



Site Planning	Environmental Studies
Civil Engineering	Entitlements
Landscape Architecture	Construction Services
Land Surveying	3D Visualization
Transportation Engineering	Laser Scanning

February 25, 2020

Honorable Chairman John Gunn
 City of Beacon Planning Board
 One Municipal Plaza
 Beacon, NY 12508

Re: JMC Project 18119
 Beacon Commons
 16 West Main Street
 City of Beacon, NY 12508

Site Plan Approval

Dear Chairman Gunn and Members of the Planning Board:

On behalf of Farrell Building Company, we are pleased to provide five (5) signed/sealed sets of the following revised documents in support of Site Plan Approval for the above captioned project:

I. JMC Site Plans

<u>Dwg</u>	<u>Title</u>	<u>Rev #/Date</u>	
C-100	“Site Plan”	2	02/24/2020
C-200	“Grading Plan”	2	02/24/2020
C-600	“Lighting Plan”	2	02/24/2020
L-100	“Landscaping Plan”	2	02/24/2020

- 2. Long Environmental Assessment Form, dated 02/24/2020 (5 sets).**
- 3. JMC Inflow and Infiltration Study Memorandum, dated 02/24/2020 (5 sets).**
- 4. JMC Public School Children Analysis Letter, dated 02/24/2020 (5 sets).**

Below please find our responses to the comments within the John Clarke Planning and Design Memorandum, dated February 6, 2020.

Comment No. 1

The Project Narrative should be expanded to include a public-school impact analysis and a transportation study, assessing train use, walkability, biking, and cumulative traffic impacts on nearby streets and intersections.

Response No. 1

A public school impact analysis has been completed and provided for review. The traffic study which can also discuss transit oriented development items such as train use, walkability, biking, and cumulative traffic impacts on nearby streets and intersections is being prepared. We have been coordinating with the City Traffic Engineer, Creighton Manning Engineering, LLP. We reviewed the trip generation based on the ITE trip generation for the proposed use. We generated distributions on the surrounding roadways based on the nearby Edgewater development traffic study. There are very few trips generated and even less volumes at the surrounding intersections. The project additional trips generated is minimal plus it is a transient oriented development which would likely reduce them even further. However, Creighton Manning recommended to still study the area for traffic levels since it is near the train station. Especially the intersection of West Main Street and Beekman Street and Beekman Street and Route 9D during the peak PM hour when the trains arrive. The traffic study will involve counting the traffic volumes at West Main Street/Beekman Street, Beekman Street/NY9D and Tompkins Avenue/NY9D in the AM and PM peak hours to verify no impacts.

Comment No. 2

The proposed Site Plan with parking on the rear parcel provides the required number of spaces, screened from street views behind buildings. The connecting driveway encroaches onto the neighboring property to the east, so that will need to be addressed. Sheet C-010 should show all existing trees over 6-inches in diameter on the site and the trees that will need to be removed.

Response No. 2

Parcel 3 appears to be from an old public right-of-way when West Main Street may have stopped and there was a cul-de-sac in front of the site. The project will involve the dedication of the small piece of Parcel 3 that extends into the public sidewalk and roadway. Parcels 1, 2 and 3 should be merged into one lot. The Utility Plan shows the proposed temporary and permanent easements necessary. We have met with both adjacent property owners and had positive conversations.

The property survey shall be updated to reflect all existing trees over 6 inches in diameter. Then the Demolition Plan shall identify which trees are proposed to be removed.

Comment No. 3

Parking in the adjacent residential district will need a Special Permit from the City Council. The Planning Board should issue a recommendation to the Council.

Response No. 3

So noted.

Comment No. 4

For the Sheet L-100 Landscaping Plan:

- *The Board has indicated that additional space should be provided for street trees along Bank Street by increasing the setback of the building.*
- *At least four trees in the main parking lot and one tree in the rear parking area must be listed in the Plant Schedule with a minimum 3-inch caliper under Section 223-26 C(3).*
- *Additional landscape screening will be needed for the rear parking area.*

Response No. 4

Drawing L-100 “Landscaping Plan” proposes several shrubs along West Main Street and Bank Street. The building and sidewalk have been slightly adjusted to provide additional space for columnar trees to be placed in between the proposed building balconies. Additional trees are proposed in the northern parking lot with a minimum caliper of 3 inches as shown on Drawing L-100 “Landscaping Plan”. The northern parking lot on Parcel 2 is proposed to be surrounded either by evergreen shrubs, shade trees and privacy fencing to screen it from neighboring properties.

