

To: Mayor Casale and the Beacon City Council
Date: January 22, 2019
Re: 248 Tioronda Avenue, Concept Plan Application

I have reviewed digital files of a January 17, 2019 response letter and January 16, 2019 Wetlands Investigation Memorandum from The Chazen Companies, January 17, 2019 reissued Full EAF Part 1 and Narrative, January 17, 2019 updated photo-simulations from five locations, January 17, 2019 revised Site Sections and Elevations, and a 7-sheet Site Plan set with all but Sheet SP1 having a last revision date of January 17, 2019.

Proposal

The applicant is proposing to construct two multifamily buildings with a total of 64 units and a separate office building with 25,400 square feet on two parcels containing 9.18 acres in the Fishkill Creek Development district. The two lots will need to be consolidated, and a Greenway Trail is proposed as part of the project.

Comments and Recommendations

1. Sheet C100 includes the combined floodway, wetland, and surface water boundaries, as well as the proposed development footprints, but not the very steep slopes layer.
2. On Sheet G001 the Site Statistics Table should indicate 216 parking spaces. According to Section 223-41.13 I(11)(b) the minimum required parking should also be the maximum allowed.
3. As requested, a new photo-simulation is included from across the creek. Existing trees along the creek and additional trees and landscaping, as indicated in the sections, will help to screen views of the buildings from the east.
4. The submission also provides updated cross-sections, showing an enhanced separation between the buildings and Greenway Trail. For future ease of understanding, the buildings should be labeled the same in the sections, elevations, site simulations, and site plan, and the section lines should be identified. The east and west elevations of Building A seem to be mis-labeled.
5. Two alternative plans have been provided, both of which use land-banked parking to create space for a central green. Option B appears to be the preferable Concept Plan and consistent with the Council's direction at the last workshop. It provides a much larger and more usable greenspace. In Option A the truck loading area awkwardly separates the commercial building from the narrow green. The land-banked parking in Option B should be increased from 20 to 33 to match the number proposed in Option A.
6. If possible, an ADA-compliant section of the Greenway Trail should be provided through the green near the retaining wall to bypass the lower segment with stairs.

7. The November response letter from The Chazen Companies reported that the federal wetlands boundary was re-delineated on November 5, 2018 and was under review by the Army Corps of Engineers. The January 16, 2019 Wetlands Investigation Memorandum confuses the matter. It starts out by stating that wetlands were not observed on the project site and concludes with photos showing Wetlands A through D. The Photo Location Map should be more precise and identify all 24 photos. The November 5, 2018 updated delineation was not discussed or represented with a map. Wetland boundaries and any significant impacts will need to be clarified before any SEQRA determination is possible.

Once the Council decides between Option A and Option B, the proposed Concept Plan should be ready to forward to the County Planning Department for comments and the City Planning Board for a SEQRA determination, Local Waterfront Revitalization Program consistency review, and advisory recommendations. Specific architectural, landscaping, lighting, and engineering details should be covered by the Planning Board during the subsequent Site Plan review.

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

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c: Dave Buckley, Building Inspector
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