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April 30, 2019

VIA E-MAIL

Mr. John Gunn, Chairman
City of Beacon Planning Board
1 Municipal Plaza
Beacon, NY 12508

Re: 23-28 Creek Drive LLC
City of Beacon, New York
MC Project No. 14000477B

Dear Mr. Gunn:

We have received the comments on the Traffic Impact Study for the 23-28 Creek Drive development as presented by Creighton Manning in their April 4, 2019 letter to the Planning Board. The following provides specific responses to each of the comments presented in that letter.

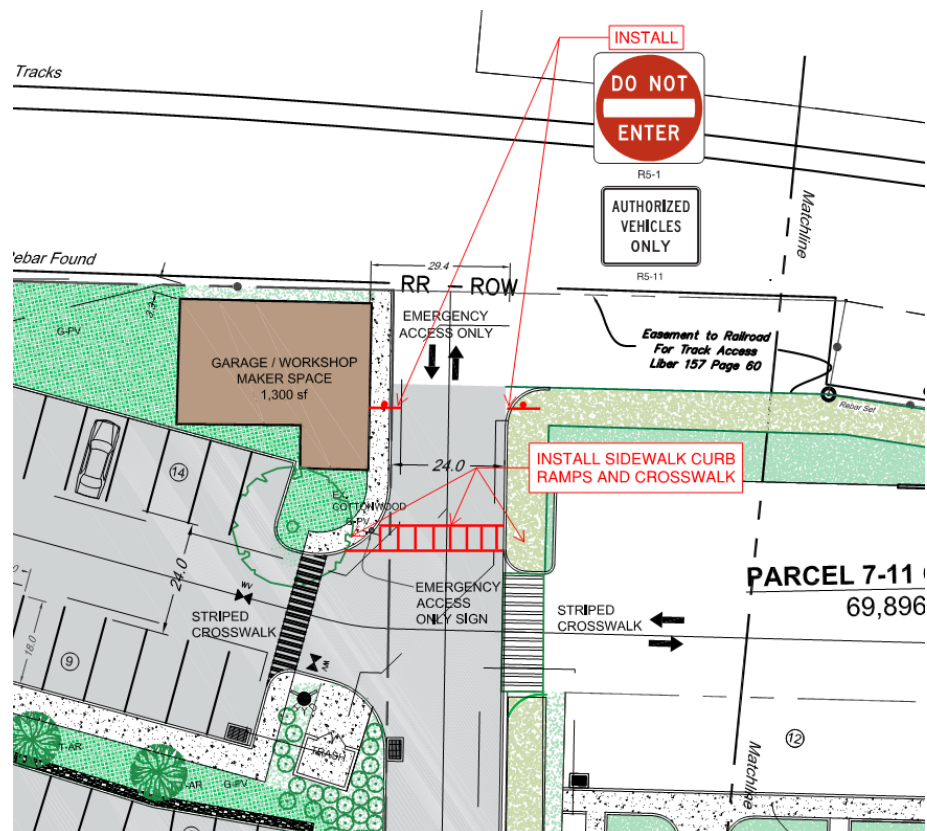
Site Plan

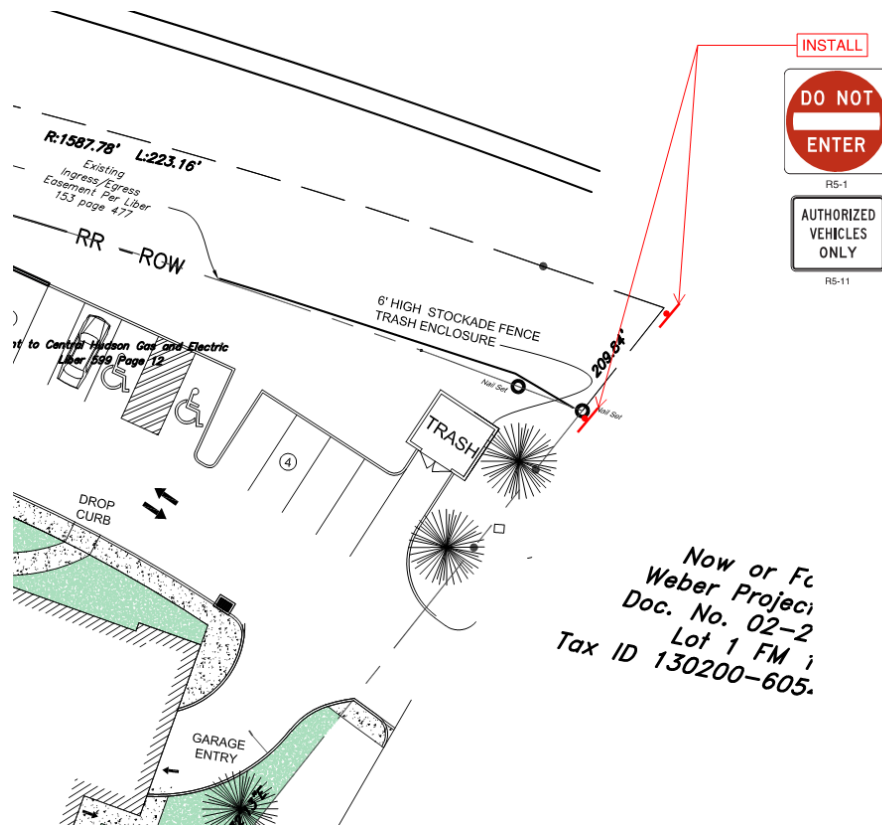
1. CM recommends that the applicant consider adding crosswalks and ramps at the internal intersection between 7-11 Creek Drive and 23-28 Creek Drive to enhance pedestrian connectivity between buildings, as shown below:

Response: Comment noted. A crosswalk and sidewalk curb ramps will be added on the west side of the intersection. A crosswalk on the east side would lead to the proposed trash enclosure for 23-28 Creek Drive and therefore does not seem to be an appropriate location for a crosswalk. See exhibits in Item No. 2 below for proposed location of this crosswalk.

2. CM recommends additional traffic control signs, markings, and/or other physical features to reduce the likelihood that Creek Drive is used for non-emergency access. Consideration should be given to both ends of Creek Drive so that the intended purpose of the road is clear to arriving and departing traffic, especially visitors who will not gain a sense of familiarity with the property. CM notes that Google Maps directs inbound traffic to 23 Creek Drive onto Creek Drive from Churchill Street, which is not the intended circulation. Maser should assess and provide specific recommendations.

Response: *“Do Not Enter” signs should be placed at the Creek Drive intersection with Churchill Street as well as the emergency access intersection with Creek Drive to designate to drivers that Creek Drive is not open to regular traffic. These signs could also be supplemented with “Authorized Vehicles Only” signs (MUTCD NO. R5-11). If desired by the City, further enforcement of the nature of this access could be implemented such as the installation of bollards or a gate that would be accessible by emergency vehicles only but would still permit pedestrian flow. The proposed signing is shown in the below exhibits.*





