CITY OF BEACON, NEW YORK
VIRTUAL

Mayor Lee Kyriacou
Councilmember Amber J. Grant, At Large
Councilmember George Mansfield, At Large
Councilmember Terry Nelson, Ward 1
Councilmember Air Rhodes, Ward 2
Councilmember Jodi M. McCredo, Ward 3
Councilmember Dan Aymar-Blair, Ward 4
City Administrator Anthony Ruggiero

January 11, 2021
7:00 PM
City Council Agenda

Roll Call

Workshop Agenda Items

1. Notice of Change in Public Meeting Location January 11, 2021
2. Special Use Permit Application for 416-420 Main Street
3. Viewsheds
4. Investment Policy
5. Procurement Policy
6. City Council Rules and Procedures

Next City Council Meeting: Tuesday, January 19, 2021 at 7 pm on Zoom

City of Beacon City Council Agenda
01/11/2021

Title:

Notice of Change in Public Meeting Location January 11, 2021

ATTACHMENTS

Notice of Change in Public Meeting Location January 11, 2021.

NOTICE OF CHANGE IN PUBLIC MEETING LOCATION

PLEASE TAKE NOTICE, that effective immediately and based upon notices and health advisories issued by Federal, State and Local officials related to the COVID-19 virus, the City Council will not hold in-person meetings. Until further notice, all future City Council meetings (including public hearings) will be held via videoconferencing, as permitted by the NYS Open Meetings Law. Due to public health and safety concerns, the public will not be permitted to attend at the remote locations where the City Council members will be situated. The public, however, will be able to fully observe the videoconference meeting at https://us02web.zoom.us/j/83428436968?pwd=T0RDMS9CZW9vZVlKek93NnFJUTlZZz09

Webinar ID: 834 2843 6968 Passcode: 316285. To the extent internet access is not available, the public can attend via telephone by dialing + 1 929 205 6099 and entering Webinar ID: 834 2843 6968 Passcode: 316285. The City Council's agenda is available online in advance of meetings at http://www.cityofbeacon.org/index.php/agendas-minutes/.

PLEASE TAKE FURTHER NOTICE, that any Executive Session of the Council will be initiated with the Council first convening on the public videoconferencing site, and then adopting a motion to go into Executive Session.

PLEASE TAKE FURTHER NOTICE, that the City Council Workshop of Monday, January 11, 2021 at 7:00pm can be accessed live at https://www.youtube.com/channel/UCvPpigGwZDeR7WYmw-SuDxg

City of Beacon City Council Agenda
01/11/2021

Title:

Special Use Permit Application for 416-420 Main Street

ATTACHMENTS

1-6-21 416-220 Main Street - City Council Special Permit Supplemental Submission Cover Letter.PDF

Site Plan,Sheet1of 10 Revised 1-6-21.PDF

Exhibit A - Debra Adamsons of Landscape Restorations Letter Dated 1-6-21.PDF

Exhibit B - Maser Consulting, P.A Letter Dated 1-5-21.PDF

Memorandum from the City Attorney's Office Regarding 416-420 Main Street

Memorandum from the City of Beacon Planning Board

Memorandum from the Duchess County Department of Planning and Development

11-4-20 416-420 Main Street - Cover Letter - City Council Special Permit Supplemental Submission

416-420 Main Street Application for SUP

416-420 Main Street Sheet 1 Site Plan

416-420 Main Street Sheet 1 Subdivision Plat

416-420 Main Street Sheet 2 Existing Condition Demolition Plan.pdf

416-420 Main Street Sheet 3 Landscape and Lighting Plan.pdf

416-420 Main Street Sheet 4 Floor Plans.pdf

416-420 Main Street Sheet 5 Building Elevations and Views

Exhibit A - Planning Board Negative Declaration and Environmental Findings dated October 14, 2020

Exhibit B - Traffic Impact Study & Parking Analysis Prepared by Maser Consulting Revised June 29, 2020 - Including On Street Parking Plan

CUDDY +FEDER LLP

445 Hamilton Avenue, 14th Floor
White Plains, New York 10601
T 914 761 1300
F 914 761 5372
cuddyfeder.com

Taylor M. Palmer, Esq.
tpalmer@cuddyfeder.com

January 6, 2021

VIA E-MAIL

Hon. Mayor Lee Kyriacou
And Members of the City Council
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Supplemental Submission – Application for Special Use Permit Approval
Office, Commercial, Residential & Green Space Mixed-Use Development
Premises: 416-420 Main Street, Beacon, New York
Tax Parcel IDs: (6054-29-056780 & 6054-29-056774)

Dear Mayor Kyriacou and Members of the City Council:

On behalf of 416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC (collectively, the "Applicant"), the owners of the above-referenced Premises, we respectfully submit this letter and referenced enclosures in furtherance of the pending Application for a Special Use Permit (the "SUP Application") for the stepped-back fourth-story component of the Applicant's mixed-use office, commercial and limited residential development, and now including a further enlarged green space (the "Project").

Since we last appeared before the City Council on December 7th, the Applicant worked with the Project's landscape designer and architects to refine the proposal and to further enlarge the proposed green space in order to make it much more inviting and to draw the public in. As is more fully detailed in the enclosed updated Site Plan and Landscape Plan, the Applicant has made the following changes to maximize the public benefits of the Project:

1) The prior 1,710+/- sq. ft. proposed green space was further enlarged by 2,521 +/- sq. ft., and the now the enlarged green space comprises 4,231 +/- sq. ft. on the Premises;

2) The off-street parking area was shifted so that vehicles now enter the property from South Street rather than off of Schenck Avenue, which creates two (2) additional on-street parking spaces along Schenck Avenue where the curb cut will be closed off and makes the enlarged green space more accessible and inviting to pedestrians;

3) The proposed live-work building was adjusted to accommodate additional green space; and

4) The landscape design elements were enhanced, including more clearly defined entrances to the enlarged green space and more amenities that make the green space more inviting to users.

