ENGINEERS
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April 29, 2019

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

RE: Site Plan and Traffic Review for **Beacon 248 Holdings LLC**, 248 Tioranda Avenue, City of Beacon, NY; CM Project #119-056

Dear Mr. Gunn:

Creighton Manning (CM) has performed a review of the documents listed below in connection with the proposed mixed-use development, which consists of 64 residential apartment units and 25,400 square feet of non-residential space.

- Traffic Impact Study Report prepared by The Chazen Companies, dated November 25, 2013
- Supplemental Traffic Impact Study Report prepared by The Chazen Companies, dated March 20, 2014
- Letter to the City of Beacon Planning Board prepared by The Chazen Companies, dated January 30, 2019
- Concept Plan for Beacon 248 Development prepared by The Chazen Companies, last revised February 26, 2019 (rev. #2)
- Review Comments issued by the NYSDOT, dated March 19, 2019
- Letter to the City of Beacon Planning Board prepared by The Chazen Companies, dated March 26, 2019
- Full Environmental Assessment Report (FEAF) Part 1 prepared by The Chazen Companies, most recently reissued March 26, 2019
- Email correspondence between The Chazen Companies and the NYSDOT, dated March 21, 2019, April 5, 2019, and April 17, 2019

CM understands that this site has been under consideration for development for nearly six years and has undergone multiple reviews by the city's consulting professionals in addition to the Planning Board and New York State Department of Transportation. After reviewing these documents, we offer the following supplemental comments:

1. The original (2014) Planning Board approval considered an entirely residential development consisting of 100 units. The current application includes both residential and commercial components—64 residential units are proposed along with 25,400 square feet of commercial space. In the updated FEAF, The Chazen Companies performed a vehicle trip generation analysis and concluded that the findings of the 2013 Traffic Impact Study Report remain valid given that the trip generation figures are generally consistent. CM is in agreement.

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2. The 2013 Traffic Impact Study Report assumed a build year of 2015 with no background growth in traffic from 2013 to 2015. Given that four years have passed since the assumed build year and other projects within the city have come online, it is reasonable to inquire if there has been background growth between 2015 and 2019. Does The Chazen Companies have more current traffic data that can inform this? Regardless, based on the calculated levels of service of A and B, an assumed background growth rate of 2% (annually) over four years would likely not result in capacity constraints at this intersection.
3. CM concurs with the right-turn ingress and left-turn egress restrictions recommended at the site driveway on Tioranda Avenue. Traffic control signs should be shown on the Concept Plan in accordance with MUTCD guidelines—i.e., at "near right" and "far left" locations.
4. The southerly crosswalk spanning Tioranda Avenue at its intersection with Wolcott Avenue is set back approximately 30 feet from Wolcott Avenue. At this particular location, drivers have mostly completed their turns by the time they reach the crosswalk. With the forecasted increase in turning movements, CM recommends that the applicant consider installing "Turning Vehicles Yield to Pedestrians" (R10-15) signs as means to remind drivers of the possible presence of pedestrians in the crosswalk. Placement of signs should be proposed by the applicant's professionals. NYSDOT may need to be consulted.
5. CM recommends that the applicant consider installing an Offset Intersection Warning Sign on northbound Tioranda Avenue in advance of Knevels Avenue and the site driveway, which are on opposite sides of the road. The sign legend and placement of the sign should follow MUTCD guidelines.
6. CM is aware of the constraints that require the site access driveway to intersect Tioranda Avenue at an acute angle. As noted, this configuration will limit turning movements to lefts in and rights out only. A review of the Vehicle Maneuvering Plan suggests that entering and exiting paths of passenger vehicles could overlap at/near the driveway throat. CM recommends that the applicant conduct an AutoTurn analysis of passenger vehicles to show there is adequate maneuverability within the proposed driveway on Tioranda Avenue for simultaneous entering and exiting movements.

If you have any questions about the above comments, please do not hesitate to contact our office at (914) 800-9201.

Respectfully,
Creighton Manning Engineering, LLP

Frank A. Filiciotto, PE

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