Comment No. 5

For the Sheet C-600 Lighting Plan, see the recently amended standards in Section 223-14 B:

- *The lighting near the rear lot lines needs to be adjusted to avoid any spillover of light onto the adjacent residential parcels.*
- *The lighting levels in the parking area should average approximately 1 footcandle.*
- *The notes on the plan should indicate a Color Rendering Index in the range of 80 - 100.*

Response No. 5

The perimeter lighting has been reduced and/or eliminated to avoid excess light spillover onto the adjacent properties.

The revised lighting design results in the average lighting intensity greater than 1 foot candle for the parking lots.

The fixture type, model #, manufacturer, temperature, etc. information is provided within the detail and table on Drawing C-600 “Lighting Plan”.

As for the color rendering index, we have contacted the lighting company to confirm. They have indicated that the fixture is currently being produced with a 70+ CRI rating but production is shifting to be all 80+ CRI fixtures in the future. We will continue to follow up with the lighting manufacturer and provide new information as it becomes available.

Comment No. 6

For the Sheets A-100, A-101, and A-200 Building Plans:

- The elevations need major dimensions, floor-to-floor heights, and building heights noted.
- The rooftop accessory structures may be limited under Section 223-41.21 D(S), including the need for a 15-foot setback from the front edge of the roof.
- The landscaping and parking configuration shown on the 1st floor Plan should match the C-100 Site Plan and L-100 Landscaping Plan.
- The proposal should be referred to the Architectural Review Subcommittee to assess the building design and consistency with the architectural standards in 223-41.21 K.

Response No. 6

The drawings prepared by Aryeh Siegel Architect were previously submitted to the Planning Board to address the comments above. It appeared from feedback received at the February 11, 2020 Planning Board meeting, the Board is comfortable with the architecture of the building. The Board recommended an application be submitted to the City Architectural Review Board for the March meeting.

Comment No. 7

On the Sheet C-100 Site Plan, the ADA spaces have been relocated next to a building entrance that leads to stairs. The ADA spaces should be close to the entrance with elevators.

Response No. 7

The proposed ADA spaces have been shifted back to the original location next to the underpass, closest to the entrance with the elevator.

Below please find our responses to the comments within the Lanc & Tully Engineering and Surveying, P.C. comment letter, dated January 8, 2020.

General Comments

Comment No. 1

The applicant's consultant should conduct an Inflow & Infiltration study of the existing site and provide certification to the City of Beacon that the site currently has no illegal cross connections between the existing site and the City's sanitary sewer system. Possible cross-connections that should be looked at would be roof-leaders, sump pumps, existing site drains, etc. If any cross-connections are found, a report should be submitted as to the findings, the volume of I&I being introduced into the sanitary sewer collection system, and the proposed remediation for the cross-connection(s) found. The plans should also clearly show the proposed remediation as outlined in the report. The applicant consultant has stated that an investigation has been conducted, and a report will be submitted with a future submission.

Response No. 1

JMC has investigated the site for potential inflow and infiltration cross connections such as roof drains, sump pumps, site drains and plumbing fixtures. The above items were reviewed by running water and adding fluorescent dye and checking downstream structures. A summary memo has been prepared documenting the findings and submitted for review.

Comment No. 2

As the project entails the development of 62 residential units, we would recommend that a traffic study be conducted to determine if there will be any impacts on the intersections adjacent to or near the proposed project, as well any impacts to the existing traffic lights along Route 9D. We would recommend that the City of Beacon retain the services of a traffic engineer to review the project and work with the applicant to determine the intersections that should be studied. This may also impact the answer to question "j" under section D.2 of the EAF. The applicant's consultant has noted that they have contacted the City's Traffic Engineer to discuss the traffic scope, and once prepared will submit to the Planning Board under separate cover.

Response No. 2

JMC has been coordinating Creighton Manning Engineering, LLP and the traffic study will involve counting the traffic volumes at West Main Street/Beekman Street, Beekman Street/NY9D and Tompkins Avenue/NY9D in the AM and PM peak hours to verify no impacts. The intersection counts are scheduled for next week and the traffic study will be completed within the next month.

Comment No. 3

A sewer study should be conducted of the existing sewer infrastructure to ensure that the system will be able to handle the additional flows proposed to be generated by the project. This would include analyzing the infrastructure from the project site to the lower west main pump station, the pump station, pump station forcemain, and the north interceptor sewer line to the sewer plant. The applicant has noted that they will work with the City on the sewer analysis.