It is respectfully submitted that the enlarged, more-inviting public green space further enhances the public benefits of the Project, which also include the two (2) upper floors of commercial office space right on Main Street.

In support of this supplemental submission, we respectfully submit a copy of the revised Site Plan, Sheet 1 of 10, entitled "Site Plan Application – 416-420 Main Street", prepared by Aryeh Siegel, Architect, dated April 28, 2020 and last revised January 6, 2021. Enclosed as **Exhibit A**, please also find a copy the letter prepared by Debra Adamsons of Landscape Restorations dated January 6, 2021, which details the enhancements to the updated Landscape Plan entitled "Conceptual Landscape Plan", dated January 6, 2021 that is annexed to the letter and also enclosed herein.[1]

Additionally, in furtherance of refinements to the building program and to the Site, please also see the enclosed letter memorandum, prepared by Maser Consulting, P.A., dated January 5, 2021, which affirms that there are no changes to the findings in Maser's Traffic Impact Study & Parking Analysis for the Project. *See* **Exhibit B**. Indeed, as noted in the enclosed letter memorandum, the off-street parking requirements for the residential portion of the Project will continue to be satisfied with the proposed three (3) off-street parking spaces provided on the Site, and the "... addition of two (2) [parking] spaces along Schenck Avenue will provide additional parking in the vicinity of the Site and as well as additional parking for public use in the vicinity of Main Street, resulting in a net 'gain' of one (1) parking space over the prior reviewed site plan." *See* **Exhibit B**.

CONCLUSION:

For all the reasons set forth herein, and as will be further discussed at the City Council's Work Session on January 11th, the Applicant respectfully submits that the Project meets and or exceeds the applicable criteria for a Special Use Permit for the limited stepped back fourth floor.

[1] Note: The details on the updated Landscape Plan will be incorporated into the Sheet 1 of 10 of the enclosed Site Plan drawing in advance of the City Council's January 11th Workshop Meeting. The enclosed revised Site Plan (Sheet 1 of 10) shows the landscaped area without the planting schedule and site furniture/amenities, which are shown on the enclosed updated Landscape Plan.

We look forward to appearing at the City Council's, January 11th Work Session for our continued review of the Project. In the meantime, should the City Council or City Staff have any questions or comments with regard to the foregoing, please do not hesitate to contact me.

Very truly yours,

Taylor M. Palmer
Enclosures

Cc: Nicholas M. Ward-Willis, Esq.
Jennifer L. Gray, Esq.
Anthony Ruggiero – City Administrator
Aryeh J. Seigel Architect
Michael A. Bodendorf, P.E. – Hudson Land Design Professional Engineering, P.C.
Maser Consulting P.A.
Debra Adamsons

Bulk Zoning Regulations Table - Main Building

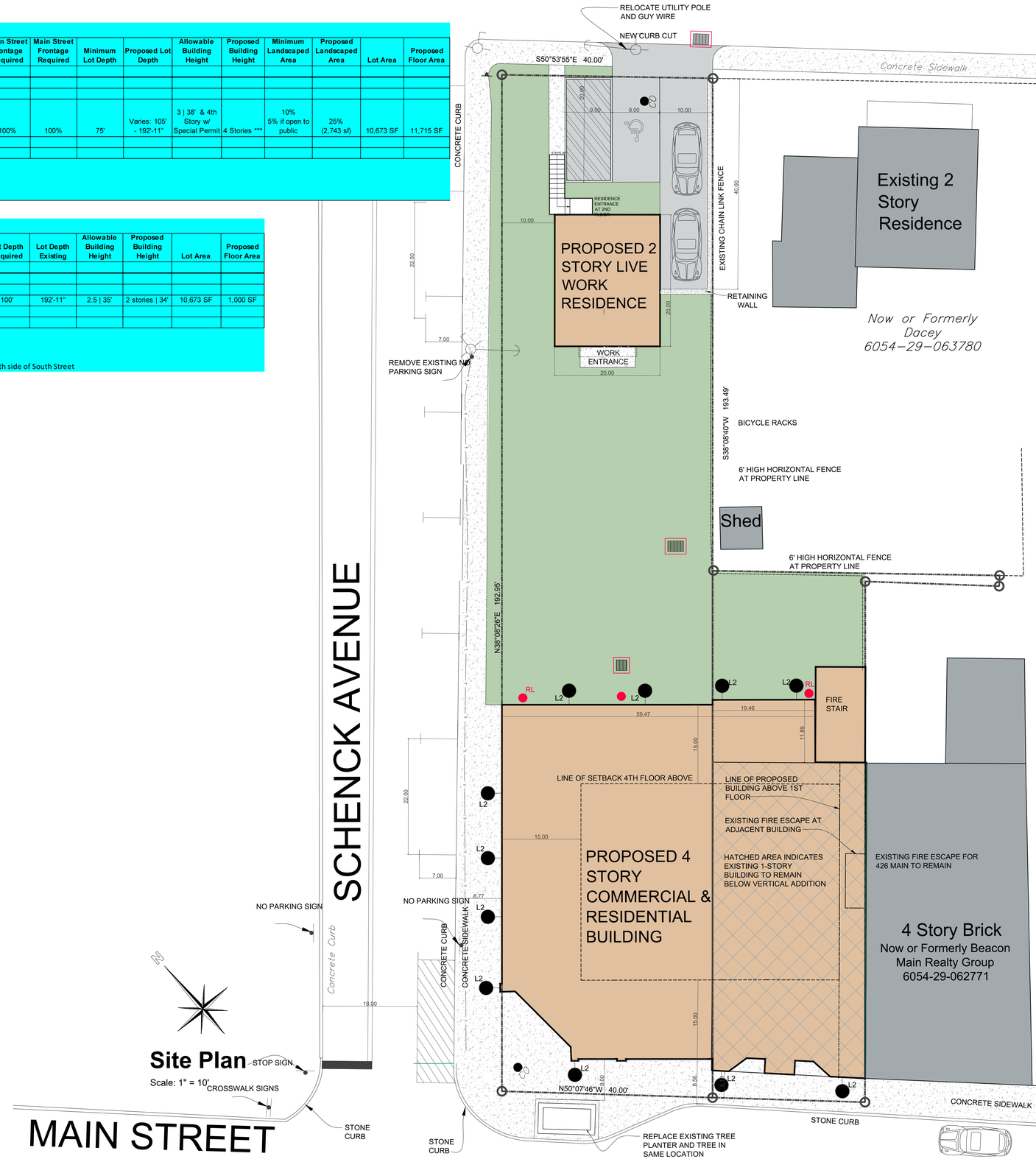
	Required Setbacks			Proposed Setbacks			Main Street Frontage Required	Main Street Frontage Required	Minimum Lot Depth	Proposed Lot Depth	Allowable Building Height	Proposed Building Height	Minimum Landscaped Area	Proposed Landscaped Area	Lot Area	Proposed Floor Area
	Front	Side	Rear	Front	Side	Rear										
Zoning District																
CMS*	0'-10'	0'	20'	6'-3" - 7'-3" **	0'	118'	100%	100%	75'	Varies: 105' - 192'-11"	3 | 38' & 4th Story w/ Special Permit	4 Stories ***	10% 5% if open to public	25% (2,743 sf)	10,673 SF	11,715 SF

