

**FERRY LANDING AT BEACON, LTD.**  
**DEVELOPERS - DESIGNERS - BUILDERS**  
**POST OFFICE BOX 294**  
**BEACON, NY 12508**  
**845-464-0460**

**VIA HAND DELIVERY**

April 2, 2018  
Beacon City Planning Board  
1 Municipal Center  
Beacon, NY 12508

Re: Ferry Landing at Beacon  
Beekman Street  
Beacon, NY 12508  
Parcel Grid # 5954-33-556840

Dear Members of the Beacon City Planning Board:

Enclosed please find the following documents:

- Five (5) folded paper copies of Site Plan drawing set (Pages 1 - 9)
- Five (5) folded paper copies of Preliminary Plat drawing (1 Page)
- One (1) folded paper copy of Survey drawing by John J. Post, Jr., LS dated November 25, 2017 (1 Page)
- One (1) paper draft copy of proposed drainage easement (5 Pages)
- One (1) paper copy of Conceptual Partial Site Plan dated March 30, 2018 (1 Page)
- One (1) electronic copy of the above items on CD

The above listed items are being submitted for the Planning Board's review and consideration at your next available regularly scheduled Planning Board meeting.

In regards to the comments received from the City of Beacon's consultants, please find the following response:

**John Clark Planning and Design missive dated November 9, 2017:**

1. A five foot planting strip has been provided between the curb line and sidewalk. Landscaping provided in the planting strip is low ground cover with taller landscaping behind the sidewalk along the building. All the townhouses have a front stoop in accordance with 223-41.21, Figure 21-8 and Figure 21-9.
2. The required parking of only one (1) space per unit is not practical. A two car garage is a preferable design. However, it has always been our intention to provide prospective purchasers with an option to convert the front garage area to finished living space. The driveway is now 22 feet wide.
3. The Site Development Plan (Page 3 of 9) of this submission indicates the limits of disturbance. The landscape plan now includes Hop Hornbeam deciduous native shade trees.
4. A rear building elevation will be provided in the next submission.
5. The lighting fixture drawing, poles, specifications, and lighting fixture locations are indicated on the Site Development Plan (Page 3 of 9) of this submission.
6. A survey by John J. Post, Jr., LS dated November 25, 2017 (1 Page) has been provided in this submission.
7. Comment noted.

**Lanc & Tully Engineering and Surveying, P.C. missive dated November 10, 2017:**

General Comments:

First Paragraph) The survey as provided in all the previous submissions is correct. The survey note on the Existing Site Plan (Page 2 of 9) of the previous submissions states "[survey information compiled from a map titled "Boundary & Topographical Survey of Lot No. 2 Map of Subdivision for Armand Ninnie Filed Map No. 8613" dated July 25, 2002 prepared by Peter R. Hustis, NYS LS No. 49205]". We have not cited the source of the survey to be the filed map. The survey dated 2002 is the basis of our submission, not the filed map of 1988. The boundary and topography of the site as presented in all the previous submissions is as depicted in this survey.

Second Paragraph) With regards to the 20' wide drainage easements referenced on the filed map, we offer the following response:

There are no easements of record in statutory form recorded or filed regarding these depicted easements. An examination of title indicates that this property was previously owned by the City of Beacon and subsequently transferred to the current owner of record with out any easements filed or recorded. In addition, it should be noted, a significant portion of the existing storm water drainage system located on this property is also located along the property line and on the property of the

