for the study area:

Evening Peak Hour – 4:15 to 5:15 PM

Saturday Noon Peak Hour – 12:15 to 1:15 PM

Intersection analysis was conducted using Synchro7 for signalized intersections and for stop sign controlled intersections. This program is based on methods presented in the 2000 Highway Capacity Manual that describe the operation of intersections controlled by traffic signals and regulated by stop signs. Using this analytical approach, the Level of Service provided to traffic was used for this study.

The LOS for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption and lost travel time. Specifically, Level of Service criteria are stated in the terms of average stopped delay per vehicle for a 15-minute analysis period and range from "A" to "F". Levels A through D is usually considered acceptable and Level E is usually considered representative of conditions approaching capacity. Level F operating conditions are typically unacceptable and improvements are needed, in the form of traffic control, geometric changes or a combination of both.

Capacity analysis for the evening and Saturday peak hours were performed at the study intersections. The analysis indicates that all intersections in the study area are operating at overall acceptable levels of operation. Levels of Service for existing operations are shown in Table 4.7.1B of this document

The most recent available motor vehicle accident information was obtained from the City of Canandaigua Police Department for the study area roads and intersections. Information available represents a 36-month period between January 1, 2006 and December 31, 2008. The accident history identified a total of 82 reportable accidents that occurred within the study area. The following summarizes the types and number of reportable accidents.

- Rear End – 33 (40%)
- Right Angle – 20 (24%)
- Fixed Object – 11 (13%)
- Left Turn – 8 (10%)
- Sideswipe – 3 (4%)
- Right Turn – 2 (2%)
- Other – 2 (2%)
- Head On – 1
- Bicycle – 1
- Backing – 1

The crash severity included 22 injuries (27%) and 60 (73%) property damage only. A breakdown of the crash patterns, contributing factors and a comparison to statewide accident rates at each location is provided in the Traffic Study in Appendix 11.

Full build out of the proposed Canandaigua Lakefront PUD is anticipated to occur over several years. Since this study is being performed for the rezoning action associated with the PUD, phasing and exact build out timeframes are not known at this time and will hinge on the needed approvals. For analysis purposes it was assumed that full build out would occur in the next five years or by 2014. Therefore, this assessment has been conducted for existing conditions (2009), as well as background conditions and full build conditions by the year 2014.

A reasonable adjustment factor allows for inclusion of seasonal traffic without overestimating conditions during the commuter peak hours. Looking at seasonal adjustments used in other studies, plus the detailed monthly variations over the last four years provided by the New York State Department of Transportation recorded at nearby permanent count stations, the March weekday evening traffic counts were increased by 30% and the Saturday counts were increased by 45%. This adjustment is well above and beyond what has been previously accepted by the City of Canandaigua and other agencies and will provide a conservative analysis. Detailed information on the seasonal adjustment factors is provided in the Traffic Study in Appendix 11.

Offsite peak traffic peak events such as CCFL concerts do occur and affect local traffic patterns in the area. Due to the temporary and seasonal nature of such events, traffic associated with CCFL concerts is not included in this study. However, the traffic conditions during these concerts have been addressed by CCFL and documented in the Final Environmental Impact Statement completed for the Auditorium Building and Finger Lakes Performing Arts Center dated May 6, 2005. Information provided by the City and Town of Canandaigua for two development projects that are currently in the review and approval process in the vicinity of the Lakefront PUD project were included. The proposed developments include:

- Steamboat Landing – This development will include the construction of a 150 room hotel with conference center at the current location of the Steamboat Restaurant and Conference Center on Lakeshore Drive just east of Muar Street. The traffic associated with this hotel during the weekday evening peak and Saturday mid-day was added to the roadway system per the traffic assessment completed dated April 16, 2009. It is estimated this development will add approximately 92 vehicles per hour during the weekday evening and 108 vehicles per hour during the Saturday peak hour. The distribution of these trips on the adjacent roadway system is provided in the appendix.
- Pooler Parcel- This development includes the potential subdivision of three parcels that may ultimately include 8,000 square feet of restaurant/coffee shop; 15,900 square feet of retail and a 70 room hotel. The parcel is located on the north side of NYS Routes 5&20 east of the old Chase Pitkin plaza and will have direct access to Rts. 5&20 via the existing service road and traffic signal at the Wegmans Plaza entrance. As no traffic assessment or additional information on the potential project is available, trip generation estimates were calculated and new trips added to the roadway network. It is estimated this development may add approximately 172 vehicles per hour during the weekday evening and 210 vehicles per hour during the Saturday peak hour. The assumptions made in distributing these trips on the adjacent roadway system are provided in the appendix.

In addition to these recent proposed developments, a general background growth rate was applied to existing traffic volumes to account for other unknown, general growth in traffic. A 5% growth factor was applied to develop the 2014 base traffic volumes. In summary, the existing 2009 March traffic volumes were adjusted as follows:

- Seasonal Adjustment – +30% weekday, + 45% Saturday
- Proposed Developments – Steamboat Landing & Pooler Parcel (+264 vehicles per hour weekday evening peak hour, +318 vehicles per hour on Saturday)
- Other Background Growth - +5% weekday and Saturday

Capacity analysis was conducted for 2014 base conditions indicate the following intersections, without mitigation, may have certain movements experiencing long delays:

NYS Route 5&20 @ Booth Street – Saturday

- Northbound Left/Through movement – Level E
- Westbound Left turn movement - Level E

NYS Route 5&20 @ Muar Street – Saturday

- Eastbound Through/Right turn movement – Level E

Lakeshore Drive @ Muar Street - Saturday

- Southbound Left turn movement – Level F

Booth Street @ Parkway Plaza/Access Rd – Saturday

- Eastbound Left/Through/Right movement – Level E

3.7.2 Parking

Locations of existing parking areas along Lakeshore Drive and serving Kershaw Park and general lakefront vicinity are shown in Figure 3.7.2 below.

There are currently a total of 251 public spaces along Lakeshore Drive and within 3 public parking lots near Kershaw Park. The white boxes shown in Figure 3.7.2 below represent public parking lots in the area.

Usage and availability of parking during major public events and busy summer weekends creates the need for visitors to use private overflow parking rather than public spaces. The Project area contains 3 existing parking lots that are used for overflow parking for public events held at the lakefront. This includes the Parkway Plaza lot (493 spaces), the two lots adjacent to Hess gas station (40 and 75 spaces) and the lot adjacent to the former Polimeni restaurant (50 spaces). All of these lots are privately owned. Other privately owned overflow parking is available in the former Wegman's Plaza (365 spaces), the Wine & Culinary Center (50), the Inn on the Lake (200) and the Steamboat Landing Conference Center (130). The yellow boxes shown in Figure 3.7.2 below represent private parking lots in the area. There are 1,476 private parking spaces within the northern lakefront vicinity.

Figure 3.7.2 - Existing Parking

3.7.3 Pedestrian Traffic

During the summer months, pedestrian traffic within and transiting through the Lakeshore Drive/Kershaw Park area is notable similar to other lakefront locations. Adequate sidewalks, trail and intersection crosswalks are available along Lakeshore Drive today. During seasonal events such as the Fourth of July, Waterfront Art Festival, Rotary Pier Dance, and Ring of Fire celebrations, significant pedestrian activity occurs. Special event traffic management should be a high priority during these larger community events and addressed by the event organizer. The City estimates that attendance records for these events average 31,500 attendees over the last five years.

Sidewalks are available on both side of Lakeshore Drive, NYS Routes 5& 20. Sidewalks are also available along Booth and Muar Streets. Pedestrians parking in other major parking lots nearby are easily served by the sidewalk system to the lakefront area. Crosswalk locations are available at all the intersections along Lakeshore Drive. Several midblock crossing locations are also provided. Per New York State Law, pedestrians in the crosswalk have the right of way.

3.7.4 Noise

While the project site is essentially vacant, it is surrounded by commercial development, heavily used roadways and a trailer home park. As such, ambient noise levels within the project site are directly influenced by the immediately adjacent noise sources. The most dominant noise source is vehicular traffic along the contiguous roadways and commercial establishments.

Stantec recorded ambient noise readings from four locations within the project site during morning and evening hours. The ambient noise levels at each of the four locations are presented in the following table:

Table 3.7.4 Ambient Noise Levels

Point 1: Burger King Parking Lot adjacent to 5&20
5.7.09 – Evening: LEQ: 63.2 Peak: 100.2 Max: 73.0
5.8.09 - Morning: LEQ: 66.4, Peak: 104.1 Max: 78.5

Point 2: Parking Lot adjacent to Lakeshore Drive
5.7.09 – Evening: LEQ: 57.2, Peak: 99.0 Max: 68.9
5.8.09 - Morning: LEQ: 57.3, Peak: 92.6 Max: 69.6

Point 3: Paved Area behind Hess/Party House
5.7.09 – Evening: LEQ: 54.0, Peak: 103.0 Max: 67.4
5.8.09 - Morning: LEQ: 52.2, Peak: 99.3 Max: 69.1

Point 5: Former Trailer Park Driveway East of Booth Street
5.7.09 – Evening: LEQ: 54.6, Peak: 95.8 Max: 66.0
5.8.09 - Morning: LEQ: 55.5, Peak: 104.3 Max: 80.8

3.8 Utilities and Energy Use

Public Sewage: The City currently provides public sewerage collection for the project area. The original construction of the sanitary sewer line was between 1947 and 1949. There are two large sewer mains passing thru the site. A large sewer main (24" diameter) collects from the eastern side of the lake and flows into the pump station. Another smaller sewer main (8" diameter) collects flows from the west. It is an older asbestos cement (transite) line and has had some problems with grease build up from the various restaurants in the area. This sanitary line has been located under a number of trailers and has been difficult for the City to gain access for maintenance.

The estimated sanitary flows generated by the parcels within the PUD area are noted below. This is also a reasonable estimate of the water use for the area: Currently, the estimated flows are approximately 92,500 gallons per day. The table uses DEC criteria to estimate flows based on the number of trailers, the square footage of retail area, the number of seats in the restaurants and the number of rooms in the hotel.

Sewage is currently treated at the City of Canandaigua Sewage Treatment Facility at 183 Saltonstall Street. The average flows to the plant are approximately 2.6 million gallons per day (MGD). The capacity of the plant is approximately 6.5 MGD.

Table 3.8 Existing Estimated Water Usage

Type	*Total Units*	*Unit Flow Rate (gallons/day)*	*Estimated Daily Flow Rate (gallons/day)*
Trailers	78 units	300	23,400
Existing Retail Area	124,450 s.f.	0.1	12,445
Existing Restaurants	1,500 seats	35	52,500
Existing Bank	3,820 s.f.	0.1	382
Motels	24 rooms	150	3,600
			Total 92,327

The pump station was upgraded in the 1970's and includes a back-up generator. It discharges to a 12 inch diameter force main that flows under the Parkway Plaza Building to the City wastewater treatment plant. The City has appropriated funds for some pump station upgrades in their budget. Improvements to the pump station equipment by the City have been put on hold pending the completion of the review process for this development

Water Supply – The City also supplies water to the project area from the water treatment facility on West Lake Road. The water source is Canandaigua Lake. The monthly flows produced vary seasonally and are approximately 3.9 MGD. The plant has a current NYSDEC allowed withdrawl rate from the lake of 6.0 MGD. The NYS Department of Health has certified the plant up to 9 MGD.

A 10" water main exists along Lakeshore Drive. A 12" water main exists along Muar Street connecting Lakeshore Drive and 5 & 20. A 6" water main loops the central buildings of the Parkway Plaza development. A 6" water main also exists along Booth Street. According to conversations with the City DPW, the water pressure is approximately 125 pounds per square inch. The estimated water flows for the area are shown above.

Electrical Service- There is a corridor (with easements) for overhead wires along the south side of the Parkway Plaza. There are also buried electrical services located within the Right of way on the north side of Lakeshore Drive. Electric service is provided by Rochester Gas and Electric.

Gas-Service- Public gas service is provided by New York State Electric and Gas. Gas lines and easements are located along the south side of Parkway Plaza and within the Lakeshore Boulevard right-of-way. Appendix 6 shows a recent survey completed for the project area.

3.9 Community Services

3.9.1 Police Services

Police Services in Canandaigua are provided primarily by the City of Canandaigua Police Department. The City Police Department stands ready to respond to and handle all types of criminal and catastrophic events but has working arrangements with the Ontario County Sheriff's Office, Geneva Police Department and the New York State Police, if additional manpower or expertise is needed.

The City Police Department employs 22 full time police officers. The staff of the Patrol Division consists of one Lieutenant, six Sergeants and fifteen Police Officers. The Patrol Division provides patrol duty, crime prevention, parking and traffic enforcement. Whether motorized, on bicycle or foot patrol, members of the Patrol Division are highly visible within the City of Canandaigua.

3.9.2 Fire Protection

Canandaigua Fire Rescue provides fire protection, emergency medical response, public information, code enforcement and fire safety inspections, public education, fire training, alarm, communications, facility, apparatus and equipment maintenance. Canandaigua Fire Rescue is a combination department with a career staff supplemented by two volunteer fire companies. As of April 2008, the Department has a Fire Chief who oversees 11 Firefighters, 4 Captains, and 19 Volunteer Firefighters.

Canandaigua Fire Rescue is located at 335 South Main Street. Response time to the site is 3 minutes or less.

3.9.3 Ambulance

Emergency 911 ambulance services in the City of Canandaigua are provided by the Canandaigua Emergency Squad, a private service provider, staffed with over 100 volunteers. The company provides a range of ambulance transport services including: specialized service for large gatherings with their Bicycle Unit and transport for obese patients with the Bariatric Unit.

Canandaigua Emergency Squad operates 6 ambulances and 3 supervisor vehicles in the City of Canandaigua.

3.9.4 City Court Systems

The City Court is located at 2 North Main Street in the City of Canandaigua. This facility holds specific types of cases on designated days. The schedule is as follows: Felony Drug Court – Monday, Traffic Infractions – Tuesday, Criminal – Wednesday, Civil – Thursday, Criminal and Misdemeanor Drug Court – Fridays. Family Court Cases may be heard each day as well.

3.9.5 Waste Collection

The City's Department of Public Works offers a recycling and solid waste curbside collection program to the residents located in the City of Canandaigua on an individual contractual basis. Solid waste (garbage, rubbish, recyclables and garden and yard waste) is collected on a weekly basis for residential properties. Businesses are required to contract with private refuse companies licensed by the City of Canandaigua to provide service within the City. Private refuse disposal companies currently licensed by the City include Waste Management and Casella.

Refuse and recyclables collected by the City of Canandaigua Department of Public Works are transported to the City's solid waste Transfer Station located on Saltonstall Street.

The proposed project is conservatively estimated to generate approximately 125 tons of municipal solid waste per month, or 1,500 tons per year. According to Mr. Thomas Colucci, District Sales Representative for Casella Waste, the Ontario County Landfill is permitted to receive 900,000 tons of municipal waste per year. The Ontario County Landfill currently receives just over 700,000 tons per year, resulting in just under 200,000 tons of available refuse capacity per year. The projected 1,500 ton waste stream can readily be accepted at the Ontario County Landfill with no notable impact on the remaining permitted capacity for the foreseeable future.

3.9.6 Public Schools

The City of Canandaigua School District consists of four schools as seen in the table below.