Response No. 3

JMC and the applicant have requested the City sewer study from the City Administrator so that we can review and understand the existing infrastructure, proposed improvements and timing. Once the study is provided and reviewed, we will issue comments/questions to the City Engineering Consultant.

Comment No. 4

If soil testing has been conducted on the site for the proposed building, was rock encountered? If so, at what depth and will blasting be required? The applicant's consultant has stated soil testing will occur at a later date and a geotechnical report shall be included with a future submission.

Response No. 4

Soil testing shall be conducted on the site and the geotechnical report will be provided shortly.

Comment No. 5

As discussed at the December 10, 2019 Planning Board meeting, the application should be referred to the Fire Chief with regard to emergency access. The applicant should state the status of this.

Response No. 5

JMC will provide the fire truck turning plans to the City Fire Department for review and feedback now that it appears the building is conceptually approved.

Comment No. 6

The applicant was advised at the planning board meeting on December 10, 2019 that a school impact analysis shall be prepared for the project. The applicant should note the status of preparation of this report.

Response No. 6

A public school impact analysis has been completed and provided for review.

Comment No. 7

A Performance Bond will need to be posted for all public improvements proposed as part of the project. As the project progresses, the applicant's engineer should prepare an itemized cost estimate for all public improvements and submit to the City Engineer's office for review.

Response No. 7

So noted.

Comment No. 8

On the cover page, it is unclear as to where Note No. 6 would come into play on this project. If the note is not necessary, it should be removed.

Response No. 8

We believe the note is appropriate with regards to the existing roadway pavement and the parking lot of the adjacent property to the east.

Site Plan

Comment No. 1

Water and Sewer service lines are only shown connecting to the building on the eastern side of the property. How is the water conveyed from the easterly building to the westerly building and sewer conveyed from the westerly building to the easterly building? This should be clarified on the plans. The applicant states that additional information will be provided in a future submission.

Response No. 1

The utility connections for the building have not been designed by the project architect and/or project plumbing engineer. The site plans will be revised accordingly as that design is provided. The proposed sanitary sewer will likely exit the building at the corner of West Main Street and Bank Street.

Comment No. 2

A significant amount of lighting is being spilled from the site on to the neighboring parcel to the north of the site. Lighting shall be adjusted and shielded or light pole height reduced to reduce the amount of lighting being conveyed on to the neighboring parcels.

Response No. 2

The perimeter lighting has been reduced and/or eliminated to avoid excess light spillover onto the adjacent properties.

Comment No. 3

As previously mentioned, Detail #10, "Utility Trench Detail", shall have a minimum of 95% compaction, not 92%.

Response No. 3

The Construction Details shall be revised to have a minimum of 95% compaction, not 92%.

Comment No. 4

According to the City of Beacon Code Chapter 192-11 B, "Sight easements shall be provided across all street corners, outside the street right-of-way, within the triangular area formed by the nearest edges of street pavement and a straight line between two points, each 25 feet back from the theoretical intersection of the edges of such pavement prolonged." The proposed building at the intersection of West Main and Bank Street currently encroaches into this sight easement triangle by at least a foot. The building should be shifted so that the building does not encroach into the sight distance triangle.

Response No. 4

A proposed sight distance triangle is shown on Drawing C-100 "Site Plan" and Drawing L-100 "Landscaping Plan". The proposed building has been adjusted and only small shrubs are proposed at the corner of West Main Street and Bank Street to respect the sight distance.

Comment No. 5

The proposed sidewalk on Bank Street is currently shown to be a varying width from 6 feet near West Main to 4 feet further up Bank Street. The sidewalk should be a minimum of 5 feet in width, and we would recommend that the width along Bank Street be consistent along the proposed length.

Response No. 5

The proposed sidewalk along Bank Street has been revised to be a consistent 5 feet instead of limiting it to the edge of the right-of-way.

Comment No. 6

There shall be an ADA Accessible ramp provided on the sidewalk at the corner of Bank Street and West Main. A construction detail for this corner ramp shall be included with the construction details.

Response No. 6

An ADA accessible ramp and crosswalk are proposed at the corner of West Main Street and Bank Street as shown on Drawing C-100 "Site Plan". The Construction Detail shall be provided under separate cover.

Comment No. 7

The proposed storm pipe crossing West Main Street crosses multiple existing utilities. Utility profiles should be included in the plan set to show all crossings and show that no conflicts will occur with existing utilities. Stationing shall also be included on these profiles and on the utility plan set to allow for coordination between the plan and profile.

Response No. 7

Utility Profiles shall be provided under separate cover.

