

To: Jay Sheers, Chair, and the City of Beacon Planning Board

Date: June 7, 2017

Re: **Edgewater Site Plan and Subdivision**

I have reviewed the May 30, 2017 response letters from Michael A. Bodendorf and Aryeh Siegel, LWRP Consistency Statement, traffic analysis response letter from Maser Consulting, a 15-sheet Site Plan package, dated May 30, 2017, and a May 9, 2017 Parking Exhibit.

Proposal

The applicant is proposing to demolish two existing buildings, construct seven apartment buildings containing 307 units on 12.009 acres in the RD-1.7 zoning district.

Comments and Recommendations

1. Several variances are being requested for this project, including:
 - Maximum stories for Buildings 3, 4, and 6;
 - More than 36 units per building (Buildings 1, 2, 3, and 6 have between 48 and 59 units);
 - Less than 30 feet between buildings (building separations range from 12 to 24 feet).The Board should issue recommendations to the ZBA.
2. The applicant is requesting a decision on the land-banked parking options shown on Sheet 1 and the Parking Exhibit. Both options provide about 400 spaces, more than required by code.
 - Option A shows 67 land-banked spaces on steeply sloping ground along the Bank Street frontage, requiring a two-tiered retaining wall up to 20 feet high and 600 feet long.
 - Option B uses the northern end of the central green area for the first 33 extra spaces and, if even more spaces may be required, provides a shorter 35-space segment along Bank Street.

I recommend Option B because the banked parking is in a more easily accessible area, allows it to be phased in two locations, and would significantly reduce the length of any retaining wall along Bank Street, if proved necessary. Replacement eco-lawn parkland has been provided on the top of the hill south of Buildings 3 and 4.

3. The Planning Board should issue an LWRP Consistency Determination as part of the overall SEQRA determination for the project. The applicant's consistency statement addresses all the appropriate LWRP policies and provides a visual simulation from the most significant public viewpoint near the Metro-North platform.
4. The City Council has adopted new parking standards with 18-foot spaces and 24-foot aisles. All the parking areas should be narrowed to reduce unnecessary asphalt, add landscaping, and increase sidewalk widths where cars may overhang curbs.
5. Although not yet shown of the plans, the applicant has agreed to extend the sidewalk east from the Tompkins Avenue entry to a crosswalk at Bank Street, as suggested by the Creighton Manning traffic consultant.

6. The under-building ADA parking spaces must be located at the shortest accessible route of travel to the elevator entrances, not in the center of the podium away from the elevators. Also, the garage entry, as shown, is too narrow for two-way traffic.
7. A note on the Landscape Plan should confirm that the trees adjacent to the parking lots will be at least 3-inch caliper at four feet above the ground level.
8. The building elevations should continue to be reviewed by the Architectural Review Subcommittee.

If you have any questions or need additional information, please feel free to contact me.

John Clarke, Beacon Planning Consultant

c: Tim Dexter, Building Inspector
Jennifer L. Gray, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Aryeh Siegel, Project Architect