Table 3.9.6 Schools in the Canandaigua School Disctrict - Enrollment as of 11-26-2008

Canandaigua Primary School 96 West Gibson Street Canandaigua, NY 14424 585-324-3930 915 Students
Canandaigua Elementary School 90 West Gibson Street Canandaigua, NY 14424 585-396-3900 842 Students
Canandaigua Middle School 215 Granger Street Canandaigua, NY 14424 585-396-3850 907 Students
Canandaigua Academy 435 East Street Canandaigua, NY 14424 585-396-3800 1375 Students

3.9.7 Hospitals

The City of Canandaigua is comprised of two locations that provide hospital services, the Canandaigua VA Medical Center and F.F. Thompson Hospital. The Canandaigua VA Medical Center is located at 400 Fort Hill Avenue, Canandaigua, NY 14424 has 256 authorized beds. F.F. Thompson Hospital, located at 350 Parrish Street, Canandaigua, NY 14424 contains 113 acute care beds and M.M. Ewing Continuing Care Center at the same location consists of 188 beds.

Thompson Health is the parent corporation overseeing the operation of six affiliate health care organizations on a variety of campuses in Ontario and Livingston Counties. The corporations include F.F. Thompson Hospital, M.M. Ewing Continuing Care Center, FFTH Properties and Services, F.F. Thompson Foundation, Ontario County Advanced Life Support (OCALS) and F.F.T. Senior Communities.

3.10 Community Character and Lighting

The Project is located in Ward 2 within the City of Canandaigua. The site is unique as it borders a major highway to the north and the lake to the south. The section of the city is heavily commercialized as it contains NY State Routes 5&20. Phase II of the Project is Parkway Plaza, an existing plaza on 5&20. Routes 5&20 intersect with Main Street near the City's southern border. The area includes strip malls, car dealers, fast food restaurants and some recreational space, including Roseland water park. Phase I is across from Kershaw Park on the north side of Lakeshore Drive. The site's close proximity to the Park and Canandaigua Lake create a more peaceful existence from the major through fare of 5&20. The Project sites location on the north side of Lakeshore Drive provides breathtaking views of the lake. The area is largely underdeveloped with a few restaurants and small commercial establishments spread along Lakeshore Drive. An anchor marina and Lake outlet exist to the southwest and a gasoline station and the Steamboat Landing conference center exist to the East. A high end hotel is planned adjacent to the conference center.

The area draws thousands of visitors because of its location near the Lake, Kershaw Park and Roseland Water Park. The City hosts more than a dozen festivals throughout the year. Currently there are only a few residential uses within the site area, in the form of a few trailers. The nearest residential community, Rosepark, is East of the site. Rosepark contains townhomes ranging from $250,000 to $300,000.

The Project site contains ambient lighting from the City reconstruction of Lakeshore Drive. This lighting is primarily existing street lights as shown in Figure 3.10

Figure 3.10 Existing Street Light

3.11 Parks and Recreation

Activities and attractions around the Lake and within the City make it one of the top recreational areas in New York State and the Finger Lakes. Canandaigua hosts more than a dozen festivals throughout the year. Boating, sailing, waterskiing, kayaking or canoeing are just some of the lakeside activities that can be enjoyed within a few minutes of the site. Lakefront attractions include:

Sutter's Marina: 808 South Main Street (.11 miles from lake shore drive/booth st)
Sutter's Marina is at the end of South Main Street adjacent to the Canandaigua Pier. It is the largest marina on the north end of Canandaigua Lake. The 2.5-acre marina can accommodate 192 boats in water slips and more than 30 boats on land. The marina offers full-service dockside fuel for any size boat and it is the only marina on the lake with full travel lift services.

Seager Marine: 811 South Main Street (.12 miles from lake shore dr./booth st.)
Seager Marine is located at 810 and 811 South Main Street on the northern tip of Canandaigua Lake on the Canandaigua Pier. The facility offers several boat and accessory showrooms, a high-tech service shop, water sports pro shop, 90 wet boat slips, and an 18,00 square foot rack storage building (located off-site at 541R S. Main Street).

Kershaw Park
Kershaw Park features 14 acres of park land on the north shore of Canandaigua Lake across from the Project site. Redeveloped in 1996-1997, the park improvements include sidewalks on both sides of Lakeshore Drive, lakefront walkways, a beach area, bathhouse, a small craft launch area, a public dock equipped with a boat pump-out station, improved landscaping and shoreline protection. Picnic pavilions and an open-air gazebo and a child's playground area are available. The beach area at Kershaw Park is open Memorial Day through Labor Day, 10am to 9pm. Daily admission to the beach area for non-residents of the City is $3 per adult, $2 per child ages 6-18 and no charge for children under 6.

Figure 3.11 - A

Figure 3.11 - B

City Pier: 6am – 9pm
City Pier, located off Lake Shore Drive, provides a view of Canandaigua Lake, fishing, seasonal restrooms and parking. No parking allowed after 9:00 pm.

There are six parks within the City limits. In addition to the above, these parks include:

Baker Park: 6am – 11 pm
Baker Park consists of 23 acres of park land and facilities on Buffalo Street. Features of the park include a jogging path, various game fields and courts, play equipment, space available to cross country ski, a covered pavilion, seasonal restrooms and parking.

Sonnenberg Park: 6am - sunset
Sonnenberg Park features eight acres of park land and facilities on Howell Street. The facilities include three tennis courts, two basketball courts, one softball field, a large athletic field, four handball courts, play equipment, picnic area, barbecue grills, volleyball court, enclosed pavilion and seasonal restrooms.

Jefferson Park: 6am – 11pm
Situated on Jefferson Avenue and includes eight acres of park land and facilities. Features of the park include an enclosed pavilion with a multi-purpose room, a lighted game field, play equipment, seasonal restrooms and parking. The City Skatepark is located within the park and is open from sunrise to sunset daily, year round.

Lagoon Park: 6am - sunset
Lagoon Park, a forever-wild park, is located between Lakeshore Drive and Routes 5 & 20. Two new bridges have been installed and stone dust paths added for biking and hiking. Park patrons may still enjoy fishing in Lagoon Park. No dogs are allowed in the park.

Telyea Tot Lot: 6am – 11pm
Telyea Tot Lot offers one acre of park land and year round play equipment set in and away from the traffic on Telyea Street.

Roseland Waterpark (11am-7pm)

Located at 250 Eastern Boulevard, Roseland water park is the largest water park in the Finger Lakes region with 56 acres of aquatic adventure. Parking for the facility is free. Picnic areas are available. The season starts in June and runs through September.

The above facilities are currently used for visitors and local residents.

3.12 Hazardous Site Condition

The Project site is not in close proximity to any New York State Superfund sites. The Project site is .5 miles east of 10-12 Lakeshore Drive, which is a former Superfund site closed by the New York State Department of Environmental Conservation (NYS DEC) in 1997. Soil and groundwater remediation were conducted at 10-12 Lakeshore Drive to decrease contaminants to acceptable levels.

The Project site has several suspected environmental conditions. The entire site is on a possible historic landfill as reports suggest that the area was a former City dump location. A former dry cleaner may have been located at 28 Lakeshore Drive and a former gas station was located at 30 Lakeshore Drive. These prior uses may have caused environmental contamination to the soil in these areas.

This assessment of hazardous materials is based on previous reports. An updated environmental survey of the site will be underway closer to the construction phase to more accurately identify specific locations of hazardous materials in order for a specific abatement plan to be completed. Abatement of hazardous materials will be completed pursuant to current regulation at the time of construction.

Additionally, Parkway Plaza Limited Partnership, owner of Parkway Plaza, are currently participating in the NYS Voluntary Brownfield Cleanup Program. Remediation of groundwater is underway and a Site Management Plan is being prepared for the former Parkway Cleaner site within the plaza. Parkway Plaza Limited Partnership will continue to work with Day Environmental, Inc. and the New York State Department of Environmental Conservation (NYSDEC) on remediation of the site.

3.13 Community Fiscal Resources

The Project owners currently pay $68,805 in City taxes, $80,714.82 in County taxes and $204,975.71 in school taxes. A breakdown of the taxes imposed on the Project site is listed in Table 3.13 below.

Table 3.13: Existing Project Property Taxes

Tax Map Number	*Address*	*City Taxes*	*County Taxes*	*School Taxes*	*Total*
84.18-1-20	24 Lakeshore Drive	$886.84	$1,051.61	$2,644.18	$4,582.63
84.18-1-19	26 Lakeshore Drive	$2,505.04	$2,970.47	$7,468.96	$12,944.47
84.18-1-18	28 Lakeshore Drive	$604.66	$717.01	$1,802.85	$3,124.52
84.18-1-15	30 Lakeshore Drive	$7,198.38	$7,989.54	$21,462.53	$36,650.45
84.18-1-17	25 Booth Street	$4,088.68	$4,588.86	$12,190.72	$20,868.26
84.18-1-13	130 Lakeshore Drive	$4,837.31	$5,736.08	$14,422.82	$24,996.21
84.18-1-10	150-158 Lakeshore Dr.	$5,989.05	$7,101.81	$17,856.82	$30,947.68
84.18-1-7	154 Lakeshore Drive	$2,245.89	$2,663.18	$6,696.30	$11,605.37
84.19-1-1.1	190 Lakeshore Drive	$2,591.42	$3,072.90	$7,726.51	$13,390.83
84.18-1-6.11	39 Eastern Blvd.	$31,989.61	$37,864.95	$95,207.77	$165,062.33
84.18-1-16.1	17 Booth Street	$5,868.12	$6,958.41	$17,496.25	$30,322.78
Total:		$68,805.00	$80,714.82	$204,975.71	$354,495.53

City's Existing Budget

The City's total 2009 budget is $19,013,010. It is estimated that in 2009, among other revenues, the City will receive $3,912,150 in property taxes, $4,320,000 in non-property taxes (including $3,990,000 in sales tax, $195,000 in utilities tax, and $135,000 in cable franchise tax), $55,100 in licenses and permits, and $2,260,360 in State and Federal funding.

An early projection in the City's 2009 budget shows a tax increase of approximately 20%. In 2008 assumptions were made that increase in sales and utility taxes would result in a 1.5% increase in City revenue for the 2009 budget. However, the country-wide financial meltdown caused these revenues to decrease.

In order to balance the budget, the City provided several ways in its budget to reduce expenditures. One of the proposed methods of reducing expenditures is to reduce personnel.

Revenue for the City's General Fund comes primarily from sales-tax and property tax. The third major General Fund Revenue Source is State Aid, which makes up about 15% of the total budgeted revenue. The 2009 budget contains cautious sales tax revenue that is 5% higher than the 2007 actual revenue. However, because the 2008 budget estimated a 4% increase over 2007, the increase from 2008 to 2009 is only 1.4%. State Aid comes in the form of Aid and Incentives to Municipalities (AIM), the Consolidated Highway Improvement Program (CHIPS), Arterial Maintenance, and Mortgage Tax,. State advisors have stated that reductions will be made in both AIM and CHIPS aid for the 2009 budget therefore the City has decreased funding levels from the sources by 6% and 12% respectively.

Mortgage tax is collected on all mortgages sold in the city. It is projected that revenue for mortgage tax in 2009 will be $225,000.

Property tax, Sales tax and State Aid make up 75% of total revenues. The remaining 25% comes from other taxes, departmental fees, interest earnings, licenses and permits, fines and forfeitures, and inter fund payments and transfers.

The City's interest earning have dropped over the past few years and are estimated to be down 42% from the 2008 budget. The City estimates a 2.6% increase in utility tax revenue as electricity and natural gas rates are expected to increase.

Two new fees are proposed for the 2009 budget-a fire monitoring fee that is estimated to generate $8,000 and a police fee for the service of civil documents that is estimated to generate $1,000. New fees for special events are expected to produce $2,500.

The property tax levy will increase by 9.89% and the tax rate will increase from $5.76 per thousand dollars of assessed value on to $6.33.

A $300,000 contingency fund will be established to be used for unforeseen and unbudgeted expenses. The contingency fund is composed of $100,000 from the sale of land to the YMCA and $200,000 in CHIP funds received from the State.

Expenditures for the City Council and Mayor will decrease by 17.5%, the City Manager budget will decrease by 8%, the Clerk budget has decreased by 9.2%, the Treasurer, Assessor and central Garage budgets have not changed. The Corporation Counsel budget has increased by $30,000 due to pending litigation. The Public Works administration budget increased by 8.3% for maintenance and repair to the Hurley building. The City Hall budget includes funding for a new cooling tower for the HVAC system.

With regard to other government expenses, audit expenses will increase by 12%, tax sales expenses increase by 20% (but is offset by a revenue), postage increases by 8%, taxes on City Property decreases by 12.5% and liability insurance will decrease by 9.2%.

Due to electric utility increases the street lighting budget will be increased by 9%. Expenses in waste collection, Recycle Collection and Street Cleaning increases are due to the price of fuel. Waste disposal charges to the county landfill are $116,000 annually.

The Parks Maintenance budget was reduced by 9% and the total Urban Forestry budget by 5.7%.

Most recreation programs will not be cut, however, the beach at Kershaw Park will reduce its hours from 12 hours (9am-9pm) to 11 hours (10am-9pm). This change will not affect the revenue generated by non-residents admission fees. Additionally the requested budget for fireworks on the 4th of July have been cut in half in the 2009 budget and Christmas decoration funds have been cut.

Expenses for The Board of Elections will remain unchanged. Dog Control contracts have increased by 2%. Funding for Wood Library, the Historical Society and the Gleaners Kitchen have been held to 2008 budget levels. Funding for Mercy Flight has been discontinued.

The City will not contribute to the school districts' Alcohol and Substance Abuse Prevention Program. The Downtown Business Improvement District (BID) has been funded at requested levels. The Chamber of Commerce finding this year was cut by $8,370. The City will continue to provide funding for senior recreation programs.

There are several capital projects funded in the budget. A small street resurfacing program ($113,500) will be done with CHIPS funds as will a small sidewalk replacement program ($30,500). A trail will be built along the railroad tracks from Main Street to Buffalo Street with $319,000 of DOT money and $80,000 of local match services over 2 or 3 years. A new Skatepark facility will be constructed with $250,000 in State grants funds supplemented by local fundraising. Crosswalk 'bumpouts" will be installed near Wood Library using a $50,000 State grant. Finally, $25,000 of City money is budgeted for an engineering study of City Hall to determine what must be done to preserve the exterior and to begin repairs.

Needed Fire Department Equipment includes a self-contained breathing apparatus (SCBA) that costs $133,000 of which the City has budgeted $66,900. The budget provides for replacement of a medium sized dump truck with plow. Two police cruisers and a replacement "Bobcat" to total $137,700. The budget also allocated $251,817 for principal and interest for motor equipment capital leases.

Critical capital projects not included in the budget include a roof for Fire Station #1, HVAC system for the Hurley Building, and building improvements for the police station and City Hall.

The 2009 budget recommends a 6.25% increase in the water rate and 11.5% increase in the sewer rate. Overtime increases will be needed to keep up with water infrastructure replacement and rehabilitation needs. The need to increase rates is due to declining sales.

Additionally, the ground and runoff water that enters the City sewer system through infiltration and inflow counts as City flow and therefore increases the City's costs. For each percent that the City's flow is reduced City revenue increases by about $13,000. It is therefore very important to reduce infiltration and inflow of ground water and runoff water into the City Sanitary Sewer.

The County has contributed $149,650 in pump replacement and design costs. Reserve funds provide $244,000 for the City's share of plant capital for street and utility replacement. No funding for sewer system improvements relating to the PUD Project has been established in the 2009 budget.

The Technology Fund will have $35,000 in it for equipment purchases and service contracts. The Community Development fund will have $300,000 to out toward development activities.

4.0 ENVIRONMENTAL IMPACTS AND MITIGATION

This Chapter identifies and evaluates potential environmental impacts and mitigation measures resulting from all the phases of the project (full build) and not just Phase IA. However, the assessment of impacts presented in the following sections is based on a phasing approach to development. The permits and approvals identified in Section 2 will occur to ensure that future potential significant impacts are addressed. Further review of the Project will also occur to establish the Final EIS, as this is a draft.