Lot 6054-29-056780 (416 Main Street) is located in both CMS & T Zoning Districts
* Main Building lies within the CMS District
** Front setback varies along Main Street
*** Seeking special permit for 4th-Story w/ 15' Building stepback

Bulk Zoning Regulations Table - Live/Work Residence

	Required Setbacks			Proposed Setbacks			Lot Depth Required	Lot Depth Existing	Allowable Building Height	Proposed Building Height	Lot Area	Proposed Floor Area
	Front	Side	Rear	Front	Side	Rear						
Zoning District												
T*	9.24'***	10'	20'	10'	10'/10'	146'	100'	192'-11"	2.5 | 35'	2 stories | 34'	10,673 SF	1,000 SF

Lot 6054-29-056780 (416 Main Street) is located in both CMS & T Zoning Districts
* Live/Work Residence lies within the T District.
** 10' side yard towards neighbor. 10' side yard towards Schenck Ave.
*** To align with the average front yard setback of houses within 250' along the south side of South Street



REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	06/24/20	CITY COUNCIL PRESENTATION	AJS
2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
4	08/25/20	REVISED PER PLANNING BOARD COMMENTS	AJS
5	09/09/20	SUPPLEMENTAL LANDSCAPE INFORMATION	AJS
6	09/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
7	01/06/21	REVISED PER CITY COUNCIL COMMENTS	AJS



Location Map
Scale: 1" = 400'

Zoning Summary

Zoning District:	CMS (Central Main Street) & T (Transition Zone)
Tax Map No.:	6054-29-056780 (416 Main Street) & 6054-29-056774 (418-420 Main Street)
Lot Area:	0.177 Acres & 0.068 Acres = 0.245 Acres Total
Building Footprint:	4,616 SF (Front Building) & 500 SF (Back Building) = 5,116 SF Total Footprint
Historical Overlay District:	Yes
Parking Overlay District:	Partial, not the portion of the lot in the T District where the Back Building will be located.
Existing Use:	Vacant (416 Main Street) & Commercial (Restaurant/Coffee House)
Proposed Use:	Mixed-Use: Retail/Office/Residential (Front Building) & Artist Live Work Residential (Back Building)

Parking & Loading

Use & Parking Requirements	Proposed Area	Current Parking Requirement
Residential		
(1) space per unit (CMS)	(1) Apartments in Front Building	1 parking spaces
(1) space for each dwelling unit, plus 1/4 space for each bedroom, plus 1/2 space for each live/work space containing retail area	(1) one-bedroom Artist Live Work with retail	2 parking spaces
Commercial		
(2) spaces per 1,000 SF (CMS) for Retail	4,295 sf	8 parking spaces
(2) spaces per 1,000 SF (CMS) for Office	6,220 sf	12 parking spaces
Total Required		**23 parking spaces**
Total Provided		**3 parking spaces** See Note 1

Notes:

1. The Applicant proposes to provide 4 parking spaces for the residential uses and requests a waiver of the parking for commercial uses. A Zoning Variance to provide 6 parking spaces where 36 were required was granted for a previously approved project in 2013. Zoning Variance #2013-09
2. There are public parking lots within 800' of the property.
3. No signage is proposed as part of this application. Retail tenants will apply separately to the Planning Board for their own signage

