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October 31, 2017

VIA EMAIL AND UPS

Mr. James Sheers
Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

Re: River Ridge (Parcel "L") Residential Development
NYS Route 9D (Wolcott Avenue)
City of Beacon, New York
MC Project No. 17004150A

Dear Chairman Sheers:

We have received the October 26, 2017 letter from Creighton Manning regarding the above referenced project and have the following responses.

Traffic Study

1. A background growth factor of 2% was used; however, our review of historical traffic volumes on Route 9D (2005 to 2012) revealed traffic growth of 3.46% per year; however, we find this to be inconsequential given the inclusion of the other nearby developments in the background traffic volumes.

Response: Comment noted. As noted in the comment, the traffic study accounted for traffic from several other developments planned or approved in the area, including the 555 South Avenue development, West End Lofts, The Views development, and the Edgewater development. Accounting for these future developments and also including the growth factor of 2% per year results in No-Build traffic volumes that represent a total growth rate of in excess between 15% and 25% over the 5 year growth period.



2. We concur with the trip generation estimate based on ITE sources, nothing that no credit was taken for pedestrian trips for the train station. We expect that those River Ridge residents commuting by train will find it more convenient to walk to the station than drive and park.

Response: *Comment noted. It is expected that some portion of the project generated trips will actually be walking trips to and from the train station which will reduce the project's overall generation. As indicated in the study, no credit for these potential walking trips to the train has been taken in order to provide a somewhat conservative analysis.*

3. There is no reference of sight distance for the proposed driveway in the analysis. This should be included either in responses to these comments or on the site plans.

Response: *Sight distances for the site access driveway are discussed on pages 10 and 11 of the Traffic Impact Study. For convenience, this section of the Traffic Impact Study is provided below.*

"The sight distances at the proposed driveway location were also analyzed. Based on field measurements, the existing sight distances are approximately 350 feet looking both left (north) and right (south) from the proposed access. Based on American Association of State Highway and Transportation Officials (AASHTO) criteria the stopping sight distance (200 feet) and intersection sight distance (335 feet) for the 30 MPH posted speed limit along Route 9D will be satisfied. Available NYSDOT speed data for Route 9D in this area indicates that the 85th percentile speeds are approximately 37 to 38 MPH. For a 40 MPH design speed, AASHTO requires a minimum 305 foot stopping sight distance to allow for the safe operation of the intersection. This required stopping sight distance will also be satisfied. It should be noted that some pruning/clearing of vegetation immediately north of the proposed driveway location on the west side of Route 9D should be completed in order to maximize the sight distance looking to the north from the site driveway."

4. Similar to West End Lofts, a crosswalk across Wolcott Avenue (NYS Rt 9D) should be considered, as well as public accessibility for pedestrian to cross through the River Ridge property to use the connection to Beekman Street.

Response: *A public walkway will be provided at the south end of the property connecting to Ferry Street. A private walkway connection to Beekman Street will also be provided at the north end of the property for use of project residents only. Since Rombout Avenue does not have any sidewalks, and considering the proximity to the proposed crosswalk to be installed at the Beacon Street/West End Lofts intersection with Route 9D as part of the West End Lofts project, we do not believe that an additional crossing at the Site Driveway intersection is required. In addition, it is likely that the majority of people coming from the downtown area would utilize the existing Main Street or future West End Lofts crossing locations and anyone walking to/from the south of the site area would not walk as far north as Rombout Avenue to cross Route 9D and therefore a crosswalk is not warranted.*

5. It is noted that the Route 9D/Beekman Street/W. Church Street intersection analysis for No Build and Build conditions include the signal timing changes proposed for the Edgewater and West End Lofts developments. Since River Ridge project adds a maximum of 9 additional trips to this intersection during peak hour, the LOS for this intersection does not change significantly.

Response: *Comment noted. The 9 additional trips to this intersection during the PM Peak Hour results in a 0.52% increase in No-Build to Build traffic volumes. We anticipate no significant impacts at this intersection due to site generated traffic.*

6. Overall, the project will add very few trips to the existing transportation network and will have little or no significant traffic impacts.

Response: *Comment noted.*



Mr. James Sheers
MC Project No. 17004150A
October 31, 2017
Page 4 of 4

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Philip J. Grealy'.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

A handwritten signature in black ink, appearing to read 'Richard G. D'Andrea'.

Richard G. D'Andrea, P.E., PTOE
Associate/Project Manager

PJG/jfm
Enclosures

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