4.1 Topography, Soils and Land Use

4.1.1 Impacts to the Land Forms and Existing Topography

The proposed changes to the land forms and the existing topography are relatively minor. The site will be slightly graded (see subsection 4.1.3 below) to improve the drainage. The landform will remain uniform without steep grades or slopes. The Project will have a minor and insignificant impact on topography.

4.1.2 Location and Dimensions of Building, Structures and other Improvements

The location and dimensions of the proposed Project improvements are shown on the site plan below.

Figure 4.1.2 - Locations and dimensions of Buildings, Structures and other Improvements

4.1.3 Grading Plan and Proposed Topography

The proposed grades for the full build out project were chosen to replicate the existing drainage directions as much as possible. The site has been raised for two reasons: The first reason is that all structures in the area need to be above the floodplain elevation of 692 ft. msl. Therefore minimum habitable Finished Floor elevations of 693 ft. msl have been chosen for the entire project site. The second reason for filling in the site is to provide reasonable slope along the proposed roadways and stormwater piping to be constructed.

In certain areas that are not within the FEMA Floodplain, garages and non-habitable spaces may be constructed below elevation 693 ft. msl.

The proposed interior roadways in the site will match the elevations of Lakeshore Drive at the points of connection.

Figure 4.1.3 shows the proposed grades for the site. Drainage basins are also shown which correspond to the stormwater report discussed further in section 4.3 The FEMA Floodplain elevations are also noted. The elevations of Parkway Plaza are not indicated as changing

4.1.4 Describe Impacts to Soils

No adverse impacts to soil will occur. The Project will have a positive impact on the soil. The proposed project will provide a slight fill in the center of the site. This will require the import of soil to the site. Adding soil to the site will have a positive impact on drainage of the site. The majority of the existing soil for the site will remain except for areas of excavation for foundations, utilities and other related improvements. In those areas, stone bedding and suitable backfill will be placed.

Another positive impact to the site and public health is the remediation efforts that will be undertaken to the contaminated soil on the site. Environmental remediation of the soil will be used to reduce soil contamination to acceptable state levels for residential and commercial use. To the extent possible, the soil will undergo soil treatment measures. Fill material will be used if soil treatment is not appropriate. Remediation measures will be completed in accordance with the New York State Department of Conservation Regulations.

During construction, temporary measures will be used to protect the public health from the contaminated soil. These measures will be detailed in an environmental report to be completed prior to construction. All temporary remediation measures will be taken in accordance with New York State Environmental Laws and overseen by the New York State Department of Conservation.

4.1.5 Impacts to Site Disturbance

A large portion of the site has been previously disturbed. The majority of the site has been previously disturbed thru placement of fill and construction. A number of trees along the wetlands will be protected in the wetlands buffer zone. The proposed project will develop / disturb nearly the entire site other than these trees. However, because the site has been highly disturbed in the past, no adverse impacts occur from site disturbance.

4.1.6 Evaluate the Suitability of the Soils and Subsurface Conditions to Support the Planned Uses

According to the Soil Conservation Service Mapping, the soil on the site consists of Sloan Silt Loam. The description of these soils states that it is poorly drained. Part of the rationale for raising the interior of the site slightly is to improve drainage.

More detailed soil borings will be obtained for individual building foundations. Based on the results of the strength tests for the soils in that area, foundations will be constructed to support the proposed structures.

4.1.7 Fill

The Project will require fill material for the center of the site where the plaza area is proposed. Additional fill maybe required after a full environmental report is completed. Fill material will not negatively impact the site. For specific site areas to be filled see Figure 4.1.7: Cut and Fill Diagram.

4.1.8 Phasing Impacts on the Land

Construction phasing has a significant adverse impact on the land as it extends completion of the Project. Project phasing is anticipated to be 10-12 years. Construction of the entire Project without phasing is not feasible. It is important that Phase IA is constructed prior to full build out in order to create market demand in the area. Phasing impacts on the land will be mitigated by completing all infrastructure improvements within 2 years of the Project start. Completing the entire infrastructure in the first phase will minimize impacts on the land as the majority of soil disturbance will occur during infrastructure construction. Demolition of existing buildings during the first phase of construction will also minimize impacts and is planned.

4.1.9 Include a Discussion of the Storage and Re-deposition of Site Topsoil

Topsoil will be graded off of areas to be disturbed prior to any cut or fill operations. The Topsoil will be placed in piles surrounded by silt fence. They will be temporarily seeded to reduce erosion. After construction is complete, the topsoil will be placed in areas to receive grass or landscaping.

4.1.10 Include a Detailed Discussion of Proposed Soil Erosion Control Measures Which Will Be Taken to Avoid Discharge to Receiving Waters and Wetlands

Standard procedures will be used when moving and stockpiling soil during construction. A stormwater pollution control plan will be prepared for each phase of the project. Each phase will include appropriate soil erosion control measures such as silt fences, catch basin sedimentation protection and detailed sedimentation pools within the detention pond. A large detention area is proposed on the east side of Muar Street to handle the majority of the site. This detention area will include forebays and a deep pool, and will meet the stormwater criteria of the NYSDEC.

4.2 Groundwater Resources

The Construction will have little impact to the groundwater since the construction will be primarily above the groundwater levels. Groundwater will impact construction because it will define the lowest floor elevations. Where possible, the lowest floor elevations will be placed above groundwater. Dewatering will be required for certain construction components such as foundation footers, some utilities and the pump station.

If dewatering is required, siltation removal techniques will be used. These techniques will be described in the Stormwater Pollution Prevention Plan to be prepared for the site plans for each phase. Those items that are below ground water, deeper foundations, some utilities and the pump station will not impact the groundwater levels. Figure 4.1.7 shows a preliminary cut/fill map. The approximately 3 foot cut area in the center of the site is located at a high point in the site. The lawn grades will still be above groundwater even with this cut.

If it is determined that environmental remediation is necessary, a work plan will be prepared for review by the NYSDEC.

Groundwater Resources Mitigation Measures:

The following improvements are proposed as mitigation:

- use of siltation removal techniques on dewatering discharge.

4.3 Surface Water and Drainage

4.3.1 Proposed Watercourses and Drainage Patterns on the Site:

The proposed drainage patterns for the project follow the existing patterns as much as possible. A minor amount (approximately 17.2%) of the stormwater that currently flows to the feeder canal will be routed to the proposed "wet pond" on the east side of the site. See Section 5.2 of the attached stormwater report. In this way the natural flow directions can be maintained. The predominant drainage direction is to the east (Muar Lake Lagoons) in keeping with the existing flows. Approximately 29.2 acres will flow in this direction. Approximately 9.1 acres will flow to the southwest and into the south end of the Feeder Canal. In addition, 6.7 ± acres will discharge runoff northwesterly into the north end of the Feeder Canal.

The total runoff that will discharge to the Lakeshore Drive northern catch basins under developed conditions is approximately 6.6 acres. A portion of this runoff will be conveyed to the southern end of the Feeder Canal, and the remaining portion will discharge to the Muar Lake Lagoon, as it does under existing conditions.

4.3.2 Grading and Earthwork Impacts and How They Will Impact Surface Water

Since the grading patterns will not change appreciably for the site, the surface water patterns will be similar. However, surface runoff rates to the north and south ends of the feeder canal will be reduced due to the site grading. The total amount of stormwater flowing to the Lakeshore Drive storm sewer will also be lessened. A larger portion of the project site's generated runoff will be directed into the pond for treatment. The proposed project will not have an adverse affect on downstream surface waters.

Surface water Mitigation Measures:

Given that no adverse impacts have been identified, no mitigation is required.

4.3.3 Projections of post development peak flow rates and total runoff volume from the site for 1, 10 and 100-year storm events:

The attached stormwater report, see Appendix 8, calculates the predevelopment and post development storm water rates for the 1, 10, and 100 year storms. The values are as follows:

PRELIMINARY PEAK DISCHARGE RATE COMPARISON TR-20 RESULTS					
Point of Analysis	Design Storm Frequency	Existing Peak Discharge CFS	Proposed Peak Discharge CFS	Existing Discharge Volume AC-FT	Proposed Discharge Volume AC-FT
Point A	1 Year	19	14	1.5	1.1
	10 Year	35	37	2.9	2.2
(Located at south end of feeder canal)	100 Year	50	38	4.2	3.2
Point B	1 Year	33	17	2.6	3.8
	10 Year	66	44	5.3	7.3
(Located at eastern wetland)	100 Year	95	94	7.8	10.4
Point C	1 Year	17	12	1.4	1.0
	10 Year	30	21	2.5	1.8
(Located at north end of feeder canal)	100 Year	42	29	3.6	2.5

Table 4.3.3

4.3.4 Proposed stormwater management facilities;

Figure 4.1.3 shows the locations of the proposed stormwater catch basins, piping and detention area. Contours are shown for the detention area, which will be modeled as a NYSDEC Wet Pond (P-2).

4.3.5 Sizes of the main stormwater conduits and the proposed detention basins.

The sizes of the main stormwater trunk lines have been calculated and are noted in the attached stormwater report. See Appendix 8.

4.3.6 Grading for the detention basins and spot elevations for all intersections and parking lots within the project.

Figure 4.1.3 shows the contours for the eastern detention basin. The contours shown depict the proposed top of berm, side slopes, aquatic bench, forebays, and deep pool. Spot elevations for all elevations and parking lots within the project are also shown on figure 4.1.3.

4.3.7 Finished floor elevations for the structures and how the floodplain regulations will be met.

For this project area, there are three levels of jurisdiction relating to construction within and adjacent to flood plains. They include the City of Canandaigua, The State of New York And the Federal FEMA / HUD codes , see Appendices 12 and 13.

The following is a summary of the rules relating to finished floor elevations:

City of Canandaigua Residential Habitable floor and commercial lowest floor to be 1 foot above base flood elevation.

State of New York Residential: Lowest habitable floor (including basement) elevated to not less than one foot above the base flood level.

Non-Residential: Lowest habitable floor (including basement) elevated or flood proofed to not less than one foot above the base flood level.

Federal (FEMA) Rules Habitable floors min. 1 foot above 100 year flood plain

The 100 year floodplain elevation will be slightly filled within the floodplain fringe area on the eastern side of the project. There will also be an excavation within the floodway fringe area for the east detention area. The volume for fill will be greater than the excavation for the pond. Even though an increase in the Base Flood Elevation is not anticipated to produce an adverse effect, we will complete all agency requirements including NYSDEC Floodplain Development and Floodway Guidance. The National Flood Insurance Program recognizes that fill in the flood fringe is an accepted practice. A conditional Letter of Map Revision based on Fill (CLOMR_F) application will be submitted to FEMA if required prior to final design and construction. After construction, an application would be made to obtain a LOMA-F (if needed) after the buildings are constructed and verified that they are at or above the base flood elevation.

4.3.8 Erosion Control: The placement of topsoil storage, erosion control measures and site stabilization will minimize impacts to surface waters.

Each phase of the project will include the preparation of a stormwater pollution prevention plan. This will include creation of temporary topsoil stockpiles. They will be temporarily seeded according to the stormwater pollutant prevention plan. Silt fence will be placed downhill of all disturbed areas at the property perimeter. These standard practices will minimize impacts to surface waters.

4.3.9 SWPPP report timing:

The SWPPP report will be completed during the site plan / site design process for each phase of the project.

4.3.10 Other stormwater management options that were considered.

Numerous options were considered that included variations in the direction and paths of stormwater flow. These options altered the required pipe sizes and the pond sizes. The options chosen involve sending as much water as possible to the detention area located on the east side of Muar Street. This allows the most amount of stormwater to be treated, and eliminates the need for additional stormwater management facilities.

Stormwater Mitigation Measures:

The following improvements are proposed as mitigation:

- construction of wet pond.
- construction of stormwater conveyance system.
- grading to adjacent structure elevations.
- temporary seeding of topsoil piles.
- placement of silt fence.
- use of stormwater piping and related items.

4.4 Vegetation and Wildlife

4.4.1 Wetland and Ecological Impacts

The proposed project will not result in any direct impacts to State or Federal wetlands. The proposed project footprint avoids disturbances to NYS wetland CG-20 and the federal wetland located immediately west of CG-20 (see Figure 3.4.3). However, approximately 0.6 acres of the stormwater management facility will be located within the 100-foot buffer zone of CG-20. The limits of disturbance to the buffer zone are depicted in Figure 4.1.3. As such, the Project Sponsor will apply for a NYSDEC Freshwater Wetland Buffer Zone Permit.

Wetland Mitigation Measures:

Water quality treatment features including forebays and permanent deep pools will be incorporated into the stormwater management facility.

4.4.2 Impacts to Site Vegetation and Vegetative Cover Types

The development of the project site will result in the loss of approximately six (6) acres of open space, lawn area and mature trees. The lawn and open space areas in the central and western portions of the site will become developed and become impervious, given that these portions of the site will become commercial uses, parking and roadway surfaces. The open space and lawn areas in the eastern portion of the site will primarily remain as open space. The stormwater management facility will be placed in this area, adjacent to NYS Wetland CG-20.

As stated in Section 3.4.1, all trees having a DBH of equal to or greater than eight (8) inches were field located, see Figure 3.4.2. Eight of the existing trees will be saved. The location of the trees to be saved and lost are provided in Figure 4.4.2.

Figure 4.4.2 - Proposed trees to be removed

Site Vegetation Mitigation Measures:

The loss of these trees will be mitigated by the planting of new trees and vegetative buffers, see Section 4.4.3.

4.4.3 Proposed Landscaping and Vegetation

The proposed landscape for the redevelopment includes traditional street trees and planting strips to buffer pedestrians from traffic on the proposed new streets, the carefully designed stormwater detention basin, and a variety of additional public open spaces and parks. These park spaces include a retail plaza that will enhance the already actively used Kershaw Park, providing a hardscape urban plaza for gatherings, impromptu performances, and al fresco dining. Additional parks include more private pedestrian mews in place of public streets thereby providing residential units with a sense of place within the redevelopment.

Landscaping Mitigation Measures:

The proposed landscaping plan serves to mitigate the loss of existing vegetation to the greatest extent practical.

4.4.4 Impacts to Wildlife

According to the NYS Heritage Program and the U.S. Fish & Wildlife Service data bases, there is no record of any endangered species or significant habitat in the project site. Therefore, the proposed project will not have any adverse impact on these resources. The NYS Heritage Program does identify Canandaigua Lake as a "Waterfowl Winter Concentration Area". Once developed, it is not anticipated that the proposed project will have any adverse impact on the ability of Canandaigua Lake to continue serving as a waterfowl concentration area.

Wildlife Mitigation Measures:

Given that no adverse impacts have been identified, no mitigation is required.

4.4.5 Measures Taken to Avoid, Minimize and Mitigate Ecological Impacts.

The proposed Project was designed in a manner that avoids direct disturbance to State and federal wetlands. While 0.6 acres of the stormwater management facility will be located within the NYS DEC wetland buffer zone, impacts to the wetland itself will be mitigated via the facilities water quality treatment features including forebays and a permanent deep pool. Discharges from the stormwater management facility will not have any adverse impacts to the water quality of the wetland (NOTE:expand and substantiate this statement with appropriate design guidelines).

Ecological Mitigation Measures:

Water quality treatment features including forebays and permanent deep pools will be incorporated into the stormwater management facility.

4.5 Visual Setting and Aesthetic Resources

A description of impacts to significant existing viewsheds as identified by the City of Canandaigua (see below) across the proposed site are included in this section.