Index of Drawings

Sheet 1 of 1	Subdivision Plat
Sheet 1 of 10	Site Plan
Sheet 2 of 10	Existing Conditions & Demolition Plan
Sheet 3 of 10	Landscape Plan & Planting Schedule
Sheet 4 of 10	Building Plans
Sheet 5 of 10	Building Elevations & Renderings
Sheet 6 of 10	Grading & Utility Plan
Sheet 7 of 10	Erosion and Sediment Control Plan
Sheet 8 of 10	Utility Profiles
Sheet 9 of 10	Construction Details
Sheet 10 of 10	Construction Details

Site Plan Application

Sheet 1 of 10 - Site Plan

Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

Landscape Designer:
Landscape Restorations
P.O. Box 286
Beacon, New York 12508

416-420 Main Street
Beacon, New York
Scale: 1" = 10'
September 9, 2020

Practicing Ecological Landscape Design and Management Principles
Landscape Restorations
P.O. Box 286 Beacon New York 12508

January 6, 2021

City of Beacon
1 Municipal Plaza
Beacon, New York 12508
Re: 416-420 Main Street, Beacon, NY – Landscaping Plan

Dear Members of Beacon City Council and Planning Board,

The Applicant for the 416-420 Main Street development (the "Project") is pleased to provide this update regarding the proposed landscape component of the enlarged and refined green space on the site. As is more fully shown on the enclosed landscape plan, by closing off the Schenck Avenue curb cut and relocating the parking area out of the center of the green space, the new entrances to the green space and live/work space are now more clearly defined and inviting to the public. For the City Council and Planning Board's further consideration, the following amenities, visual cues and common vocabulary were designed to welcome and invite the public into the site and experience the green space:

1. Two (2) inviting entrances along Schenck Avenue;
    - One (1) at the main (southerly) entrance to the green space; and
    - One (1) opposite the live/work building, for ADA and stroller access to the building and the green space.
2. Benches for the public to enjoy;
3. A rolling lawn planted with eco-grass (that requires very few resources to maintain) offers opportunities for many public uses (including lounging on the grass, cultural events & speaking events) and
4. Trash and recycling receptacles for public use.

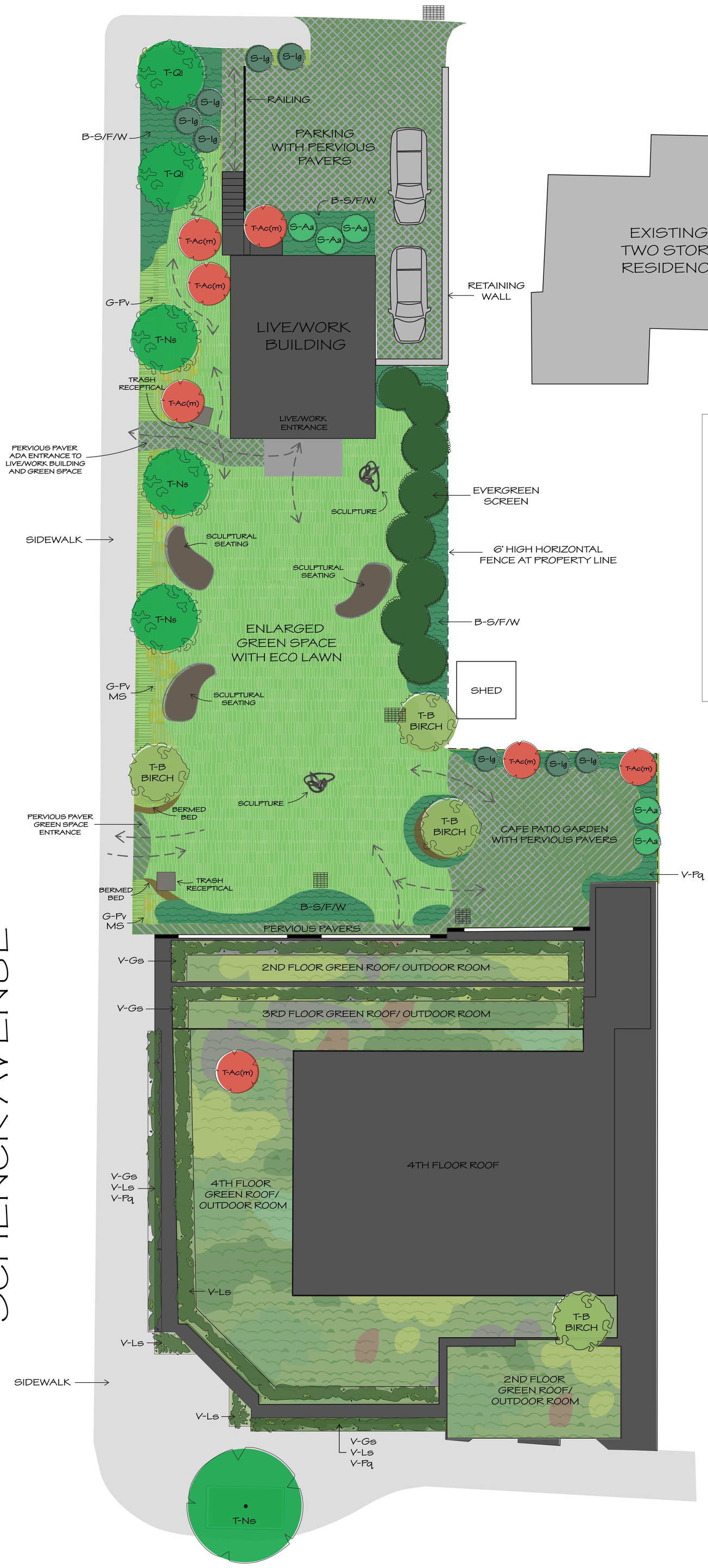
The above-referenced features all serve to invite and welcome the public into the enlarged green space to enjoy a reprieve from the urban environment, within naturalistic plantings. Reducing infrastructure and increasing native plants in urban green spaces (regardless of size) has been proven to reduce stress, strengthen community ties and enrich biodiversity.