Comment No. 8

On sheet 4, entitled "Site Plan", the proposed stop sign and no turn right sign are shown on the wrong side of the road. They should either be installed next to the proposed stop bar or on both sides of the road.

Response No. 8

The stop sign is located on the other side of the driveway but angles toward the on-coming lane. The striped stop bar also aids in alerting the vehicle that they are required to stop. We feel this is adequate. If we locate the stop sign on the other side of the driveway, it will likely be damaged by a vehicle or plow since it will not be behind a curb for protection. A stop sign could be mounted to the side of the wall and project outward but that could also be struck by a high/tall vehicle.

Comment No. 9

Although the entrance off of Bank Street is a one-way entrance into the site, we would recommend that this entranceway be regraded to have a maximum slope of 10%.

Response No. 9

The proposed one-way entrance driveway from Bank Street has been revised to have a slope of 10% as shown on Drawing C-200 "Grading Plan".

Comment No. 10

It is recommended that the grading in front of the entrance to the building be revised so that the drainage does not flow towards the front door of the building.

Response No. 10

The proposed spot grade across from the main entrance along West Main Street has been slightly lowered to better show that stormwater would flow away from the front entrance to the proposed rain garden as shown on Drawing C-200 "Grading Plan".

Comment No. 11

The size and material of the existing watermain shall be included on the plans.

Response No. 11

JMC has requested a copy of record plans from the City Department of Public Works. The information will be added to the plans once received.

Comment No. 12

It is unclear where the existing 18" CMP drainage pipe that crosses Bank Street, just up from West Main Street, is coming from. The plan should clearly show where this drainage line starts.

Response No. 12

JMC has requested a copy of record plans from the City Department of Public Works. The information will be added to the plans once received.

Comment No. 13

On the lighting plan, the light detail shall include the pole base size and how deep the base is buried.

Response No. 13

Drawing C-600 "Lighting Plan" has been revised to add information regarding the light pole bases which is also shown on the light pole base details.

Comment No. 14

The detail entitled "Stormwater Treatment Landscaped Area" states that the existing native soil will be aerated and used as biofilter soil. What if the native soil is unsuitable to be used as biofilter material? It should be addressed that if the native soil is clay or other unsuitable material, suitable material will be used and suitable material be defined out.

Response No. 14

If poor soils are encountered then they will be replaced with new soils meeting the specifications of rain garden/bioretention soil media as described in the NYS Stormwater Management Design Manual.

Erosion and Sediment Control Plan:

The plans shall be revised and submitted under separate cover to address the minor comments.

Landscaping Plan:

Comment No. 1

On the landscaping plan, the proposed trees overhang on multiple parking spaces and over the entrance off West Main. We are concerned that once the trees mature, they will either prevent cars from parking in that spot or hit the car from their canopy either being too wide or hanging too low. What will maintenance be for these proposed trees so that they do not cause an issue when they mature. More information on the trees proposed in these locations should be provided.

Response No. 1

Note #6 on Drawing L-100 "Landscaping Plan" has been modified to indicate that landscaping will be pruned and trimmed to provide separation.

Stormwater Pollution Prevention Plan (SWPPP)

Comment No. 1

MS4 SWPPP acceptance form shall be included as an appendix to the document. Applicant states forms will be included when the project advances towards approval.

Response No. 1

The MS4 SWPPP Acceptance Form and Notice of Intent Form shall be provided in the appendix of the report as the project advances towards approval.

Comment No. 2

Since infiltration is being considered for the subsurface chamber system and rain garden, soil testing will need to be conducted for these proposed systems, and will need to be witnessed by the City Engineer's office. Using assumed saturated hydraulic conductivity data from the USDA Web Soil Survey is not sufficient. Applicant states soil testing will be coordinated with City Engineer at a later date.

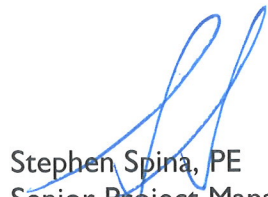
Response No. 2

Soil testing will be performed on the site in accordance with NYSDEC regulations. Our office will notify the City to witness the testing if desired.

We trust that the enclosed documents and above responses are sufficient for the Planning Board's review and we look forward to discussing the project at the next meeting. In the interim, if you have questions or require additional information, please do not hesitate to contact our office at (914) 273-5225.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC



Stephen Spina, PE
Senior Project Manager

cc: Mr. Steve Zagoren
Mr. Aryeh Siegel

p:\2018\18119\admin\lrgunn 02-25-2020.docx