4.5.1 Proposed Design Guildlines

As outlined in the Design Principles (section 2.2.7) the overall architectural and urban design character of the PUD is designed to rejuvenate the Lakefront district. This is achieved by emulating the character of the existing Canandaigua Main street architecture while simultaneously taking advantage of the lakefront location. By both preserving and enhancing the view sheds between surrounding and within the site, the proposed redevelopment creates value for the community. Illustrated through the following views, as putlined in the scoping document:

1. Pedestrian view from sidewalk looking down Lakeshore Drive toward Muar Street.
2. Vehicular view from Lakeshore Drive toward Muar Street.
3. View from standing at Kershaw Walking Trail
4. View from 5 & 20 looking toward the Lake.
5. View within the courtyard of Phase IA.
6. View from Lake looking onto townhomes.

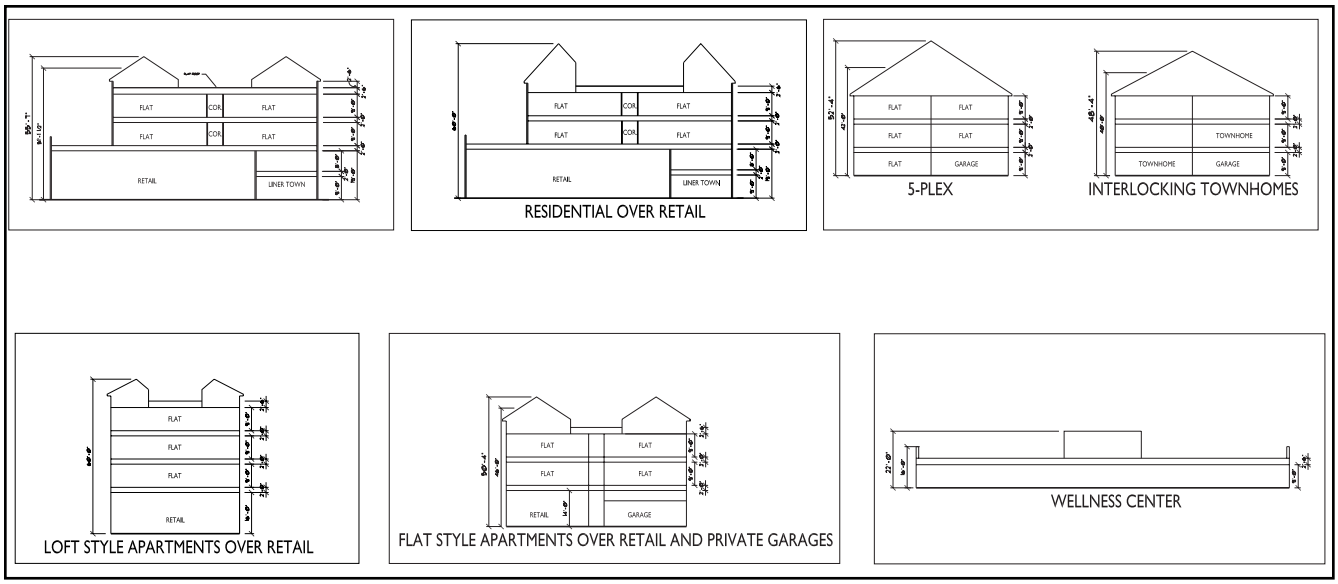

Figure 4.5.1 - Building heights

View 1

Figure 3.5.1 - Pedestrian view on Lakeshore Drive toward Muar Street [page 28]

Figure 4.5.2.B.1 Pedestrian view on Lakeshore Drive toward Muar Street - Massing

Figure 4.5.5.1 - Pedestrian view on Lakeshore Drive toward Muar Street - Illustrative

The existing pedestrian view on Lakeshore drive toward Muar Street is predominantly composed of inconsistent building frontages that are poorly defined. Drive-in uses, surface parking lots and abandoned properties punctuate this important edge (Figure 3.5.1 above). While the landscape elements and streetscape are consistent with Kershaw Park across the street, the pedestrian focus on the north side of Lakeshore drive is missing due to the lack of architectural structure and program to promote pedestrian movement and activity. In the proposed PUD – Lakeshore drive is activated through the placement of mixed use residential buildings with retail on the ground floor. The character of these buildings is in accordance with the Main Street architecture, including wider sidewalks to provide ample pedestrian movement and also retail possibilities. The streetscape and landscape are following the character of the existing Park elements but are improved and enhanced to promote the street character of Lakeshore Drive. The placement of the tallest structure which is a multi-purpose building with retail on the ground floor, is oriented to welcome visitors into the space of the development.

View 2

Vehicular view from Lakeshore Drive toward Muar Street [Figure 3.5.2 - page 29]

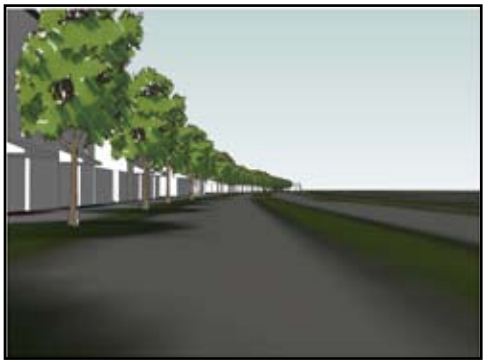

Figure 4.5.2.B.2 - Vehicular view from Lakeshore drive toward Muar Street -Massing

Figure 4.5.5.2 - Vehicular view from Lakeshore Drive toward Muar Street - Illustrative

The vehicular view of Lakeshore drive maintains the view of the Lake. This view is further defined by the new retail and residential building frontage on the north side of the street in contrast to the current open view onto parking lots and the trailer park. The view corridor is also enhanced with new landscape and street lights. With these improvements Lakeshore drive can be transformed from a mainly parking or "edge" street to an active and lively boulevard that will extend the activity of the park into the planned PUD and beyond.

View 3

View from Kershaw Walking Trail
[Figure 3.5.3 - page 30]

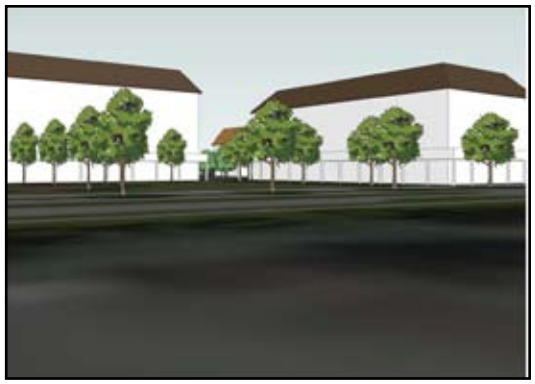

Figure 4.5.2.B.3 - View from Kershaw Walking Trail

Figure 4.5.5.3 - View from Kershaw Walking Trail - Illustrative

The current view from the Kershaw trail looking onto the property is relatively undefined, with several different conditions in site, including dilapidated trailer homes, surface parking lots with no street line to guide the visitor. With the proposed development - the view from the trail and Kershaw Park can be extended and enhanced by views onto an active public space, thereby expanding the activity already occurring within the park across Lakeshore Drive and into the PUD area.

View 4-A

View from 5&20 looking toward Lake [Figure 3.5.4.A - page 32]

Figure 4.5.2.B.4.A - View From 5&20 looking toward Lake

Figure 4.5.5.4.A - View from 5&20 looking toward Lake - Illustrative

The view shed from 5&20 looking toward the Lake will be unaffected. Due to the scale of the redevelopment, the view of Canandaigua Lake from North Main Street will not be affected.

View 4-B

View from 5&20 looking toward Lake [Figure 3.5.4.B - page 31]

Figure 4.5.2.B.4.B - View from 5&20 looking toward Lake - Massing

Figure 4.5.5.4.B - View from 5&20 looking toward Lake - Illustrative

The view shed from 5&20 looking toward the Lake is currently fairly shielded by the existing site's undefined landscape, and Parkway plaza. The proposed redevelopment does not have a significant effect on this view, beyond hinting at a "place" between the strip center and the lake front itself.

View 5-A

Figure 3.5.5.A- page 33 - View within the area of the Plaza

Figure 4.5.2.B.5.A - View within the area of The Plaza

Figure 4.5.5.5.A - View within the area of the Plaza

The view from within the area of the future internal active open space today is of little consequence given that it is essentially an abandoned lot with several dilapidated trailer homes. The proposed development will provide for a new public civic space with activity all along Lakeshore Drive. It will provide for one consistent view and a real neighborhood with a mixed use urban feel.

View 5-B

Figure 3.5.5.B - Existing view within the area of the Plaza - Page 34

Figure 4.5.2.B.5.B - View within the area of The Plaza - Massing

Figure 4.5.5.5.B - View within the area of The Plaza - Illustrative

Again, the view from within the area of the Plaza is of little consequence given that it is currently an abandoned lot with several dilapidated trailer homes. The proposed development will provide more landscaping and a civic open space where none exists today.

View 6

Figure 3.5.6 - page 35 View from Lake looking toward future Townhomes

Figure 4.5.2.B.6 - View from lake looking toward future Townhomes -Massing

Figure 4.5.5.6 - View from Lake looking toward future Townhomes - Illustrative

The current view toward the future townhomes is a view of a vacant lot and abandoned building. With the proposed townhomes planned for this redevelopment, a new neighborhood streetscape will assist in defining Lakeshore Drive and provide framed views into the streets that lead into the PUD from the lake. This improvement will add to the future boulevard character of the Lakeshore Drive and the sustained future of activity along Kershaw Park and the Lake.

4.5.2 Views from Adjacent Areas

View of Canandaigua Lake from the Parkway Plaza:

- The tallest buildings, all being below 60 feet (Figure 4.5.1), will not affect the view shed from Parkway plaza as the existing Plaza currently blocks views of the Lake from Route 5&20, see photos below. Some small corridors between the Plaza and other retail buildings on Route 5&20 do exist providing lake front views in these locations. The buildings in the project are carefully aligned with the existing streets, preserving the existing view shed,with placement on the site to create new view corridors that will provide a "place" beyond the Parkway plaza and a connection to Kershaw Park and the Lake.

Figure 4.5.2.C.1 View from Parkway Plaza toward the Lake

Figure 4.5.2.C.2 View from Parkway Plaza toward the Lake

Figure 4.5.2.C.3 View from Parkway Plaza toward the Lake

View of the Lake from North Main Street (by City Hall):

Figure 4.5.2.C.4 View from Main St. toward the Lake

- The view from North Main Street toward the Lake will not be affected because no buildings are placed in proximity to the Main St approach onto Lakeshore Drive.

View for pedestrians and vehicles on Lakeshore Drive

- The view for pedestrians will be enhanced by providing a street character with wider sidewalks, commercial spaces and open public areas. The buildings placed on Lakeshore Drive are carefully setback so the view for pedestrians and vehicles will not be affected. The view will also be maintained by matching the style of the street lighting and landscaping to that of Kershaw Park.

The building heights relationship to the Lakefront District

- As demonstrated in the views above, the multistory buildings will not overwhelm the Lakefront district. No current adjacent view sheds are lost after full build out of the Project. The Lake will continue to be visible from North Main Street and Parkway Plaza will still block Lake views from Routes 5&20, see photos above. The proposed buildings are oriented to frame the proposed public Plaza and are setback from Lakeshore Drive giving ample room for pedestrian traffic and activity. The ground floor of the multistory buildings is lined with commercial fronts so the buildings will not feel monolithic and overwhelming but rather welcoming and scale appropriate. And finally the architectural character of the buildings is designed to resemble multiple attached buildings instead of one large building. This way the Main Street character is continued and integrated along. Lakeshore Drive enhancing the Lakefront District with open space and activity.

4.5.3 Visual Impacts Mitigation:

The following measures are taken to mitigate any visual impacts on the site:

- To mitigate the visual impacts on the site all building heights are kept bellow 60’ as shown in figure 4.5.1
- The architecture is designed as modern take on traditional Main Street vernacular.
- The buildings along Lakeshore Drive are carefully aligned and setback to maintain the view shed along the street.
- The existing view sheds are enhanced by providing street scape and sidewalks on all proposed streets.

4.6 Historic, Archaeological and Cultural Resources

A Phase I Cultural Resource Investigation was conducted by the Rochester Museum and Science Center that concluded no intact culture bearing soils are within the project area. The report found that there is documented soil disturbance throughout the site. The report has been sent to SHPO and final SHPO approval is pending. A copy of the Phase I Cultural Resource Investigation Report is included as Appendix 10. At this time, there are no known historic or cultural resources, therefore no mitigation methods are proposed.

Historic, Archaeological and Cultural Mitigation Measures:

No mitigation measures are needed for historic, archaeological and cultural resources.

4.7 Traffic and Noise

4.7.1 Vehicular traffic

Full build out of the proposed Canandaigua Lakefront PUD is anticipated to occur over several years. Since this study is being performed for the rezoning action associated with the PUD, phasing and exact build out timeframes are not known at this time and will hinge on the needed approvals. For analysis purposes it was assumed that full build out would occur in the next five years or by 2014.

Trip Generation calculations were completed using trip generation rates for similar facilities documented in the Institute of Transportation Engineers, Trip Generation, 7th Edition. The proposed Canandaigua Lakefront PUD is anticipated to generate approximately 225 vehicular trips during the weekday evening peak hour and 113 vehicular trips during the Saturday peak above those recently generated by the parcel. The following table summarizes the trip generation projections.

Table 4.7.1 Trip Generation Summary

Trip Generation Summary									
				Weekday Evening Peak Hour			Saturday Peak Hour		
	Size			Enter	Exit	Total	Enter	Exit	Total
Prior Parcel Uses									
Shopping Center	112,596	SF		325	352	677	486	449	935
Bank, McDonalds, Ponderosa, Starbucks									
Restaurants	21,328	SF		142	91	233	269	158	427
Lakeshore, Polimeni's, Scoops, Kellogs									
Mobil Home Park	75	Units		28	17	45	22	19	41
Lakeside, Red Jacket									
		Total		***495***	***460***	***955***	***777***	***626***	***1403***
Proposed PUD Development									
Shopping Center	188,296	SF		456	494	950	679	627	1306
Wellness Ctr.	12,000	SF		12	33	45	25	19	44
Apartments	146	Units		58	32	90	40	40	80
Condos/Townhouse	183	Units		64	31	95	46	40	86
		Total		***590***	***590***	***1180***	***790***	***726***	***1516***
	Differential			***95***	***130***	***225***	***13***	***100***	***113***

Considering the PUD parcel contained only the Parkway Plaza uses at the time of the traffic counts, a multi step process was applied to identify new trips, internal trips and pass by trips to the new proposed development. First, trip generation for the Plaza and current uses were estimated. Second, trip generation associated with the proposed uses was determined. The resulting difference in trips between what's at the site and the proposed uses is the resulting additional trips for purposes of the traffic study. From these additional trips, multi-use trips were subtracted, and the pass-by trip percentage was applied to the calculated retail trips only. The remaining trips are considered primary (new) trips added to the surrounding street system. A detailed breakdown and definitions of each type of trip types are documented in the Traffic Study in Appendix 11. These trips were then distributed on the adjacent transportation network based on the proposed access point locations, observed travel patterns and employment/population centers in the area.

The next step in the study process was to determine current, background and future roadway capacity and operations. Level of Service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption and lost travel time. Specifically, Level of Service criteria are stated in the terms of average stopped delay per vehicle for a 15-minute analysis period and range from "A" to "F". Levels A through D is usually considered acceptable and Level E is considered representative of conditions approaching capacity. Level F operating conditions are typically unacceptable and improvements are needed, in the form of traffic control, geometric changes or a combination of both. The Level of Service table below shows the resulting levels of operation for existing, background, and future conditions with and without mitigation for both study periods.