The City of Beacon currently has limited open spaces that are planted along Main Street. This enlarged green space will serve residents and visitors alike by uniting and inviting people to take a moment and enjoy the green open space, whether alone or with others. This is an exciting opportunity for the City to model how urban communities "green up" and create safe, open spaces for people to gather and appreciate the natural environment within an urban setting.

Respectfully,

Debra Adamsons

SOUTH STREET



LEGEND

B-S/F/W	BED- SEDGE/ FERN/ WILDFLOWER
ES	EVERGREEN SCREEN
G-Pv	GRASS- Panicum virgatum (SWITCH GRASS)
MS	MEADOW SPECIES
S-Aa	SHRUB- Aronia arbutifolia (CHOKEBERRY)
S-lg	SHRUB- Ilex glabra (INKBERRY)
T-Ac(m)	TREE- Amelanchier canadensis multi-stem (SERVICEBERRY)
T-B	TREE- Betula (BIRCH)
T- Ns	TREE- Nyssa sylvatica (BLACK GUM)
T-Ql	TREE- Quercus llicifolia (BEAR OAK)
V-Gs	VINE- Gelsemium sempervirens (CAROLINA JASMINE)
V-Ls	VINE- Lonicera sempervirens (CORAL HONEYSUCKLE)
V-Pq	VINE- Parthenocissus quinquefolia (VIRGINIA CREEPER)

MAIN STREET

Landscape Restorations
Debra Adamsons
914.645.8039
a.debra200@gmail.com

416 MAIN STEET BEACON, LLC

416-420 MAIN STREET
BEACON, NEW YORK

CONCEPTUAL LANDSCAPE PLAN

JANUARY 6, 2021

SCALE 1/8" = 1'-0"

Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
T: 914.347.7500
F: 914.347.7266
www.maserconsulting.com

January 5, 2021

VIA E-MAIL

Mr. Thomas Lee
416 Main Street Beacon, LLC;
420 Main Street, LLC
Beacon, NY 12508

Re: 416-420 Main Street
City of Beacon, Dutchess County, New York
MC Project No. 20000282A

Dear Mr. Lee:

Our office has reviewed the revised Site Plan for the proposed 416-420 Main Street development (the "Project"), which has been updated based on comments from the City Council in order to expand and improve the proposed green space within the Site. In order to accomplish this enlarged green space and to make it more inviting to the public, the previously proposed onsite parking area (that provided four (4) spaces) located between the Main Street building and the live/work building fronting on South Street (that provided two (2) off-street parking spaces) has been eliminated. In addition, the previously proposed driveway access connection to Schenck Avenue has also been eliminated. Accordingly, all onsite parking is now located at the rear of the Site in the vicinity of the live/work building to be accessed via South Street. As revised, the Project will provide three (3) off-street parking spaces in this location, which now consists of two (2) tandem parking spaces for use by the live/work building, which were present on the previously proposed plan, and one (1) additional parking space for the 4th floor apartment that is proposed in the Main Street building. Pursuant to the revised site plan and enlarged green space, the total parking space count (considering both on-street and off-street) actually results in the creation of one (1) additional parking space over the prior proposal. This is achieved by providing three (3) off-street parking spaces for the residential components of the Project, and two (2) new/additional on-street parking spaces on the east side of Schenck Avenue in place of the closed off curb-cut, where parking could not previously be provided due to the entrance to the Site.

As noted above, the off-street parking requirements for the residential portion of the Project will continue to be satisfied by the three (3) proposed off-street parking spaces provided on the Site. Per the City of Beacon Zoning Code requirements, the 4th floor apartment in the Main Street building and the live/work building in the rear building require a total of three (3) parking spaces. As previously noted, these spaces will now be accessed from South Street via a new approximately 19 ft. wide curb cut. This location will require the vehicles parked onsite to back onto South Street

when exiting the Site, which is a common configuration for residential driveways including other driveways along South Street. Since these onsite parking spaces will be utilized by the residential uses only and are not expected to generate frequent entering and exiting movements, the onsite parking configuration is not expected cause any traffic related impacts to South Street. Furthermore, given the one-way eastbound nature of South Street, these vehicles will be required to access the Site via Schenck Avenue to South Street and exit the Site via South Street east to Main Street. Again, since only three (3) vehicles will be accommodated by the onsite parking, this additional traffic will not create any adverse traffic impacts.

Finally, the elimination of the previously proposed driveway connection to Schenck Avenue allows for a further reconfiguration of the proposed parking along the east side of Schenck Avenue. As shown on Drawing No. SP-01 (attached), the elimination of the previously proposed curb cut on Schenck Avenue allows for the inclusion of two (2) new/additional parking spaces along the east side of the roadway increasing the total parking from six (6) spaces under existing conditions and the previously proposed plan, to eight (8) spaces under future conditions with this modified plan. This addition of two (2) spaces along Schenck Avenue will provide additional parking in the vicinity of the Site as well as additional parking for public use in the vicinity of Main Street, resulting in a net "gain" of one (1) parking space over the prior reviewed site plan.