- CM recommends that the applicant consider providing a bicycle rack and/or an interior bicycle storage area to accommodate future tenants who choose not to drive.

Response: *This will be considered as part of the Site plan approval process.*

Traffic Impact Letter Report

- Maser's report relies on data that was collected in March 2017 and compared to older data collected by the firm. CM recommends that Maser provide this comparison and clarify whether an adjustment was made.

Response: *The older data collected by our office in the vicinity of the Site was collected during March 2014 as part of our Traffic Studies conducted for the 7 & 11 Creek Drive projects. This data was compared to the 2017 data utilizing the intersection of Main Street and Churchill Street for comparison. A comparison of the total intersection volume from the 2014 to the 2017 traffic counts is provided in the table below.*



<i>Main Street at Churchill Street 2014 vs 2014 Traffic Volume Comparison</i>		
	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
<i>2014 Traffic Counts</i>	<i>365</i>	<i>471</i>
<i>2017 Traffic Counts</i>	<i>276</i>	<i>472</i>
<i>Report Volumes</i>	<i>375</i>	<i>519</i>

As shown in the table above the AM Peak Hour traffic volumes were found to be nearly 100 vehicles higher in 2014 as compared to 2017, while during the PM Peak Hour the 2014 and 2017 traffic counts are nearly identical when looking at the total intersection volume. However, for both peak hours, the highest observed individual turning movement traffic volumes were utilized for in the study in order to provide a somewhat conservative analysis. This resulted in a total intersection volume of 375 vehicles for the AM Peak Hour and a total intersection volume of 519 vehicles for the PM Peak Hour being utilized in the study. These volumes were then balanced to the other study area intersections.

