

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

Date: August 4, 2017

Re: **Ferry Landing at Beacon Site Plan**

I have reviewed the July 6, 2017 Site Plan application, April 26, 2017 Short EAF with appendices, and a 9-sheet Site Plan package, with sheets 1-7 dated March 1, 2017 and sheets 8-9 dated March 24, 2017.

Proposal

The applicant is proposing to construct eight single-family townhouses on 0.56 acres in the Linkage zoning district.

Comments and Recommendations

1. The initial site plan should have a map or aerial showing surrounding buildings and a table comparing required and proposed area and dimensional standards.
2. The application should include a signed survey of the property.
3. The existing conditions sheet should identify the size of any existing major trees over eight inches in diameter that may influence the design and indicate any significant trees that will be removed.
4. The plans should show sight distances in both directions from the proposed driveway. If visibility is not adequate on the curving street, another driveway location may be necessary. The proposed spruce tree near the Ferry Street intersection might block visibility to the south.
5. A sidewalk needs to be provided from the driveway to Ferry Street with a planting strip along the curb line at least 5 feet wide. Unless street visibility is obstructed, the Board should require street trees in the planting strip or behind the sidewalk if necessary. All of the townhouses must have front entrances with a stoop or porch and walkway connections to the sidewalk (see 223-41.21 E(1), G(2), G(3), and K(7)).
6. High-pressure sodium lighting generally provides a more monochromatic yellow cast that creates poor color rendering after dark. Since the lighting standards in 223-41.21 K(12) require energy efficient, full spectrum color quality fixtures, LED lighting would be a much better choice. The plan should include porch or street lighting along the front sidewalk area.
7. The plan calls for three times the required parking spaces in a district with good walkability. The two-car garages could be converted to one-car, offering more active ground floor uses along the front sidewalk. The northernmost parking space should have an expanded back-up area.

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8. The proposed building design should be referred to the Architectural Review Subcommittee. Building elevations for all sides should have floor heights, overall height, colors, and materials noted. Residential buildings shall have at least 30 percent glass on the front first floor and individual window proportions need to be greater in height than in width. Typical floor plans will help the committee understand the relationship between rooms and wall openings.
9. The proposal is located in the Coastal Management Zone as defined in the City's Local Waterfront Revitalization Program (LWRP). The applicant should provide an LWRP consistency justification for the project. The Planning Board will need to issue an LWRP Consistency Determination as part of the SEQRA determination for the project.

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
Thomas Elias, Project Representative