adjoining owner (lands now or formally of D'Aprile) to the east. A title search of this adjoining property also indicates no easements of record filed or recorded regarding the storm drain system. The first and only reference to this easement is as indicated on the filed map. This would explain the 20' wide easement located entirely on the subject property rather than the usual 10' wide easement on each side of the pipe. Therefore, it would appear that the easements referenced on the filed map may have been proposed but never accomplished. To resolve the inconsistencies between the map, the recording of the easements, and the proposed building location we have provided a revised concept that provides an alternative location for the existing storm water drainage system located along the northerly property line of the site. The existing storm drain that is currently located in the north west corner of the property is to be relocated slightly to the north of the site in Ferry Street. The objective of this relocation is to modify the north west portion of the proposed drainage easement indicated on filed map no. 8613. This proposed relocation is indicated on the Site Utility Plan (Page 5 of 9) of this submission. In addition, the Site Development Plan (Page 3 of 9) and the revised survey by John J. Post, Jr., LS dated November 25, 2017 (1 Page) of this submission indicates the location and extent of the proposed easement. Additionally, the Preliminary Plat Plan (1 Page) of this submission provides bearings and distances for this proposed easement. We have also enclosed a draft copy of the proposed easement in recordable form so that the proposed Plat and the proposed easement can be filed and recorded simultaneously. This will provide a properly recorded easement with a corresponding Plat.

With regards to the possible proposed area of dedication to the City of Beacon of the small triangular area located in the north west corner of the property as indicated on filed map no. 8613 we offer the following response:

There is currently no record of conveyance in statutory form recorded or filed regarding this proposed area of dedication. An examination of title indicates that this property was previously owned by the City of Beacon and subsequently transferred to the current owner of record with out any indication of conveyance filed or recorded. The first and only reference to this dedication is as indicated on the filed map. Once again , it appears that the dedication referenced on the filed map may have been proposed but never accomplished. Apparently it has been thirty (30) years since this dedication was initially proposed. If the City of Beacon still has a need to acquire this small parcel please advise us and we will address the dedication in our next submission. We will revise the proposed Plat to reflect the dedication and we will provide a draft copy of the proposed deed in recordable form with a draft copy of the required NYS Transfer Tax Return and the NYS Real Property Transfer Report so that the proposed Plat and the proposed deed can be filed and recorded simultaneously. This will provide a properly recorded transfer of title with a corresponding Plat.

Proactively we have enclosed the revised survey provided in this submission by John J. Post, Jr., LS dated November 25, 2017 (1 Page) indicating this possible dedication. Additionally, the Conceptual Partial Site Plan (1 Page) of this submission denotes the location of proposed building relative to the area of possible dedication. As indicated, it should be noted that even if this proposed area is dedicated to the City the proposed building is not encroaching on this area. The dedication of this small property will have no impact on the project.

Third Paragraph) With regards to the updated and accurate boundary and topographic survey, we offer the following response:

The boundary and topographic survey as provided in all the previous submissions is correct. It should be

noted that the topography in the far south corner of the property was minimally changed since the last submission to improve sight distance (see item 1 immediately following this paragraph for a detailed explanation). This minor topography change is reflected in the revised survey provided in this submission by John J. Post, Jr., LS dated November 25, 2017 (1 Page). The survey note on the Existing Site Plan (Page 2 of 9) of this submission indicates this revision. This was the only change to the survey.

1. With regards to the proposed access to the project, we offer the following response:

a) Both existing and proposed site topography has been added to the Sight Distance Plan (Page 7 of 9) provided in this submission as requested.

b) In regards to the sight distance to the left, the proposed site topography indicated on the Sight Distance Plan (Page 7 of 9) provided in this submission denotes the extent of excavation proposed. In addition, the stack of the concrete barrier blocks previously located at the south west corner of the site have already been excavated and removed. The revised survey provided in this submission by John J. Post, Jr., LS dated November 25, 2017 (1 Page) reflects this minor topography change.

c) In regards to the sight distance to the right, the proposed building has been relocated slightly to the east. In addition, a Site Distance Easement has been provided for the purpose of providing unobstructed sight distance for vehicular egress from the proposed driveway across each lot and all common areas. Please see note 5 on the Sight Distance Plan (Page 7 of 9) of this submission, as well as note 6 on the Preliminary Plat Plan (1 Page) of this submission for reference to this easement.

d) Sight line distance profiles have been provided for the actual achieved sight line distances. Please see Sight Distance Plan (Page 7 of 9) of this submission for sight distance profiles.

e) We can discuss in detail the option of egress from the project site onto Ferry Street. However, for the purpose of this written response we will provide the following brief narrative pertaining to this option:

We have considered the viability of providing an egress driveway onto Ferry Street extensively prior to our initial application. There are a number of issues that cause this option to not be feasible. Any of these individual concerns were sufficient to discourage us from pursuing this as an option, but all of them collectively caused us to abandon this as an option early on. A short list of these issues are as follows:

i) Inadequate sight distance from the proposed driveway to the right (east) since sight distance is obscured by the existing steep rock grade on the south side of Ferry Street.

ii) Necessary grading to provide even marginal sight distance to the right (east) from the proposed driveway would require the relocation of the existing utility poles and extensive excavation and rock removal along the south side of Ferry Street. Some of this grading would encroach on the adjoining property to the east. This would involve obtaining the consent of the abutting property owner.

iii) Inadequate spacing of the proposed driveway and the nearby intersection. The proposed driveway can not be located far enough to the east on Ferry Street and will provide undue interference with the adjacent intersection of Beekman and Ferry Street to the west.

iv) Inadequate sight distance and reaction time to avoid collisions from north bound traffic on Beekman Street turning east onto Ferry Street with vehicles exiting from the proposed driveway.

- v) Ferry Street does not intersect perpendicular with Beekman Street, requiring a driver exiting the proposed driveway to look left (west) past ninety (90) degrees to see oncoming north bound traffic turning east onto Ferry Street.
- vi) The existing grade on Ferry Street is moderately steep, sloping from west to east. The super elevation of the proposed driveway would have meet this existing grade.
- vii) Inadequate maneuvering deficiencies since the proposed driveway can not be located far enough to the east on Ferry Street to provide sufficient turning distance when making a left turn onto Ferry Street from the proposed driveway. This limited maneuvering distance does not provide sufficient area for a vehicle to stop at the existing stop sign and stop bar on Ferry Street and remain parallel to the north curb on Ferry Street.

The current proposed driveway location on Beekman Street provides the most favorable sight distance as well as horizontal and vertical alignment in accordance with the requisite site distance requirements. The current proposed driveway location on Beekman Street also provides the maximum safety and convenience for vehicular egress without any undue interference with nearby intersections or abutting property owners.

2. The Grading Plan (Page 4 of 9) of this submission has been modified to provide a uniform slope across the driveway and parking area at the rear of the building.
3. The top 1' - 1.5' of exposed surface rock is weathered and has been exposed to water and multiple freeze/thaw cycles. This weathered rock can be removed with a large excavator with a rock bucket or a single shank ripper. The building foundation excavation for footings is limited to a 42" depth below the proposed grade. In any location that the building foundation excavation encounters solid rock at depths that are shallower than 42" the rock will be air pressure blasted clean and the building foundation footings will be drilled and pinned to the top of the exposed rock. This will minimize the amount of rock removal for the building foundation. Rock removal for the storm water drainage system and underground electric/cable/telephone utilities will be done mainly with the use of a Vermeer rock trencher. Rock removal for water and sewer utilities will be mainly located on the north west end of the site. Due to existing utilities already in this area any rock encountered in this location will be removed by a backhoe mounted hydraulic hammer. Existing utilities in this area also suggest that the rock encountered in this area is already loose, or is already partially removed. Minimal rock removal for water and sewer utilities in the south west portion of the site is anticipated. Rock that has been removed by rock trencher will be used on site for backfill. A portion of the rock removed in mass by excavator bucket or ripper will be used on site as structural fill. The balance will be disposed of off site by truck. All rock removed by hydraulic hammer will be disposed of off site by truck.
4. The existing and proposed site grading is now shown on the Site Utility Plan (Page 5 of 9) of this submission.
5. An additional vehicle maneuvering area as well as an area for snow storage has been provided.

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6. Note # 2 of the "Tree & Shrub Planting Detail" on the Site Details Plan (Page 8 of 9) of this submission has been modified to address how proposed landscaping will be accomplished where rock is at or close to the surface.

We look forward to discussing the proposed project with the you.

If you have any questions or if you require any additional information, please feel free to call me at 845-464-0460.

Thank you.

Sincerely,

Thomas Elias