Table 4.7.1.B Canadaigua Lakefront PUD

Canandaigua Lakefront PUD										
Intersection	**Approach**	**Existing Conditions (March 2009)**		**2014 Base Conditions**		**2014 Full Development Conditions**		**2014 Full Development w/ Improvements**	
		PM	**SAT**	**PM**	**SAT**	**PM**	**Sat**	**PM**	**Sat**
		LOS	*LOS*	*LOS*	*LOS*	*LOS*	*LOS*	*LOS*	*LOS*
NYS Route 5&20 @ Booth Street *(Traffic Signal)*	EB LT	A	B	A	B	A	B		C
	EB Thru	B	B	B	A	B	A		C
	EB RT	A	A	A	A	A	A		A
	WB LT	B	C	C	E	C	D		C
	WB Thru-RT	B	B	B	A	B	A		B
	NB Thru-LT	B	C	C	E	C	F		D
	NB RT	A	A	A	B	A	D		B
	SB Thru-LT-RT	A	A	B	C	B	C		D
	Overall	**B**	**B**	**B**	**B**	**B**	**C**		**C**
NYS Route 5&20 @ Muar Street *(Traffic Signal)*	EB LT	A	A	A	A	A	B		A
	EB Thru-RT	B	C	B	E	C	F		C
	WB LT	A	B	B	C	C	D		D
	WB Thru	A	B	A	C	B	C		B
	WB RT	A	A	A	A	A	A		A
	NB Thru-LT	C	C	C	C	C	C		D
	NB RT	A	A	B	B	C	B		C
	SB Thru-LT	C	C	C	C	C	C		D
	SB RT	B	A	B	A	A	B		B
	Overall	**B**	**B**	**B**	**D**	**B**	**D**		**C**
Lakeshore Drive @ Booth Street *(Un-Signalized)*	EB LT	A	A	A	A	A	A		
	SB LT-RT	C	C	C	D	C	E		
Lakeshore Drive @ Muar Street *(Un-Signalized)*	EB LT	A	A	A	A	A	A	A	A
	EB Thru	free flow				free flow		E	E
	WB Thru	free flow				flow		C	D
	SB LT	C	C	D	F	E	F	B	B
	SB RT	B	B	B	B	B	B	A	A
Booth Street @ Access Rd/ Plaza/McDonalds *(Un-Signalized)*	EB LT-Thru-RT	C	D	C	E	N/A			
	WB LT-Thru-RT	B	B	B	B				
	NB Left-Thru-RT	A	A	A	A				
	SB LT-Thru-RT	A	A	A	A				
Booth Street @ Access Rd (west) *(Un-Signalized)*	EB LT-RT	N/A				B	C		
	NB Left-Thru					A	A		
	SB Thru-RT					free flow			
Booth Street @ Plaza/ McDonalds *(Un-Signalized)*	WB LT-RT	N/A				B	C		
	NB Thru-RT					free flow			
	SB LT-Thru					A	A		
Muar Street @ Burger King *(Un-Signalized)*	WB LT-RT	A	B	A	B	B	C		
	NB Thru-RT	A	A	A	A	A	A		
	SB LT-Thru	A	A	A	A	A	A		
Muar Street @ Plaza *(Un-Signalized)*	EB LT-RT	B	B	B	C	B	D		
	NB Left-Thru	A	A	A	A	A	A		
	SB Thru-RT	A	A	A	A	A	A		

Capacity analysis results and field observations indicate most intersections within the study area are operating with overall acceptable levels of operation during 2009 existing and 2014 base conditions. At the stop sign controlled intersections, both the Lakeshore Drive intersections at Booth Street and Muar Street indicate a couple of movements that may experience longer delays.

- The southbound Muar Street left turning vehicles at the intersection of Lakeshore Drive are anticipated to experience longer delays under 2014 base conditions during the Saturday peak hour only. This movement is anticipated to continue to experience increased demand and delays with the proposed Lakefront PUD development traffic. Three different options to address this increased delay are outlined in the Traffic Study in Appendix 11. Level of Service results is shown in the table above for one of the options indicating improved operations can be achieved.
- The southbound Booth Street traffic at the Lakeshore Drive intersection are anticipated to experience longer delays with the proposed Lakefront PUD development at full build out conditions, however, the approach is not anticipated to operate with failing levels and no mitigation is required.

Overall, no significant degradation of operations is anticipated as a direct impact of the proposed development. With implementation of the recommendations listed below, overall acceptable intersection operations will be experienced. The following geometric and traffic control characteristics are recommended at the various development access points:

Booth Street @ Parkway Plaza

- Consolidate existing access points and relocate as far south along the plaza frontage as possible. This will improve the storage length approaching the NYS Route 5&20 signalized intersection and notably improve visibility for exiting vehicles.
- Provide one shared (left and right turns) exiting lane and one entering lane.
- Maintain the stop sign control for exiting vehicles from the Plaza.
- Provide pedestrian connections and crossings (where applicable) from the adjacent road system to internal destinations.

Booth Street @ New East-West Road

- Provide one shared (left and right turns) exiting lane and one entering lane.
- Install stop sign control for exiting vehicles.
- Provide pedestrian connections and crossings (where applicable) from the adjacent road system to internal destinations.

Muar Street @ Parkway Plaza

- One shared (left and right turn) exiting lane is adequate.
- Maintain the stop sign control for exiting vehicles from the Plaza.
- Provide pedestrian connections and crossings (where applicable) from the adjacent road system to internal destinations.

Muar Street @ New East-West Road

- Provide one shared (left and right turns) exiting lane and one entering lane.
- Install stop sign control for exiting vehicles.

- Provide pedestrian connections and crossings (where applicable) from the adjacent road system to internal destinations.

Lakeshore Drive @ New North-South Roads

- Provide one shared exiting lane for left and right turning vehicles.
- Install stop sign control for exiting vehicles.
- Provide pedestrian connections from the adjacent road system to internal destinations.

Provide high visibility pedestrian crossings at all intersections to tie in with Kershaw Park pedestrian/trail system. Maximize use of the medians along Lakeshore Drive to provide pedestrian refuge islands at intersections or mid block locations.

Traffic Mitigation Measures:

The following traffic improvements are recommended to mitigate the traffic impacts at the adjacent study area intersections. It should be noted that the recommendations identified at the NYS Routes 5& 20 intersections are subject to concurrence and approval from the New York State Department of Transportation:

NYS Routes 5&20 @ Booth Street

- Add permissive/protected left turn phasing for the Rts. 5&20 approaches.
- Add eastbound right turn overlap traffic signal phasing.
- Add permissive/protected left turn phasing for the northbound Booth Street approach.
- Minor traffic signal timing adjustments to accommodate future traffic as needed.
- Re-stripe the Booth Street northbound approach to reflect: exclusive left turn lane + a shared through/right turn lane.
- Cost estimate for these changes will be identified with concurrence from NYSDOT.

NYS Routes 5&20 @ Muar Street

- Add a right turn overlap phase for northbound and southbound Muar Street approaches.
- Traffic signal timing adjustments necessary to address future traffic conditions.
- Cost estimate for these changes will be identified with concurrence from NYSDOT.

Lakeshore Drive @ Booth Street

- No operational mitigation necessary.
- Provide high visibility pedestrian crossings at intersection to tie in with Kershaw Park pedestrian/trail system. Maximize use of the medians along Lakeshore to provide pedestrian refuge islands.

Lakeshore Drive @ Muar Street

- Monitor and re-evaluate intersection operations prior to full build out of the site.
- Provide high visibility pedestrian crossings at intersection to tie in with Kershaw Park pedestrian/trail system.

NYS Routes 5&20 @ Booth Street

- Add permissive/protected left turn phasing for the Rts. 5&20 approaches.
- Add eastbound right turn overlap traffic signal phasing.
- Add permissive/protected left turn phasing for the northbound Booth Street approach.
- Minor traffic signal timing adjustments to accommodate future traffic as needed.
- Re-stripe the Booth Street northbound approach to reflect: exclusive left turn lane + a shared through/right turn lane.

NYS Routes 5&20 @ Muar Street

- Add a right turn overlap phase for northbound and southbound Muar Street approaches.
- Traffic signal timing adjustments necessary to address future traffic conditions.

Lakeshore Drive @ Booth Street

- No operational mitigation necessary.
- Provide high visibility pedestrian crossings at intersection to tie in with Kershaw Park pedestrian/trail system. Maximize use of the medians along Lakeshore to provide pedestrian refuge islands.

Lakeshore Drive @ Muar Street

- Monitor and re-evaluate intersection operations prior to full build out of the site.
- Provide high visibility pedestrian crossings at intersection to tie in with Kershaw Park pedestrian/trail system.

The proposed Canandaigua Lakefront PUD project is anticipated to add traffic to the adjacent roadway system above traffic levels previously generated by the site. Acceptable levels of operation can be provided with the recommended improvements noted at the various site access points and at adjoining intersections. The proposed development and new roadway system will further enhance and improve existing conditions as follows:

- Improvements along Booth Street will minimize accident occurrences at the Plaza access points.
- Traffic signal phasing improvements will provide added intersection capacity at the signalized intersections with NYS Routes. 5&20.
- New east-west road will accommodate internal travel between uses within the PUD and better distributes traffic to the adjacent roadway network by providing a grid system.
- New north-south roads from Lakeshore Drive will distribute traffic to the site instead of concentrating all traffic at one location.
- Internal site connection to Parkway Plaza will reduce traffic along adjacent roadways by allowing site traffic easy access to services provided at the plaza.
- Pedestrian connections throughout the site will encourage residents and visitors to walk throughout the development further reducing vehicular traffic.
- Application of access management principals in the reduction of 7 driveways along Lakeshore Drive will have major positive effects on vehicular traffic flow and safety along Lakeshore Drive.
- Significant reduction in driveways along Lakeshore Drive will have a major positive effect on pedestrian travel on the north side of Lakeshore due to a significant reduction in conflict points between pedestrians on the sidewalk system and vehicles entering/exiting the numerous driveways that will no longer exist.
- Improved and concentrated pedestrian crossing locations at defined intersections along Lakeshore Drive will have positive effects on vehicular and pedestrian safety.
- Anticipated impacts to the intersections immediately outside of those analyzed (i.e., Carousel Lane, Roseland Drive, Fallbrook Drive, and Walker Drive) are not anticipated to experience any notable increase in traffic or decrease in intersection operations as a result of the proposed project. Table below shows the traffic volumes approaching the referenced intersections under 2014 background conditions and with full development of the project site during both the weekday evening peak hour and Saturday noon peak. For comparison purposes, daily traffic volume variations on roads are up to 10%; hence, the projected minor increases varying from 3.1% to 6.6% are less then normal daily variations.

Projected Traffic Volumes	2014 Background 2-way Traffic PM (Saturday)	2014 Full Build 2-way Traffic PM (Saturday)	% Change PM (Saturday)
NYS Routes 5&20 (west of site)	2510 (3165)	2658 (3373)	5.8% (6.6%)
NYS Routes 5&20 (east of site) Wegmans Route 364	2613 (3384)	2749 (3572)	5.2% (5.5%)
Lakeshore Drive @ Pier	1151 (1108)	1187 (1155)	3.1% (4.2%)
Lake Shore Drive @ Carousel Lane Roseland Drive Fallbrook Drive Walker Drive	1084(1070)	1119 (1117)	3.2% (4.3%)

Table 4.7.1.C - Projected traffic volumes

The proposed project will have the following impacts on accident occurrences in the area:

- The consolidated access points to Parkway Plaza on Booth Street will better define access locations, increase the separation distance from NYS Routes 5&20 which should reduce the probability of right angle and left turn accidents as currently observed.
- Significant reduction in driveways along the north side of Lakeshore Drive will have a major positive effect on pedestrian travel and safety.
- Significant reduction in driveways along the north side of Lakeshore Drive will have a positive effect on the reduction of vehicles entering/exiting side driveways, therefore reducing accidents in this area.
- Proposed Traffic signal modifications along NYS Routes 5&20 may positively affect safety in the corridor.

4.7.2 Parking

The Parking plan for the Project meets zoning codes pursuant to §850-50(A)(14) of the City Zoning Ordinance, which states that 3 spaces per 1,000 s.f. of retail and 1.5 spaces per residential unit are required. Therefore, the Parking Plan accommodates the needs of the Project at full build-out and mitigation by the Project is not necessary.

A parking breakdown is included in the below Figure 2.2.4.B - Parking Diagram.

Figure 2.2.4.B - Parking Diagram

There will be 1,260 parking spaces within the Project. Parking totals can be broken down as follows: 214 residential garage spaces, 165 residential tandem spaces, 304 surface parking spaces, 137 on-street parking spaces, of which 50 are located on Lakeshore Drive. Parkway Plaza will have 417 spaces and McDonald's will have 23 spaces. In total, there will be approximately 1,260 parking spaces within the Project area after full build out.

New Public Spaces Created:

The proposed parking configuration will create 103 new on-street parking spaces for public use during major public events and busy summer weekends. The proposed north- south roads will provide 86 new on street parking spaces for the area and 17 parking spaces will be added to the existing 33 along Lakeshore Drive.

A quasi-public parking lot will be constructed behind one of the mixed use buildings creating 185 parking spaces. There will be 39 parking spaces at the Wellness Center, which provides as another possible overflow parking lot that does not exist today. The on- street and surface spaces will be used by visitors of the Project's housing and retail, as well as, visitors of the Lake. The construction phasing of the Project includes the 103 new public on-street parking spaces as part of the infrastructure scope of work to be completed within the first 2 years of Project construction. The quisi-public parking lot behind the mixed used buildings is part of Phase IA and will also be constructed within 2 years of the start of construction.

Parkway Plaza will be part of later phasing for the Project and will therefore continue to have 493 parking spaces for customers and visitors of the Lake until reconstruction begins. After renovations to the Plaza, there will still be 417 parking spaces available for shared parking. In total, after full build out, there will be 744 public or quisi-public parking spaces within the Project. Other overflow private parking that currently exists includes: former Wegman's Plaza (365 spaces), the Wine & Culinary Center (50), the Inn on the Lake (200) and the Steamboat Landing Conference Center (130), see Figure 3.7.2 below.

Figure 3.7.2 - Existing Parking

Parking Mitigation Measures by the Applicant:

The Parking Plan for the Project accommodates the needs of the Project at full build-out and mitigation is not necessary by the applicant. However, the Applicant will work with the City and Event Organizers in organizing use of the quisi-public parking lots in the Project.

Potential Parking Mitigation measures for Event Organizers during public events and busy weekends:

Although the Project does not create an adverse impact on parking, but rather adds 103 new public spaces, the current parking concerns near the lake for users of the Lake will need to be mitigated by event organizers. Some possible mitigation measures for the City and Event organizers are:

- use of a shuttle from off site parking lots such as the Finger Lakes Community College. This shuttle can run during major public events such as the 4th of July fireworks show.
- continued use of private parking areas available for overflow public parking.

4.7.3 Pedestrian Traffic

At full build-out of the site, the number of people residing in the area is approximately 773 people. A majority of the people would walk to nearby services and amenities. Pedestrian access from the residential areas to retail and recreational space will be incorporated into the final site design. As most of the residents will work during the daytime hours, there will be little impact on the sidewalks during the morning and afternoon peak times. Most of the pedestrian traffic will occur during the evening and weekend times. As there will be more residents in the area, the Project will have an impact on pedestrian volume in the area. Mitigation measures, as outlined below, will reduce the impact of increased volume on pedestrian traffic.