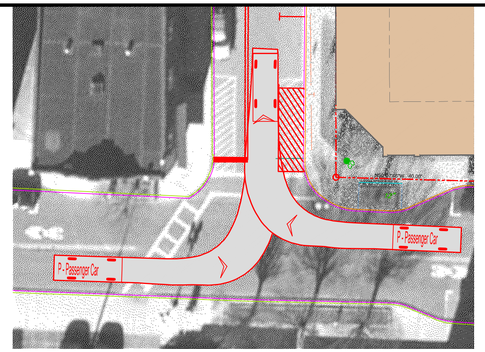
Very truly yours,

MASER CONSULTING CONNECTICUT, P.C.

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

Enclosures
cc: T. Palmer
A. Siegel

R:\Projects\2020\20000282A\Correspondence\OUT\210105RGD_Lee_Ltr_Modified Plan.docx



PASSENGER CAR
TURNING RADIUS DIAGRAM

NOTE:

SCHENCK AVENUE ON-STREET PARKING HAS BEEN INCREASED FROM SIX (6) SPACES UNDER THE PRIOR PLAN DATED 9/18/20 TO EIGHT (8) SPACES UNDER THIS CURRENT PLAN WITH THE ELIMINATION OF THE CURB CUT TO SCHENCK AVENUE.

TOGETHER WITH THE ONSITE REDUCTION OF PARKING SPACES FROM FOUR (4) SPACES UNDER THE PRIOR PLAN TO THREE (3) SPACES UNDER THIS CURRENT PLAN THERE IS A NET INCREASE OF ONE (1) PARKING SPACE IN THE VICINITY OF THE SITE.

SCHENCK AVENUE

SOUTH STREET

INSTALL SIGN
NO PARKING ANY TIME
NYP1-2 (12"x18")

3 PROPOSED STRIPED SPACES EAST SIDE OF SCHENCK, NO PARKING WEST SIDE OF SCHENCK

STRIPED DOUBLE YELLOW CENTERLINE FOR DELINEATION OF TRAVEL LANES

3 EXISTING SPACES WEST SIDE OF SCHENCK TO REMOVED, 5 NEW SPACES EAST SIDE OF SCHENCK TO BE ADDED FOR A TOTAL OF 8 PARKNIG SPACES ON EAST SIDE OF SCHENCK

INSTALL SIGN
NO PARKING ANY TIME
NYP1-2 (12"x18")

SIGN TO REMAIN
NO PARKING HERE TO CORNER

INSTALL SIGN
STOP
R1-1 (30"x30")

INSTALL SIGNS BACK-TO-BACK
W11-2(R) (30"x30")
W11-2(L) (30"x30")
W16-7P(R) (24"x12")
W16-7P(L) (24"x12")

MAIN STREET

POST 200' PRIOR TO CROSSWALK
W11-2(L) (30"x30")
AHEAD
W16-9P (24"x12")

REMOVE SIGN
NO PARKING BETWEEN SIGNS

REMOVE SIGN
NO PARKING HERE TO CORNER
NO PARKING BETWEEN SIGNS

Now or Formerly Dacey
6054-29-063780

Now or Formerly Beacon Main Realty Group
6054-29-062771

Shed

Brick Building

Brick Building

EXIST. HATCHED STRIPING TO BE RESTRIPED AS 4" WHITE STRIPING. NEW MARKINGS TO BE ROTATED 90° FROM EXISTING

EXIST. HATCHED STRIPING TO BE REMOVED

INSTALL PAINTED WHITE STOP BAR TO BE PLACED 4 FT. PRIOR TO CROSSWALK LINE

POST 200' PRIOR TO CROSSWALK
W11-2(L) (30"x30")
AHEAD
W16-9P (24"x12")

NOTES:

1. SCHENCK AVENUE ON-STREET PARKING SPACES SHALL BE 20 FT. LONG BY 7 FT. WIDE UNLESS OTHERWISE NOTED.
2. ALL PROPOSED STRIPING SHALL BE 4" WIDE STRIPES WITH EXCEPTION OF THE PAINTED WHITE STOP BAR WHICH SHALL BE 18" WIDE.
3. ALL PROPOSED SIGNS SHALL BE INSTALLED ON BREAKAWAY SIGN POSTS.

20 0 20 40
SCALE : 1" = 20'

MASER
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Office Locations:
NEW JERSEY · NEW YORK · PENNSYLVANIA · VIRGINIA · FLORIDA · NORTH CAROLINA · NEW MEXICO · MARYLAND · GEORGIA · TEXAS · TENNESSEE · COLORADO
State of N.Y. C.O.A: 0008671 / 0008821

Copyright © 2021. Maser Consulting. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting.

811 Know what's below. Call before you dig.
PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION
1	9/18/20	RGD	REVISED PER CME/SHPO COMM'NTS
2	1/4/21	RGD	MODIFIED PER SITE PLAN LAYOUT CHANGES. MODIFIED PARKING EAST SIDE OF SCHENCK

STATE OF NEW YORK · RICHARD G. D'ANDREA · No. 090241 · LICENSED PROFESSIONAL ENGINEER

RICHARD G. D'ANDREA
NEW YORK LICENSED PROFESSIONAL ENGINEER - LICENSE NUMBER: 090241-1

CONCEPT PLAN

FOR

416-420 MAIN STREET

MAIN STREET AT SCHENCK AVENUE

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	7/16/20	RGD	PJG

PROJECT NUMBER:	DRAWING NAME:
20000282A	R-CNPT

SHEET TITLE:
SIGNING & STRIPING PLAN
MAIN STREET AT SCHENCK AVENUE

SHEET NUMBER:
SP-01

2020\20000282A\Transportation\Concept\R-CNPT.dwg 8-01-SP-01 (FOR SITE PLAN) By: RDANDREA