2. Due to the extent of development in Beacon over the past two years, performing new traffic counts to establish 2019 conditions would be the typical approach. Maser addressed this by “growing” the 2017 data at a rate of 4% annually and factoring the site-generated traffic associated with the 7 Creek Drive, 11 Creek Drive projects, which are now occupied, plus others along Main Street. CM agrees with this methodology. We request trip generation data for all development projects considered so we can confirm the adequacy of the 2022 No-Build Traffic Volumes. A tabular breakdown by project, peak-hour trips, and source would suffice.

Response: *As indicated in the Traffic Impact Study and the comment above the 2017 Existing Traffic Volumes were projected to the 2022 Design year utilizing a growth rate of 4% per year. In addition, traffic associated with the 7 Creek Drive, 11 Creek Drive and Beacon Theater Apartments projects were also added to the study area intersections to account for these other projects in the area of the site. A summary of the traffic associated with these Other Developments is provided below.*

<i>Other Development Traffic Volume Summary</i>					
<i>Project</i>	<i>Time Period</i>	<i>Project Generated Traffic Volumes</i>			<i>Source</i>
		<i>Entry</i>	<i>Exit</i>	<i>Total</i>	
<i>Factory Lofts 7 Creek Drive (62 Apartments)</i>	<i>AM</i>	<i>7</i>	<i>27</i>	<i>34</i>	<i>Maser Consulting, P.A. Traffic Impact Study May2, 2014</i>
	<i>PM</i>	<i>34</i>	<i>18</i>	<i>52</i>	
<i>Churchill Street Apartments 11 Creek Drive (6 Apartments)</i>	<i>AM</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>Maser Consulting, P.A. Traffic Impact Study March 27, 2014</i>
	<i>PM</i>	<i>3</i>	<i>1</i>	<i>4</i>	
<i>Beacon Theater Apartments 455 Main Street (195 Seat Theater, 2,722 SF Retail, 32 Apartments)</i>	<i>AM</i>	<i>13</i>	<i>23</i>	<i>35</i>	<i>Maser Consulting, P.A. Traffic Impact Study November 12, 2015</i>
	<i>PM</i>	<i>82</i>	<i>43</i>	<i>125</i>	

These Other Development Traffic Volumes together with the background traffic growth result in a total growth of approximately 30% from the 2017 Existing Traffic Volumes to the 2022 No-Build Traffic Volumes at the intersection of Main Street and Churchill Street.

- CM has reviewed Maser's site-generated trip generation calculations for the proposed development, and we find them acceptable.

Response: *Comment Noted. No response required.*

- CM has reviewed Maser's arrival and departure distributions for site-generated traffic. Due to the right-turn restriction on Churchill Street at Main Street, 85% of the departure volume is assigned to the left-turn movement, which includes 35% that originated from north and east along Main Street. What route is this traffic expected to use to return to its origin?

Response: *It is expected that the 35% of site generated traffic that arrives from and destined to the north would make a left turn onto Main Street and then a right turn onto Route 52 (Fishkill Avenue) to return back to the north when departing the site.*

5. The report states that the main site access driveway on Churchill Street for 7 Creek Drive and 11 Creek Drive will also serve the proposed development at 23-28 Creek Drive. The mix of uses (i.e., residential and office/commercial) means that people will be coming and going simultaneously. Based on the volume levels presented by Maser, we are not concerned from a volume and capacity perspective. However, we believe that traffic calming measures should be considered and implemented to protect the residential nature of the northerly half of the site from the office/commercial component. Maser should assess and provide specific recommendations.

