

To: John Gunn, Chair, and the City of Beacon Planning Board

Date: July 5, 2018

Re: **Edgewater Site Plan and Subdivision**

I reviewed the June 26, 2018 response letters from Hudson Land Design and Aryeh Siegel, a June 29, 2018 letter from Hudson Land Design with a June 8, 2018 Steep Slopes Analysis Map, and sheets 1 and 10 of the 15-sheet Site Plan set, with the latest revision date of June 26, 2018.

### **Proposal**

The applicant is proposing to demolish two existing buildings and construct seven buildings, containing 246 apartments with 25 workforce housing units, on 12.009 acres in the RD-1.7 zoning district. This is 61 fewer units than the 307 previously proposed.

### **Comments and Recommendations**

1. The Board's traffic consultant has reviewed the updated traffic analysis, agreeing with the finding that the reduced unit count will create fewer vehicle trips than the original study and that support the reaffirmation of the SEQR Negative Declaration. He also suggested removable bollards for two emergency access lanes and a slight re-alignment of the trail to Branch Street to facilitate a corner crosswalk.
2. The reduced unit count would also produce fewer public-school children. Using the Rutgers demographic multipliers and including the 25 workforce units, the calculations generated an estimate of 36 public school-age children, compared to 42 in the former projection.
3. However, the school study should also include a revised fiscal impact analysis, using the latest school budget numbers. The City Assessor look at the reduced unit count within the same building configuration and estimated that the assessed value would still be \$34 to \$40 million.
4. The reduced unit count requires 58 fewer parking spaces, which has resulted in additional green areas on the site plan, particularly at the most visible portion of the property near the Bank Street-Tompkins Avenue intersection. The parking areas behind Building 7 and along the lower driveway south of Building 4 have also been eliminated.
5. The applicant has requested an increase in land banked parking, from 33 spaces in the previous plan to 45 spaces in this latest proposal. This would provide more landscaped areas and reinforce the transit-oriented intent of the project.
6. A map should be provided to the Board showing where proposed development or disturbed areas overlap existing very steep slopes to determine if the layout avoids very steep slopes to the maximum degree feasible.

7. The reduced unit and parking counts within the same building configuration should, if anything, have a slightly positive influence on the previously approved LWRP Consistency Determination.

These comments are based on the revised SEQR and LWRP information available at this time. Additional comments will be provided on any updated Special Permit application and a complete set of Site Plan and Subdivision documents.

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

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