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

KEANE & BEANE P.C.
ATTORNEYS AT LAW

■ Main Office
445 Hamilton Avenue
White Plains, NY 10601
Phone 914.946.4777
Fax 914.946.6868

■ Mid-Hudson Office
200 Westage Business Center
Fishkill, NY 12524
Phone 845.896.0120

MEMORANDUM

TO: **Mayor Kyriacou and Members of the City Council of the City of Beacon**

FROM: **Keane & Beane, P.C.**

RE: **416-420 Main Street – Building Height Special Permit**

DATE: **December 2, 2020**

The City Council has received an application from 416 Main Street Beacon, LLC & 420 Main Street, LLC (the "Applicant") for a Special Permit to allow the Applicant to construct a fourth story on a 11,715 square foot mixed-use building fronting on Main Street, comprised of a 4,295 square foot ground floor retail space, as well as 6,220 square feet of commercial office space on the second and third floors and 1,200 square feet of residential space containing one (1) apartment unit on the stepped back fourth floor, as well as an 1,440 square foot artist live-work space in the rear of the Premises fronting on South Street (the "Project") on property located at 416-420 Main Street, on parcels known and designated on the tax map as 6054-29-056780 and 6054-29-056774 (the "Property"). The proposed 11,715 square foot mixed use building is proposed for the area of the Property in the Central Main Street (CMS) District and the 1,440 square foot artist live/work home is proposed at the rear of the Property in the Transition (T) District. The entire Property is also located in the Historic District and Landmark Overlay Zone (HDLO). The Project is an Unlisted Action under the State Environmental Quality Review Act. The Planning Board issued a negative declaration on October 14, 2020.

Please review the memorandum from the Planning Board, dated October 15, 2020 and cover letter submitted on behalf of the Applicant by Taylor Palmer, from Cuddy and Feder dated November 4, 2020 for additional background information.

Pursuant to City Code § 223-41.18.E(7)(a), the City Council may grant a special permit to allow a fourth story on proposed buildings on CMS parcels in the HDLO Zone. Although the Council is only considering the issuance of one (1) special permit, the City Council must consider the standards and requirements set forth in the following three (3) sections prior to issuing a building height special permit:

1. **General Special Permit Standards in (§ 223-18.B)**- These standards are considered by the City Council or the Planning Board for every designated special permit use in the City and apply to the proposed fourth story building height special permit use at issue.

2. **Building Height Special Permit Standards (§ 223-41.18.E(7))-** Special permit uses must also conform to applicable individual standards and regulations set forth in the City Code. Individual standards for building height special permits in the CMS District are set forth in City Code § 223-41.18E(7)(b)- (c).

3. **Special Permit Design Standards in the HDLO Zone (§ 134-7)-** The City Council and the Planning Board must consider the standards set forth in City Code § 134-7 when considering any application in the Central Main Street District, site development plan application or special permit application concerning a property in the HDLO Zone. The City Council should consider and discuss these standards generally. The Planning Board will thoroughly review these standards in conjunction with its Certificate of Appropriateness review.

General Special Permit Standards (§ 223-18.B)

The City Council may authorize the issuance of a special permit, provided that it shall find that all of the following conditions and standards have been met:

- The location and size of the use, the nature, hours and intensity of the operations involved in or conducted in connection with it, the size of the site in relation to it and the location of the site with respect to streets giving access to it are such that it will not conflict with the appropriate and orderly development of the site and the existing permitted uses on adjacent blocks.

- The location, nature and height of buildings, walls and fences and the nature and extent of the landscaping on the site are such that the use will not conflict with the existing permitted uses on adjacent blocks and will not hinder or discourage the appropriate development use of adjacent land and buildings.

- Operations in connection with any special use will not be more objectionable to nearby properties by reason of noise, fumes, vibration or other characteristic in Article IV than would be the operations of any permitted use, not requiring a special permit.

- Parking areas will be of adequate size for the particular use and properly located and suitably screened from adjoining residential uses, the entrance and exit drives shall be laid out so as to achieve maximum safety, and uses will not cause unreasonable traffic congestion or create a traffic hazard.

- Uses, buildings, and operations will be accessible for emergency services and appropriately located for water, sewer, and other infrastructure requirements.

- The use will comply with other regulations in the Code and will be compatible with the recommendations in the City's Comprehensive Plan and Local Waterfront Revitalization Program.

The City Council may attach such conditions and safeguards to the Special Permit as are necessary to assure continual conformance with all applicable standards and requirements. City Code § 223-18.E. The conditions must relate to the conditions and standards set forth in City Code § 223-18.B.

Building Height Special Permit Standards (§223-41.18.E(7))

The City Council may issue a special permit to permit construction of a fourth story on buildings on CMS parcels in the HDLO Zone, provided the City Council finds there are no substantial detrimental effects on shadows, parking, traffic, or specific views adopted as important by the City Council or in the Comprehensive Plan update, that the new building will be compatible with the historic character of adjacent buildings, and that the conditions and standards in § 223-18B have been met.

The City Council must also determine there is a specific public benefit or benefits, such as additional below-market-rate housing above the amount by the City Code, commercially used floor or floors included above the ground level, additional parking spaces available for general public use, green building or renewable energy features beyond what is required by code, or the construction and/or maintenance of public plaza space or green space.