Pedestrian Traffic Mitigation Measures

- All new roads within the development will have sidewalks.
- Links to external sidewalk system and trails in Kershaw Park will be provided.
- New development and roadway system will provide direct access to Parkway Plaza from the lakefront.
- Significant reduction in driveways along the north side of Lakeshore Drive will have a major positive effect on pedestrian travel and safety.
- Crosswalk locations are available at all the intersections along Lakeshore Drive.
- Several midblock crossing locations will also be maintained or improved as a result of the reduction in driveways on the north side of Lakeshore Drive.

4.7.4 Noise

Impacts:

The proposed project will generate some noise from the following on-site activities:

- Vehicular traffic;
- Standard delivery trucks;
- HVAC units;
- Parking lot maintenance (sweeping and snow removal); and
- Construction

Other than construction generated noise levels, the other noise sources are already present on portions of the site, and certainly occur in many locations immediately adjacent to the site. Post development noise levels are not expected to be notably different from existing noise levels, or have any adverse impact on adjacent properties. The largest noise generator in the project vicinity is vehicular traffic along the adjacent roadways, including NYS 5 & US 20 and lakeshore Boulevard. The Project will generate comparable noise levels at the project boundaries given that vehicular traffic to and from the site will be the most notable noise generator. Vehicles and standard delivery trucks will be able to access the proposed project at the same locations as they do today, plus the following new locations:

- The eastern end of the new east-west street at Muar Street
- The western end of the new east-west street at Booth Street; and
- Three connections to lakeshore Boulevard

Standard delivery trucks include Federal Express, UPS, periodic moving trucks, delivery trucks to commercial businesses. The numbers cannot be predicted, however the ratio would be similar to that experienced in the Main Street area of downtown Canandaigua.

The Project will not contain any use that is considered to be a “noise generator”, such as a manufacturing facility, outdoor stadium, etc. Vehicular traffic will access the site at the dedicated roadways as shown on the proposed site plan. It is not known how many trucks will enter and exit the site for deliveries, etc.

Noise Mitigation Measures:

The proposed building facades will also serve as effective barriers in those locations where they shield parking lots and access roads therefore noise berms will not be needed. Given that no adverse noise impacts are anticipated, no additional mitigation is required.

Construction related noise is unavoidable and will be temporary in nature. Construction activities will be done in accordance with City of Canandaigua ordinances and regulations regarding limits on construction activities.

4.8 Utilities and Energy Usage

This section will discuss the proposed utilities and infrastructure on the site and include analysis of available capacities and conditions for development.

- The proposed energy usage (estimated kwh/therms of natural gas) will be in proportion to the square footage of building space created. The exact amount of kwh/therm to be used will be a function of the construction detailing. However, the project will be designed to be energy efficient.
- The estimated water usage for the parcels within the project area is shown below: The estimated rates are approximately 107,000 gallons per day.

Table 4.8 Proposed Estimated Water Usage

Type	Total Units	Unit Flow Rate	Estimated Daily Flow
Rate		(gallons/day)	(gallons/day)
Proposed Apartments			
(assumed 2 bedrooms)	146 units	205.48	30,000
Proposed Townhomes			
(assumed 2 bedrooms)	188 units	205.48	38,630
Proposed Retail Area	87,700 s.f.	0.1	8,770
Existing Retail Area	116,200 s.f.	0.1	11,620
Existing Restaurants	500 seats	35	17,500
Existing Bank	3,820 s.f.	0.1	382
		Total	106,902

- The estimated wastewater flows are approximately equal to the water usage shown above.

The Project will involve the construction of new utilities along the proposed dedicated streets. Most new dedicated streets will have a new water main, a new sanitary sewer, new stormwater conduits and catch basins, electric, gas, cable and telephone.

The pump station (if relocated) will be new along with a relocated force main. Relocating the force main from underneath Parkway Plaza will be helpful if maintenance is required by the City.

Some electrical and gas distribution facilitates located along the back of Parkway Plaza may need to be relocated also as part of the Project.

Some of the benefits of the proposed utility improvements include:

- The proposed stormwater system will allow the site to drain more effectively. At the present time, some interior portions of the site are not well drained due to the fairly level terrain with some non draining pockets.
- The improvements to the water main will create more of a looped system for the area which helps maintain pressure and allows for alternate routing during periods of maintenance. New water mains would be placed along most portions of dedicated streets.
- The replacement of the sanitary sewer that has maintenance issues is welcome to the City DPW. For years this portion of the sanitary sewer has experienced numerous grease blockages. The sewer is also made of transite, an asbestos based product which is not easy to repair.
- The improvements to the pump station and force main will also have community wide benefits. A new pump station, if built, would be more energy efficient and would have greater capacity than the existing pump station.

Energy Usage Mitigation Measures:

- Daylight sensors or timers will be used on outdoor lighting for the residential buildings. The electrical engineer will specify photoelectric sensor/relays on all outdoor lighting. Placement of lighting will be designed to eliminate light trespass and pollution.
- Within the buildings water-conserving fixtures will be used with appropriate flush/flow rates determined by the plumbing engineer. Energy star appliances and light fixtures will also be used.

4.9 Community Services

This section describes the impacts relating to community services such as: fire and police protection; ambulance, City Court system, waste collection; and schools). No adverse impacts to community services are anticipated because revenues produced by the Project will off set any expenses created. For a complete revenue-expense analysis see Section 4.13.

4.9.1 Impact of proposed multi-story buildings on fire protection needs and how multi-story buildings will be constructed to ensure fire safety.

All buildings within the Project, including the multi-story buildings will be constructed in accordance with the New York State Building Code. Each building will have a fire suppression system that includes sprinklers within the units. Sprinkler heads will also be placed outside on any balconies. All buildings will contain fire and smoke detectors and alarms. All residential units will have stove fire stoppers installed above the units range. In addition to these standard methods, Conifer, the Developer, will meet with the Canandaigua Fire Rescue prior to site plan approval of each phase to ensure that access roads are designed with proper dimensions for fire truck accessibility. At this time, there is flexibility in the sketch plan to account for any changes that may be required. Conifer will also meet with Canandaigua Fire Rescue during the construction phase of the Project to ensure the buildings meet other Fire Department requirements, such as interior and exterior signage. The Fire Department has equipment that can service buildings of 60', which is the height of the highest building in the Project. No new equipment is needed to service the Project. The Project may require additional Fire Department staffing for the increase in residents to the area. The 2000 census has tracked the City's population at 11,264 people. The Fire Department currently employees 15 firefighters and has 19 volunteers. The Fire Department serves 331 people per fire fighter. The Project will add an estimate of 773 people therefore, it is estimated that two additional career firefighters and one volunteer are needed to ensure safety. For a complete revenue – expense analysis for community services see Section 4.13 below.

4.9.2 Potential Impact on Police Services:

The Project is not expected to have a large impact on police services because the for sale residential units will be similar to Rosepark. Statistics show that Rosepark residents typically do not contribute to the crime rate. The apartment complexes will have experienced management companies with criminal and financial background check procedures. The retail space may result in a small increase for police service due to both the communal nature of the plaza, as well as, responding to incidents of shop lifting. The increased volume of traffic in the area is not expected to increase vehicular accidents as the new traffic grid proposed will help alleviate current traffic problems. There are 22 police officers within the City. These officers serve 512 people each. It is estimated that 2 additional police officers are needed.

4.9.3 Potential Impact on Ambulance Service:

It is anticipated that there will be additional ambulance calls to the area. The residential units will create approximately 773 new residents to the area. The retail space will create over 100 jobs and the festive retail plaza will attractive lively visitors. Canandaigua Emergency Squad is a volunteer organization. It is likely that more volunteers will be needed to handle the increased volume of services.

4.9.4 Potential Impact on the City Court system:

The Project is not expected to have a large impact on the City Court System because the residential units will be high end dwellings. The individuals that the units will be marketed to are a demographic population that is unlikely to engage in criminal activity. Any increase in time spent on traffic violations will be covered by the increase in traffic violation fees. There is a possibility that the number of Family court cases will increase, however, the number will be minimal.

4.9.5 Potential Impact on Waste Collection:

The Project will generate more refuse and recyclables than the site currently generates. The City's Department of Public Works, which operates residential trash pickup services, has confirmed that the City will be at capacity with the waste generated by the proposed residential units. Waste collections for the residential units will require additional resources. The retail businesses within the Project will have to contract privately with a waste management treatment company. Two companies, Waste Management and Casella, are available to service the Project area.

4.9.6 Potential Impact on Schools:

The number of school aged children who may reside in the area is limited. All of the residential buildings contain either one-bedroom or two-bedroom units. The unit size and price range of the units will likely attract seniors or young professionals and not families. The dwelling sizes limit the ability for families to comfortable reside in the Project area. For these reasons, there is a minimal impact on the school enrollment. However, there will be a significantly positive impact on the schools as the school tax base will be significantly increased by the Project. School revenue based on increased property taxes is expected to be $1,253,446.

4.10 Community Character and Lighting

4.10.1 Anticipated impacts to the surrounding neighborhood.

The Project's objective is to enhance the current character of the neighborhood and promote growth. Vacant buildings and underutilized parcels within the Project site have a blighting impact on the neighborhood and lakefront. The Project proposes to demolish the abandoned buildings and reuse the land for a more appropriate density use. The Project will replace overgrown vegetation with planned landscaped areas.

In place of the underutilized land and vacant buildings, a new community of townhomes, rental apartments and mixed-use buildings will be constructed complemented by landscaped open spaces. The new neighborhood will be occupied by residents, employees and tourists. The Project, a mixed uses community, will create a synergy of uses in the area by appropriately tying the commercialized Route 5&20 to the recreational lakefront.

The townhomes proposed will compliment the existing Roseland Park neighborhood and will attract a similar income ranging household. The Project will offer a mixed economic community that will positively impact the area. The inclusion of townhomes and apartment complexes will create a diverse residential community. The festive plaza area will compliment the recreational activities of the Lake by offering a place to rent recreational equipment, dine and relax.

4.10.2 Need for relocation of existing residents and potential impacts to residents within the project site

At this time, there are only a few residents within the Project site that dwell in the trailer parks. These residents have been put on notice that they will need to relocate once their lease is completed. Relocation of these families will be completed well before construction begins.

4.10.3 The Project is consistent with the City of Canandaigua Comprehensive Plan.

The Project is consistent with the City's Comprehensive Plan adopted on December 12, 2002. The land uses of the Project meet the community demands for the lakefront area by providing year-round residential and commercial uses in an environment that promotes pedestrian activities focused on access to Canandaigua Lake.

Under 6.4.2 of the City Comprehensive Plan, it was stated that, "The Canandaigua Lakefront should continue to grow as a balanced, mixed-use area focused on public access to Canandaigua Lake." The Project meets this goal by providing a range of residential types, office space and retail space that is designed with a building orientation that preserves views of the Lake. The proposed site provides view corridors through the site to the park and lakefront by placing the buildings in a north-south direction rather than an east-west direction that would block views of the Lake. Further the Comprehensive Plan states that, "Year-round activities should be developed. The land use and streetscape design should be pedestrian friendly, with buildings approachable from all sides, with outdoor public places including courtyards, patios, and safe alleyways between buildings". A key component of the Project is a plaza across from Kershaw Park, creating a synergetic link between the northern side of Lakeshore Drive and the Park and Lake.

The Comprehensive Plan encourages "a fine blend of mixed uses that are opened to the public, located within close walking distances from one another to create a lively, synergistic combination of activities", see Section 6.4.3-3. The Project creates a synergistic combination of activities by concentrating the retail activities along the North- West side of Lakeshore Drive and along Route 5 & 20 with residential uses enhanced throughout the southern portion of the Project area. Retail activities are within walking distance from one another. A tourist will have the opportunity to enjoy lakeside activities, shop and dine in one concentrated area, while residents have the ability to do the same by walking from their home.

It was recommended to allow retail-type offices typically used by the public on Lakeshore Drive, see Section 6.4.3-4. A wellness center is proposed in the Project on Lakeshore Drive, East of Muar Street, serving as a retail type office for public use that promotes year-round activity in the area.

The Project recognizes the need for mixed-use buildings on Lakeshore Drive. The Comprehensive Plan suggests residential uses on upper floors on the North side of Lakeshore Drive, see Section 6.4.3-5. The Project provides several mixed-use buildings with retail space on the bottom floors and apartments on the top floors. "The height of the multi-story buildings should not overwhelm the lakefront district", as suggested in Section 6.4.3-6 of the Comprehensive Plan. The height of the highest building is 60', which is allowable by the PUD Code. Additionally, views of the lake cannot be seen from 5&20 with the current site conditions as Parkway Plaza blocks the viewshed. Views of the lake will remain present from Main Street as the Project is east of the viewline.

The proposed street network is consistent with the City's goal to "promote construction of residential streets built on the traditional street grid" (Comp. Plan §5.2.3-7). The proposed street grid will minimize external development traffic and creates additional on-street parking for visitors and residents.

4.10.4 Impact on future development trends.

The Project will have a positive impact on future development trends. The Project will spur development in both the lakefront and downtown areas of Canandaigua. A large number of people will be attracted to the area as compared to the number of people who come to the area absent the Project. An increase in the number of residents and tourists to the area will attract private development investment and revitalization efforts. Underutilization of this key lakefront site has occurred for decades due to several development barriers. The Project will create demand for retail and recreational activity in the City by drawing tourists and adding residents to the area.

4.10.5 Streetscapes:

All buildings on the proposed plan are focused onto newly proposed streets and open spaces that are to be constructed as part of the project. This includes the mixed use buildings located along Lakeshore Drive and the proposed courtyard. While the Eastern Boulevard Right of Way provides the northern most boundary of the redevelopment area, the existing shopping center (Parkway Plaza) acts as a buffer from most of the residential and mixed use development proposed for the project.

Buildings are oriented to these internal streets and open spaces in an effort to treat these new spaces not only as thoroughfares for moving vehicles, but places within the plan for people and pedestrians. Buildings are therefore pulled forward to frame theses spaces rather then set back in a more conventional arrangement. The majority of the parking program is therefore accommodated behind the proposed buildings. Parallel parking is however provided along many of the street edges, along with copious street trees and planting strips that serve to further buffer the pedestrian right of way on these internal streets.

4.10.6 Change in land density

The Project will have a significant change in land density. At this time, the majority of the Project site is vacant. The proposed project will add an estimated 334 residential units and 87,400 square feet. The increase in land density is not an adverse impact. This key lakefront site is currently underutilized. An objective of the City's PUD code is to increase density in the City in areas that are being underutilized. Existing building coverage makes up a small portion of the Project area, less than 10%. By comparison, most mid-sized downtown districts have an average lot coverage of 30% and a floor area ratio of 60%. The Proposed plan will be consistent with an average business area at 31.7% building coverage. Current City zoning requirements for the site set maximum lot coverage at 50% in both Commercial and Heavy Commercial Districts. Therefore, although the density proposed is greater than what currently exists, it is less than what is currently allowed under law at the site.

4.10.7 Lighting plan including type, height, intensity, and location of lights.

Exterior lights within the Project area will have a minimal adverse impact on the site. A Lighting Plan will be submitted with site plan review of each phase. It will include type, height, intensity, and location of lights. The Lighting design will be consistent with the existing lights along Lakeshore Drive, see Figure 4.10.7 below. Additionally, in order to mitigate the impact, careful attention will be given to prevent unwanted glare (light trespass) into neighboring buildings and natural areas and to limit disturbance of the night sky (light pollution). Daylight sensors or timers will be used on outdoor lighting for the residential buildings. These sensors will automatically turn off exterior lights when sufficient day lighting is available. Temporary lighting may be required during construction for safety.