Response: *We agree that from a volume and capacity perspective, the volumes generated by the proposed development will not create an issue for the operation of the overall Site. We don't see these additional volumes causing a significant safety concern either, since the nature of the Site will require vehicles destined to the proposed project to travel through the existing parking areas of 7 and 11 Creek Drive, which would tend to slow speeds through this area. However, the Applicant could consider installing 1-2 speed tables and/or raised crosswalks aligning with the existing parking bay islands along the 7 Creek Drive property and/or at the existing crosswalk between the 7 and 11 Creek Drive properties. This can be determined as part of the Final Site plan Approvals.*

6. CM understands and agrees with Maser's statement regarding shared parking. Given the site's connectivity with 7 Creek Drive and 11 Creek Drive, will all off- street parking be shared amongst residents and employees? Visitors, deliveries, and service calls associated with the proposed office/commercial use could have the potential to generate a demand for parking in excess of 80 spaces. Maser should explain how these additional vehicles would be accommodated.

Response: *As indicated in the study, the commercial space is anticipated to have a maximum of 80 employees and 93 parking spaces are proposed to be provided for the proposed development. During the 9 AM – 5 PM hours when the commercial use parking demand peaks and visitors, deliveries, etc. would be expected, it is anticipated that the use of the residential parking spaces by residents would be low. Therefore, these residential parking spaces could be utilized by the visitors, deliveries, etc. Similarly, during these hours it is anticipated that the 7 and 11 Creek Drive parking areas would also have vacant spaces that could be utilized as part of a typical shared parking condition.*

7. Maser's report presents two ideas for consideration beyond the application itself. The first has to do with creating an all-way stop-controlled intersection at Main Street and Tioranda Avenue. Preliminarily, CM believes the idea has merit, but we recommend further engineering analysis if the City of Beacon wants to consider it. Specifically, MUTCD Section 2B.07 should be examined and applied. Additionally, the roadway curve on Main Street should be taken into consideration to ensure that drivers would have an adequate stopping distance prior to the crosswalk since pedestrians would be crossing under the assumption that drivers will be coming to a stop.

Response: Comment noted. If requested by the City, Maser could conduct a further analysis of the Main Street/Tironda Avenue intersection based on the MUTCD Criteria for an all-way stop.

The second idea for consideration pertains to potentially allowing the now-illegal right-turn movement from Churchill Street onto Main Street. CM reviewed the traffic control signs on Churchill Street and we believe illegal right turns repeatedly occur because of the location of the No Right Turn sign, which is approximately 30 feet behind where drivers actually stop or pause before turning. We agree that there could be a benefit to legally permitting the movement. CM recommends that further engineering analysis be conducted if the City of Beacon wants to consider permitting the turn including a review of why the sign was originally installed. In the interim, the City of Beacon has two options, which can be done separately or together, to strengthen the turn prohibition:

- a. Consider relocating the No Right Turn sign so that it is closer to Main Street. It may be necessary to trim the mature tree at the intersection corner so the sign is not blocked by foliage.
- b. Consider installing an additional No Right Turn sign on the north side of Main Street facing drivers on Churchill Street as they contemplate their turn. CM can assist with the placement of this sign if desired.

Response: Comment noted. Maser agrees with the assessment of these potential modifications to the Churchill Street/Main Street intersection. The Applicant would offer to make these modifications if desired by the City. Note it appears that a "No Right Turn" sign opposite the Churchill Street approach could be placed on the existing lamp post opposite the intersection or on a separate sign post in this vicinity. The height of the sign would have to be such that any parked vehicle on the north side of Main Street would not prohibit the visibility of the sign.



8. Churchill Street approaching Main Street is controlled by a Yield sign that is set back approximately 30 feet from Main Street. However, since the intersection resembles a traditional "T" shape and does not feature a merging movement, drivers tend to treat the intersection as if it were controlled by a Stop sign. Maser's analysis treats Churchill Street as a stop-controlled approach, which CM agrees with. Given the increase in traffic (vehicles and pedestrians) on Churchill Street over the past several years, the City of Beacon may want to consider replacing the Yield sign with a Stop sign. CM can provide further guidance as needed.

Response: Comment noted. Maser agrees with this assessment of this potential modification to the intersection. The Applicant would offer to make this modification if desired by the City.

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Richard D'Andrea', written over a horizontal line.

Richard G. D'Andrea, P.E., PTOE
Principal Associate/Project Manager

RGD/ces