



May 8, 2020

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

RE: Site Plan and Traffic Review #1 for **Proposed Mixed-Used Development**, 416-420 Main Street, City of Beacon, Dutchess County, New York; CM Project #120-046(2)

Dear Mr. Gunn:

Creighton Manning Engineering, LLP (CM) has performed a review of the documents listed below in connection with the proposed mixed-used development, which consists of a 14,703-square-foot mixed-use building fronting Main Street and a 2,145-square-foot residential/live work building fronting South Street. The following documents were reviewed:

- Site Plan (Sheet 1 of 10) prepared by Aryeh Sigel, Architect, dated April 28, 2019
- Traffic Impact Study prepared by Maser Consulting, PA (Maser), dated April 28, 2020

The mixed-use building front Main Street will consist of 4,616 square feet of first floor retail space (including the existing 1,675-square-foot Kitchen & Coffee that will remain), 7,872 square feet of commercial office space on the second and third floors, and 2,215 square feet of residential space split between two apartment units. Two off-street parking spaces will be provided for use by the residential tenants in the mixed-use building and will be accessed via a driveway on Schenck Avenue. Two off-street parking spaces will be provided for the residential live/work building and will be accessed via a driveway on South Street.

We offer the following comments:

Site Plan

1. Sight lines should be shown on plans for both proposed driveways.
2. CM recommends providing pavers under bicycle racks rather than grass/turf for ease of maintenance.

Traffic Impact Study

1. The applicant accurately describes the existing parking permitted on both sides of Main Street. It is also noted that alternate side of the street parking is enforced from 4:00 AM to 9:00 AM.
2. CM agrees with the values shown in appended Table No. 1 for anticipated site-generated trips: 24 total trips during the weekday morning peak hour, 28 total trips during the weekday evening peak hour, and 25 total trips during the Saturday peak hour. The capacity analysis findings, which demonstrate minimal changes in levels of service, are consistent with NYSDOT and ITE's guideline stating that projects generating fewer than 100 trips are not anticipated to result in a significant impact.
3. CM agrees with the values shown on Figures 14 and 15 for arrival and departure distributions.
4. The applicant is seeking a substantial waiver/variance in the number of off-street parking spaces required for the project—26 spaces are required and four are proposed. The project's location in the heart of Beacon's central business district lends itself to this kind of request since a project of this kind could not be realized if it satisfied the off-street parking requirement. The applicant identified several existing public parking areas within 500 feet of the subject site that may be available to tenants and visitors of the proposed development.

The 500-foot radius is an acceptance and reasonable walking distance, and the methodology for collecting existing parking conditions data is sound.

- a. Has the parking analysis been coordinated with other pending projects that may be utilizing the same public parking areas to satisfy their parking requirements? Similarly, have vacancies in existing buildings with no off-street parking been considered?
 - b. Notwithstanding the preceding question, CM agrees that the available on-street parking is sufficient for the retail and office uses on a weekday. The Saturday and Sunday data demonstrates that the existing demand for parking is approaching the available supply with as few as 30 spaces available. Given that the study was performed in the winter, CM recommends that the parking data be seasonally adjusted.
 - c. Of the proposed two spaces for the residential units located on the 4th floor, one is an ADA-accessible space. If at least one of the tenants does not meet the requirements to use the ADA-accessible space, how will the parking needs be addressed?
5. The applicant seeks to mitigate its parking shortfall by proposing striped parking spaces on the east side of Schenck Avenue between Main Street and South Street. CM’s site visit in early May 2020 revealed that there is a No Parking restriction on the east side of Schenck Avenue presumably due to width of this roadway, approximately 25 feet (see photo below). Although traffic volumes are low on Schenck Avenue, permitting curbside parking on the east side on Schenck Avenue would leave an approximately 10-foot-wide area for two-way traffic, which is too narrow unless Schenck Avenue was changed to a one-way street for this block, as Maser discussed on page 14. The applicant should clarify if the on-street parking supply on Schenck Avenue (19 spaces) includes the east side of the street where parking is restricted.



General

1. As noted above, the applicant discusses the potential for Schenck Avenue being converted to a one-way northbound street for at least the block between Main Street and South Street. The applicant is correct that traffic volumes on Schenck Avenue are relatively low; presumably traffic volumes on South Street are also relatively low. Residents of South Street could experience a “doubling” of traffic as a result of the new traffic pattern plus a portion of the site’s exiting traffic that could no longer use Schenck Avenue to return to Main Street. Capacity is not an issue with such a change in traffic patterns, but a change in character could be a concern. Further study and outreach to affected residents are advised.
2. The crosswalk spanning Main Street at Schenck Avenue does provide the requisite pedestrian crossing signs. With the potential for an increase in pedestrian activity at this intersection resulting from the project, the applicant should show the appropriate MUTCD-compliant signs on the plan.

3. A "Stop" sign and stop line are missing from the Schenck Avenue approach to Main Street. With the potential for an increase in vehicular activity at this intersection resulting from the project, the plans should detail these traffic control features on the plan.

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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