Figure 4.10.7 Existing Street Light

4.10.8 Aesthetic Aspects of the Project and the Projects impact to existing aesthetics within the Community:

The architecture of the Project will be a modern spin on traditional architecture in the City and will tie Main Street to the lakefront. Main Street's architectural character is used by the Project in order to integrate the lakefront with Main Street, forming one integrated community rather than separate districts.

The site plan includes products such as stacked flats, apartments over retail and townhomes. Below are conceptual renderings of each product type.

Figure 4.10.8.A - Example of Apartments over Retail Building

Figure 4.10.8.B - Examples of Interlocking Townhouses

Figure 4.10.8.C - Examples of Stacked Flats Buildings

The architectural character of the buildings is designed to resemble multiple attached buildings instead of one large building. In this way, the Main Street character is continued and integrated along Lakeshore drive enhancing the lakefront with open space and activity. Pedestrian and vehicle views along Lakeshore Drive will be maintained by matching the style of street lighting and landscaping to that of Kershaw Park.

Careful design was taken so that views of the Lake were not blocked. Generally, view corridors through the redevelopment site to the park and lakefront remain by placing the buildings in a north-south direction rather than an east-west direction that would block views of the Lake. The largest building was designed with a maximum height of 60' to ensure that the buildings do not overwhelm the lakefront.

4.10.9 Overall Impact of Attracting People to the Area:

The PUD will increase the number of residents and tourists in the area. The increase in people to the area will provide several benefits. The Project will offer several benefits to visitors of the Canandaigua Lake. Canandaigua Lake is a destination for boaters, swimmers, kayakers, and other recreational tourists. The lake is an attraction to both visitors and residents of Canandaigua. At this time, the lakefront does not offer the amenities that create a day getaway for visitors of the lake. The Project will bring an active festival plaza to the area. Visitors will be able to stop, dine and join in outdoor activities without leaving the lakefront. The holistic getaway will attract more visitors to the lake both in the summer and winter months as development efforts will focus on year-round activities.

The Project will increase revenue to the City through property tax assessments. Property tax revenue will be seven times the existing revenue. Sales tax generated by the Project will be substantial Additionally; the Project is expected to generate retail, restaurant and recreational jobs. In full build out, it is estimated that over 100 jobs will be created to operate the approximately 20 commercial spaces. Additionally, each apartment complex will create at least 2 jobs, a site property manager and superintendent. As the area grows in recreational use, seasonal employment will also grow.

The Project will be a catalyst for redevelopment of the lakefront. Concentration of people to the area will create demand for local businesses both on the lakefront and throughout the City. The Project capitalizes on the unique features of the site and will spur ongoing private investment and job creation in the area.

4.11 Parks and Recreation

Nearby parks and recreational facilities will be a positive benefit for all residents and visitors to the PUD. While the PUD will increase the number of residents in the area that will take advantage of these facilities, the development program is designed to create a pedestrian friendly and walkable community that will enhance and expand the objectives of nearby parks and recreational facilities while minimizing any impacts. It is anticipated that future residents of the PUD will become regular users of the parks, trail systems, lake, marinas and other attractions in the area. The close proximity of the PUD will spur increased economic benefits (i.e., revenues to small businesses, park entrance fees, additional sales taxes). Some of the amenities of the PUD that will be available to the Canandaigua community are:

- Park users will have 103 additional on-street public parking spaces.
- 86 new on-street public parking spaces along the new north-south roads.
- 17 new on-street public parking spaces along Lakeshore Drive.
- Park users will experience a much more aesthetically pleasing and overall positive experience with elimination of the blight.
- Park users will have additional services provided in the retail components of the PUD.
- Park users can continue their park like experience to the PUD's open spaces that will compliment the lakefront district.
- Park users will benefit from year round shopping, dining and outdoor activities.

Parking for nearby parks will not be a concern as residents will be able to walk to most of the area attractions, including Kershaw Park from their homes.

Park and Recreation Mitigation Measures:

The impact of new residents on the nearby parks and recreational facilities are notably off-set by the significant benefits and amenities the proposed PUD will provide; hence, no mitigation is required.

4.12 Hazardous Site Conditions

The Project will aid in the cleanup of several existing environmental hazardous conditions on the site. Fill material will be brought into the site where needed and proper mitigation measures will be undertaken to ensure residential and commercial use of the property. Measures will be taken to mitigate identified hazard materials and remediation will begin during construction of each of the project phases as necessary. The residential and retail uses anticipated on the proposed development site will not create additional environmental concerns as uses proposed consist of small retail stores and restaurants. These types of uses typically do not create environmental hazards such as groundwater or air pollution. No manufacturing facilities will be constructed on the site.

Hazardous Site Conditions Mitigation Measures:

It is unknown what specific remediation is needed to the Project at this time. However, hazardous site conditions will be remediated in accordance with New York State Environmental Regulations to support the residential and commercial uses proposed.

Parkway Plaza is currently in the New York State Voluntary Brownfield Cleanup Program. Mitigation measures for the Plaza included soil removal completed in 2007 and the installation of two groundwater monitoring wells. Remediation of groundwater will continue until the New York State Department of Conservation approves remediation efforts as complete.

4.13 Community Fiscal Resources

4.13.1 Local government Revenues -Expense Analysis:

A revenue and expense analysis was completed on the Project to ensure that the City can support the added residents and businesses to its community. Total annual expense increases for the City due to the Project are estimated at $307,075, while revenue is estimated at $841,387. This results in a net increase in City revenue of $534,312. The following revenue – expense analysis makes clear that the Project will support any increases in City expenses needed, even if there are additional expenses not anticipated below.

Revenues: Upon full build out, total annual revenues created by the Project is estimated over $2.5 Million. Of the $2.5 Million, $841,387 will be allocated to the City of Canandaigua.

The Project owners currently pay $68,805 in City taxes, $80,714.82 in County taxes and $204,975.71 in school taxes. A breakdown of the taxes imposed on the Project site is listed in Figure 4.13.1-A below.

Table 4.13.1-A -Existing Property Tax Revenue

Tax Map Number	*Address*	*City Taxes*	*County Taxes*	*School Taxes*	*Total*
84.18-1-20	24 Lakeshore Drive	$886.84	$1,051.61	$2,644.18	$4,582.63
84.18-1-19	26 Lakeshore Drive	$2,505.04	$2,970.47	$7,468.96	$12,944.47
84.18-1-18	28 Lakeshore Drive	$604.66	$717.01	$1,802.85	$3,124.52
84.18-1-15	30 Lakeshore Drive	$7,198.38	$7,989.54	$21,462.53	$36,650.45
84.18-1-17	25 Booth Street	$4,088.68	$4,588.86	$12,190.72	$20,868.26
84.18-1-13	130 Lakeshore Drive	$4,837.31	$5,736.08	$14,422.82	$24,996.21
84.18-1-10	150-158 Lakeshore Dr.	$5,989.05	$7,101.81	$17,856.82	$30,947.68
84.18-1-7	154 Lakeshore Drive	$2,245.89	$2,663.18	$6,696.30	$11,605.37
84.19-1-1.1	190 Lakeshore Drive	$2,591.42	$3,072.90	$7,726.51	$13,390.83
84.18-1-6.11	39 Eastern Blvd.	$31,989.61	$37,864.95	$95,207.77	$165,062.33
84.18-1-16.1	17 Booth Street	$5,868.12	$6,958.41	$17,496.25	$30,322.78
Total:		$68,805.00	$80,714.82	$204,975.71	$354,495.53

After full build out of the Project, it is estimated that the City will receive $501,989 from City property tax revenue, a net increase of $433,184 from current property tax revenue figures. The county will receive approximately $529,481 and the school district will receive approximately $1,458,421 at full build out. The net increase based on current tax rates would be $448,766 and $1,253,445 respectively. A breakdown of the estimated future taxes imposed on the Project site is listed in Figure 4.13.1-B below.

Table 4.13.1-B -Additional Property Tax Revenue Generated from the Project

Phase	*Estimated Assessed Value*	*City Taxes*	*CountyTaxes*	*School Taxes*	*Total:*
Phase I (Block B)	$21,500,000.00	$134,023.84	$369,159.73	$369,159.73	$630,248.57
Wellness Center (Block F)	$2,000,000.00	$12,467.33	$34,340.44	$34,340.44	$58,627.77
Block A	$15,200,000.00	$94,751.74	$260,987.34	$260,987.34	$445,571.08
Block C	$10,380,000.00	$64,705.46	$178,226.88	$178,226.88	$304,278.15
Block D	$8,100,000.00	$50,492.70	$139,078.78	$139,078.78	$139,078.78
Block E	$6,260,000.00	$39,022.76	$107,485.58	$107,485.58	$183,504.93
Block G	$4,620,000.00	$28,799.54	$79,326.42	$79,326.42	$135,430.16
Block H	$8,360,000.00	$52,113.46	$143,543.04	$143,543.04	$245,064.10
Retail Pads in Plaza	$1,500,000.00	$9,350.50	$25,755.33	$25,755.33	$43,970.83
Parkway Plaza	$6,000,000.00	$37,402.00	$103,021.32	$103,021.32	$175,883.32
McDonald's	$1,019,000.00	$6,352.11	$17,496.45	$17,496.45	$29,870.85
Total:	$84,939,000.00	$501,989.49	$529,481.44	$1,458,421.32	$2,489,892.25

Based on tax rates as follows: proposed 2009 City (5.91), 2008-2009 school (17.17022) & 2009 County (6.233667)

The City will also see increased revenue from water and sewer fees imposed on the Project. The net increased revenue from these fees is estimated at $145,493, see breakdown in Table 4.13.1-C below.

Table 4.13.1-C: Water and Sewer Fee Revenue Generated by Project

	Average usage per City HH	***Proposed HH***	***Existing HH***	***Average usage per sq. ft***	***Proposed Retail***	***Existing Retail***	***Net Increase***
	75,000 gallons/yr	334	0	36.5 gallons/yr	203,900 sq.ft	116.200 sq.ft	
Water rate*							
2.73	Total Annual Water:	$68,386.50	$0.00		$20,317.62	$11,578.75	$77,125.37
Sewer Rate*							
2.42	Total Anual Sewer:	$60,621.00	$0.00		$18,010.49	$10,263.95	$68,367.54

*Based on 2009 rates per 1000 gallons

The City and County will see an increase in sales tax revenues. The 7.125% sales tax in Ontario County is allocated 4% to New York State, 1.5 % to the County and 1.625% is shared by municipalities within the County. The City projected 3,990,000 would be received from sales tax in its 2009 budget. Even a conservative 5% increase in sales tax created by the Project increases City revenue by $199,500.

In addition to annual revenue increases, the Project will produce certain one time income increases to the City. Building permit fees for construction of the Project is estimated at $63,210. This fee is calculated at $.15 per residential and commercial square feet. The total residential square footage for the Project is estimated at 334,000 (or an average of 1000 sq. ft a unit), while the new commercial is 87,400 square feet. The 2008 City budget noted $37,000 in building permit revenue. The Project will have a 17% increase in this revenue stream annually assuming a 10 year build-out schedule. Additionally, mortgage tax will be imposed on the Project for each mortgage recorded. These fees will be imposed once financial closings have occurred on the parcels.

Expenses:

The City will incur minor expenses as a result of the Project in comparison to the revenue generated. It is estimated that at full build out, 2 new firefighters and 2 new police officers will be needed to serve the area, see Section 4.9 for community service analysis. The City data site references a typical firefighters annual salary at $56,533 and a police officer's salary at $60,352, based on March 2007 wages. In total, the Project would increase the City's personnel costs by $233,770 by adding these positions.

The Project would increase waste collection expenses for the City. The City estimated that $855,100 will be spent on waste and recycle collection in 2009. The per resident charge based on 2000 census population is $75.91. At full build out, total residents are estimated to be 773 people. At $75.91 a person, total additional waste collection charges to the City is estimated to be $58,682. Increased income received by recycling materials would also help off-site waste collection increases.

The addition of streets will increase the City's snow and ice control budget. The 2009 budget anticipated a $266,188 need for snow and ice removal. A square footage cost breakdown was not available, however, assuming a 5% increase in roadways added by the Project, $14,622 would need to be added to City snow removal expenses. Other maintenance costs for roadways may occur depending on delegation of streets as public or private. If public streets are constructed, meters maybe used to off set road maintenance costs.

5.0 ASSESSMENT OF REASONABLE ALTERNATIVES

This section outlines project alternatives that could potentially avoid or minimize impacts and evaluates their feasibility given the project objectives, the underlying need and benefits. Project alternatives include:

5.1 No Action Alternative -

Under the no action alternative the proposed action, nor any other action, is not undertaken. If the Project is not developed, the site will remain a blighted undeveloped area. The existing conditions shown in Figures 5.1-A and 5.1-B below will remain. The parcels will remain undevelopable for future investors as the dated infrastructure will remain in place. The older sewer lines will continue to operate poorly affecting much of the nearby community. The pump station force main would remain under Parkway Plaza, in a location that is difficult to maintain. The no action alternative would mean that there is no investment, whether public or private, in the Project area. No adverse impacts on the land would result in this alternative however the site conditions will continue to gradually deteriorate and affect the blighting affect the area has on the community.

Figure 5.1.A - Site Photo

Figure 5.1.B - Site Photo

5.2 Alternative Site Layout A -

Alternative Site Layout A is an alternative site layout with the density allowed by the current zoning (with no new P.U.D. ordinance), see Figure 5.2 below: This alternative is not preferred as it would limit the majority of the site to retail uses. The market could not sustain more retail than proposed in the preferred site layout. Current zoning for the area is Commercial and Heavy Commercial. Under this alternative, the site would compete heavily with the Downtown business corridor.

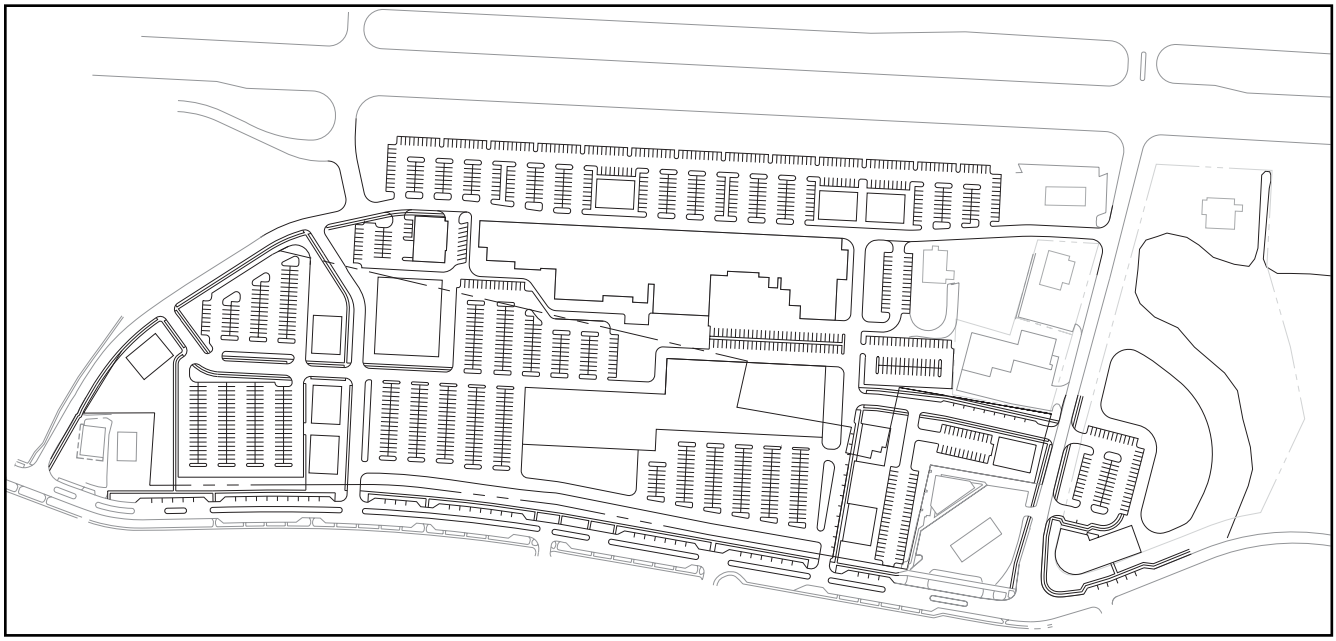

Figure 5.2 - Alternative Site Layout A - Site Layout without a PUD ordinance

A benefit to this alternative is that it would allow for a substantial amount of parking in the area. The parking lots for the retail could be used by visitors of the lake during high peak summer hours. Another benefit to this alternative is that the site would not have to undergo the high costs of environmental clean up procedures as retail uses have less remediation standards than residential.

5.3 Alternative Site Layout B -

Alternative Site Layout B is an alternative project layout that results in a lower density, see Figure 5.3 below: This alternative is not preferred because it does not allow for a return that would sustain the development. Construction costs for the site are too high to have a lower density use than the proposed plan because of the unusually high infrastructure and environmental remediation costs. A lower density project would still result in the need for public funding for site improvements, however, the tax benefits gained by the City and County would be substantially less.

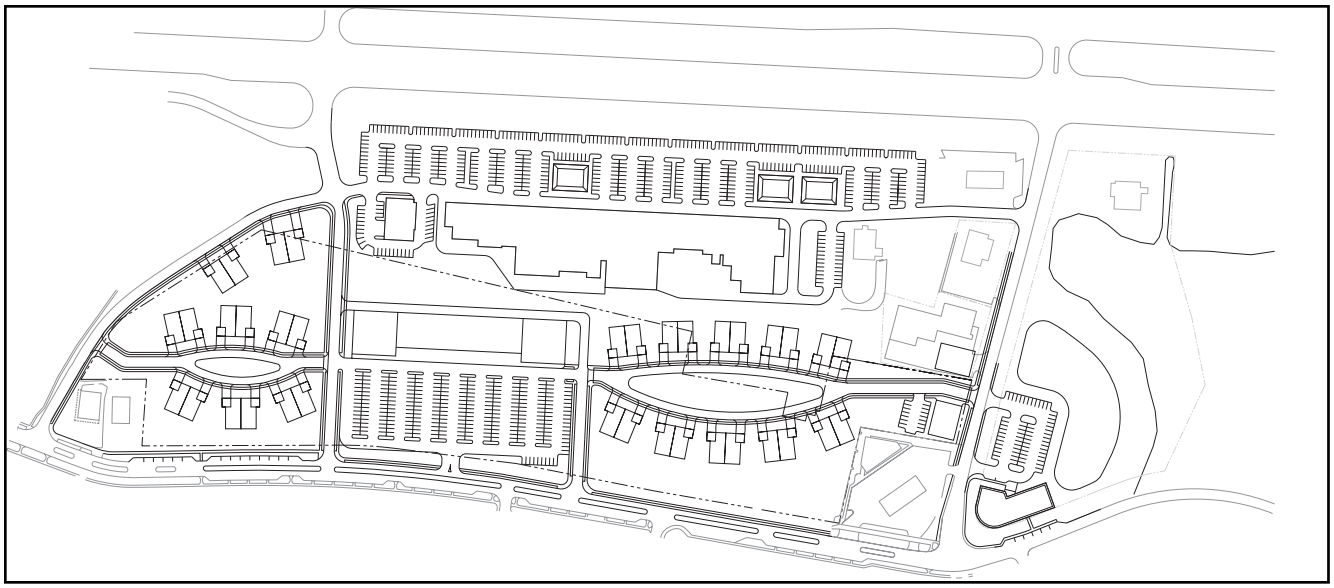

Figure 5.3 - Alternative Site Layout B - Lower Density Layout

5.4 Alternative Site Layout C -

Alternative Site Layout C is an alternative project with a different mix of uses. One alternative to the proposed plan is to replace the town homes with trailers. This alternative would be very marketable in the current economy. Trailers would be similar in size to those previously on site, see Figure 5.4 below, however, they would be modernized to be more attractive. This alternative is not preferred as it does not produce as large of a tax base for the City. A lower assessed value for the Project would still result in the need for public funding for site improvements, however, the tax benefits gained by the City and County would be substantially less.

Figure 5.4 - Alternative Site Layout C

5.5 Alternative Site Layout D -

Alternative Site Layout D is an alternative project with the entire area developed as a park. This alternative is economically unfeasible. Under this alternative, the site would not have to undergo the high costs of environmental clean up procedures and infrastructure improvements, however, the City would have to purchase the parcels from its current owners. This would be very expensive as the total assessed value for the Project site, excluding Parkway Plaza is over $5.3 Million. Additionally, it would take substantial City resources to maintain the area as a park. It is economically infeasible for the current owner to develop the area as a park because a return to the owner is needed to pay off the properties' mortgages.

5.6 Alternative Site Layout E -

Alternative Site Layout E is an alternative layout which includes the PUD development but does not require relocation of the pump station and force main, See Figure 5.6 below:

This alternative would call for renovation rather than relocation of the City Pump Station. This alternative would save the public approximately $2,000,000. However, keeping the current location of the pump station may result in marketability issues for adjacent residential units. It is likely that for-sale units ranging from $190,000 to $240,000 would not be in demand next to a City Sewer station, as such a location is perceived by homeowners to devalue their property.

In order to mitigate marketability issues, Alternative Site Layout G replaces the townhomes with apartment complexes to the north and south of the pump station.

Figure 5.6 - Alternative Site Layout E

5.7 Alternative Site Layout F

The analysis provided in Section 4.5 did not indicate a potential for the proposed multi-story buildings to "overwhelm the lakefront district", therefore, an alternative layout which reconfigures the development in order to avoid or minimize that effect has not been provided

5.8 Alternative Site Layout G

The Alternative Site Layout G is the preferred site alternative based on the results of the environmental review process. There are many benefits and reasons for Alternative Site Layout G. As part of the design development process, several issues came to light that had a direct effect on the proposed plan layout. These issues influenced not only the character and location of the proposed streets and open space framework as proposed, but also the commercial viability of the proposed retail offering. In an effort to address these issues, Alternative 5.3 is presented here.

During the design development process, it was determined that the existing pump station located within the redevelopment area would most likely have to remain in place. This caused a slight reconfiguration of both internally proposed streets and the residential program for the portion of the plan that immediately surrounds the pump station. In doing so, the proposed building and block pattern in the eastern portion of the plan was reconfigured. The end result was a better distribution of units throughout this portion of the redevelopment, including a more formal frontage pattern along Lakeshore Drive where a series of 5-plex buildings, at 3 stories, define the edge of the neighborhood.

On the western side of the plan, a new north-south street was initially proposed connecting Eastern Boulevard directly to Lakeshore Drive and the lake front. Upon further development, it was discovered that this street adversely effected the current parking arrangement at the existing McDonalds Restaurant. Additionally, the traffic pattern caused by this street at the Booth Street intersection was deemed unacceptable from a safety point of view. The northern portion of this street was therefore eliminated from the plan and replaced by a pedestrian mews. This open space then provides for an address for the residential units fronting on it. While the southern portion of this street did remain in place, the character of that street, especially in regard to the proposed retail program for the buildings fronting along this street, became an issue in regard to visibility.

Figure 5.8.1

Therefore, the design team, in careful consideration of the character and access provided by this new north south street, began to rethink the main retail courtyard as previously proposed as well. As originally envisioned, this courtyard and its requisite retail program were entirely inwardly focused, but still accessible from the north with a direct connection to Eastern Boulevard.

With this link removed, the importance of the pedestrian retail core as a key destination became greatly enhanced. It needed to be visible from multiple locations along the edge of the redevelopment as well as within.

Due to the previously proposed courtyards size and location, there was no point within the plan, including along Lakeshore Drive, where the entire space could be viewed, except from the shoreline of the lake itself. This presented a problem for both leasing activity as well as the desire for this space to be the true activity center of the neighborhood. Indeed, without the north south link, it became increasingly imperative that this space had full visibility from Lakeshore drive, which was something the courtyard could not achieve in its previous layout.

Additionally, Kershaw Park provides both active and passive recreation opportunities and a wealth of green, planted open space. While additional green space is a good thing, it did not provide the kind of address worthy of the center of an active mixed use neighborhood. Indeed, instead of active outdoor seating areas for al fresco dining, the courtyard as previously proposed served as an extension of Kershaw Park and the activities already in place, and therefore did not in any way work to compliment it.

The Design team therefore decided to create a more active festival plaza type of space for the retail area by slightly rotating one of the mixed used buildings. This allowed the proposed north south street that remained to open out into the lake frontage, as well as provide a natural edge for an arcade space. This arcade would remain open in the warmer months, but closed off in the colder season, much as the very successful Faneuil Hall in Boston provides for a year round retail experience even with its outdoor character. This new plaza, serving as the centerpiece for the redevelopment and perhaps containing a fountain or other passive element, is intended to provide a more attractive address for retailers and truly evolve into the neighborhood center.

Existing building	
Through Townhouse	32 units
Back to Back Townhouse	90 units
Walk-Up Apartments	100 units
5-Plex Apartments	20 units
Residential over Retail	84 units
Commericial	

BLOCK	A	B	C	D *	E	F	G	Total:
For Sale:								
Through Townhouse	4	0	12	0	8	8	0	32
Back to Back Townhouse	14	0	32	0	20	24	0	90
5-Plex Apartments	0	0	0	0	10	10	0	20
Total for Sale:								142
Rental:								
Walk-up Apartments	20	30	0	0	0	0	50	100
Residential Over Retail	24	54	0	0	0	0	0	78
Total for Rent:								178
TOTAL UNITS:	62	84	44	0	38	42	50	320
PARKING TOTAL	146	208	100	417*	106	111	137	808
SURFACE	48	139	0	417*	0	0	80	267
ON STREET	34	39	12	0	30	27	26	168
GARAGE	46	30	44	0	38	42	31	231
TANDEM	18	0	44	0	38	42	0	142

Figure 5.8.1.B Program Diagram

The proposed retail square footage in Alternative G is slightly lower as well. While the number of retail pad space remains consistent, the courtyard scheme contained 56,500 square feet of ground level retail space. The new, active plaza, as proposed in Alternative G is fronted by a more manageable 42,520 square feet, spread out over 3 buildings.

Figure 5.8.1.A Site Access

BLOCK	A	B	C	D *	E	F	G	Total:
For Sale:								
Through Townhouse	4	0	12	0	8	8	0	32
Back to Back Townhouse	14	0	32	0	20	24	0	90
5-Plex Apartments	0	0	0	0	10	10	0	20
Total for Sale:								142
Rental:								
Walk-up Apartments	20	30	0	0	0	0	50	100
Residential Over Retail	24	54	0	0	0	0	0	78
Total for Rent:								178
TOTAL UNITS:	62	84	44	0	38	42	50	320
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SURFACE	48	139	0	417*	0	0	80	267
ON STREET	34	39	12	0	30	27	26	168
GARAGE	46	30	44	0	38	42	31	231
TANDEM	18	0	44	0	38	42	0	142

Remarks:
Block D not included in parking count

Figure 5.8.1.B Phasing Diagram

6.0 CUMULATIVE IMPACTS

This section evaluates the potential impacts of the proposed action in the context of other projects under review or recently approved by the City or Town of Canandaigua in the vicinity of the subject property. The projects under review or recently approved by the City are:

6.1 Steamboat Landing – This development will include the construction of a 150 room hotel with conference center at the current location of the Steamboat Restaurant and Conference Center on Lakeshore Drive just east of Muar Street. This project will bring many visitors to the area and will support the retail uses of the Project.

The Steamboat Landing project will impact current traffic for the area. The traffic associated with this hotel during the weekday evening peak and Saturday mid-day was added to the roadway system per the traffic assessment completed dated April 16, 2009. It is estimated this development will add approximately 92 vehicles per hour during the weekday evening and 108 vehicles per hour during the Saturday peak hour. Since the traffic study for the Project included increased traffic generated from the hotel, Steamboat Landing will not have a negative traffic impact on the Project.

The Steamboat Landing project will impact public parking availability for the area. It may decrease the off site public parking available to lake visitors. This cumulative impact maybe mitigated through a shuttle system, whereby visitors of the Lake park at the Finger Lakes Community College and get shuttled to the lakefront.

6.2 Pooler Parcel- This development includes the potential subdivision of three parcels that may ultimately include 8,000 square feet of restaurant/coffee shop; 15,900 square feet of retail and a 70 room hotel. The parcel is located on the north side of NYS Routes 5&20 east of the old Chase Pitkin plaza and will have direct access to Rts. 5&20 via the existing service road and traffic signal at the Wegmans Plaza entrance.

Like Steamboat Landing, the Pooler parcel was included in the Traffic Analysis for the Project therefore traffic impacts on the Project have been already noted. As no traffic assessment or additional information on the potential project is available, trip generation estimates were calculated and new trips added to the roadway network. It is estimated this development may add approximately 172 vehicles per hour during the weekday evening and 210 vehicles per hour during the Saturday peak hour. This parcel will not have a negative traffic impact on the Project.

The Pooler Parcel will not have an impact on area parking. It contains adequate spaces for its use and is not directly on the lakefront, therefore lake visitors will not look for parking there.

The Pooler Parcel will compete with the Project for retail users. The Project's location is better suited for retail use because of its direct lakefront access. Over abundance of retail space within the area maybe an adverse cumulative impact.

7.0 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

This section summarizes the impacts to the environment that are unavoidable as a result of the proposed projects and the measures that will be taken to mitigate said impacts.

7.1 Unavoidable Short-term Impacts

Unavoidable short-term impacts are related to the construction phase of the project. They are localized and temporary in nature and include the following:

- Increased traffic delays due to construction worker's vehicles and off-site equipment movement;
- Temporary increases in noise levels in the vicinity of the construction activities. Such noise will be limited to daytime hours and all equipment will be maintained by the contractors with appropriate mufflers;
- Fugitive dust during extended dry periods. Such dust will be controlled with the use of water sprinkler trucks, also specified construction entrances will be maintained with crushed stone pads to minimize the tracking of soil onto public roadways.
- With respect to potential demolition and redevelopment impacts, several utilities (as outlined in Sections 3.8 and 4.8 in more detail) would be abandoned, relocated or replaced. New water mains, sanitary sewer mains, stormwater conduits and catch basins, electric lines, gas lines, cable and telephone will be constructed under new streets. The old lines will be demolished. The Sanitary Pump Station will be renovated. Electric and gas mains located along the back of Parkway Plaza will be relocated. With respect to other infrastructure, it is anticipated that replacement of sidewalks adjacent to the Project site will be required. Particularly, the sidewalks down lakeshore drive may receive significant damage during demolition and reconstruction. Utility and infrastructure impacts are temporary. When infrastructure improvements are completed the site will actually benefit.

7.2 Unavoidable Long-term Impacts

Certain long term environmental impacts will result from the construction and operation of the Project.

- Traffic

Traffic volumes will increase in the project vicinity. However, levels of service are anticipated to remain at acceptable levels with the roadway improvements anticipated to take place as a result of the proposed traffic mitigation plan.

- Energy

More energy and water will be used after the Project is constructed than currently used. This impact will be mitigated by using Green efficient design features such as water conserving fixtures and light timers.