Criteria for Approval of Special Permit in the HDLO (§ 134-7)

In reviewing an application for a Special Permit in the HDLO the City Council must also consider the conditions and standards set forth in City Code § 134-7:

- The historic or architectural value or significance of the structure and its relation to the historic character of the surrounding area.

- The relationship of the exterior architectural features of such structure to the rest of the structure and to the surrounding area.

- The compatibility of exterior design in terms of scale, arrangement, texture and materials proposed, roof and cornice forms, spacing and proportion of windows and doors, exterior architectural details, signs, and street -front fixtures.

In applying the principle of compatibility, the City Council shall use the following standards for new structures, additions, or alterations in the HDLO.

(1) The design, character, and appropriateness to the property of the proposed alteration or new construction.

    - Construction shall build on the historic context with applications required to demonstrate aspects of inspiration or similarities to adjacent HDLO structures or historic buildings in the surrounding area.

- Compatibility does not imply historic reproduction, but new architecture shall also not arbitrarily impose contrasting materials, scales, colors, or design features.

- The intent is to reinforce and extend the traditional patterns of the HDLO district, but new structures may still be distinguishable in up-to-date technologies and details, most evident in window construction and interiors.

- Exterior accessory elements, such as signs, lighting fixtures, and landscaping, shall emphasize continuity with adjacent HDLO properties and the historic characteristics of the sidewalk and streetscape.

- Where possible, parking shall be placed towards the rear of the property in an unobtrusive location with adequate screening from public views, unless another location provides better screening.

(2) The scale and height of the proposed alteration or new construction in relation to the property itself, surrounding properties, and the neighborhood.

- Where possible, an addition to a historic structure should be placed towards the rear, or at least recessed, so that the historic structure remains more prominent than the subsidiary addition

- Any alteration or addition to a historic structure shall not damage or obscure the character -defining features of the architecture or site to the maximum extent possible.

- The height of any new building facades in the HDLO shall not conflict with the heights of adjacent historic structures on adjoining HDLO parcels.

- Larger buildings or additions should incorporate significant breaks in the facades and rooflines, generally at intervals of no more than 35 feet.

(3) Architectural and site elements and their relation to similar features of other properties in the HDLO.

- It is riot appropriate to disrupt the relationship between an historic building and its front yard or landscape, including screening historic properties from traditional street views by high walls or hedges.

- Historic storefronts, porches, cornices, window and door surrounds, or similar architectural features should not be enclosed, obscured, or removed so that the character of the structure is substantially changed.

- Deteriorated building features should be repaired rather than being replaced and, if not repairable, should be replicated in design, materials, and other historic qualities.

- New buildings in the HDLO should have a top-floor cornice feature or eave and first- floor architectural articulation, such as an architecturally emphasized entrance doorway or porch, to accent the central body of the building.

- Architectural features and windows shall be continued on all sides that are clearly visible from a street or public parking area, avoiding any blank walls, except in cases of existing walls or potential common property walls.

- New HDLO buildings shall have a front entrance door facing the primary street and connected to the sidewalk.

- Primary individual window proportions shall be greater in height than width, but the approving body may allow exceptions for storefront, transom, and specialty windows. Mirrored, reflective, or tinted glass and all- glass walls, except greenhouses, shall not be permitted. Any shutters shall match the size of the window opening and appear functional.

- Finish building materials should be wood, brick, traditional cement-based stucco, stone, smooth cast stone, smooth-finished fiber-cement siding, or other materials deemed acceptable by the approving body. Vinyl, aluminum or sheet metal siding or sheet trim, exposed concrete blocks or concrete walls, plywood or other similar prefabricated panels, unpainted or unstained lumber, synthetic rough-cut stone, synthetic brick, synthetic stucco, exterior insulation and finishing system (El S), direct-applied finish system (DAFS), and chain link, plastic, or vinyl fencing shall not be permitted.

- Materials and colors should complement historic buildings on the block. Fluorescent, neon, metallic, or other intentionally garish colors, as well as stripes, dots, or other incompatible patterns, shall be prohibited.

- Mechanical equipment and refuse containers shall be concealed from public view by approved architectural or landscaping elements and shall be located to the rear of the site. Window or projecting air conditioners shall not be permitted on the front facade of new buildings or additions.

Certificate of Appropriateness

Please note after the City Council approves the Special Permit, the Planning Board must approve a certificate of appropriateness in order to grant site plan approval. The Planning Board will again consider the criteria set forth in City Code § 134-7 and issue its determination pursuant to City Code § 134-8.F.

BEACON PLANNING BOARD
ONE MUNICIPAL PLAZA - SUITE 1
BEACON, NEW YORK 12508
Phone (845) 838-5002 Fax (845) 838-5026
John Gunn, Chairman

October 15, 2020

Mayor Kyriacou & City Council Members
One Municipal Plaza - Suite One
Beacon, New York 12508

RE: Special Use Permit – Mixed Use Building & Artist Live/Work Building
416-420 Main Street
Applicant: 416 Main Street Beacon, LLC & 420 Main Street, LLC (d/b/a 420 Main Street, LLC)

Dear Mayor Kyriacou & Council Members:

At its May 2020, July 2020, August 2020 and October 2020 meetings the Planning Board reviewed applications for Site Plan and Special Use Permit approvals for a project at 416-420 Main Street located in the Central Main Street (CMS) district, submitted by 420 Main Street, LLC. The applicant is proposing to construct a 11,715 sq. ft. building fronting on Main Street, comprised of a 4,295 sq. ft. ground floor retail space, 6,220 square feet of commercial office space on the second and third floors, and 1,200 sq. ft. of residential space containing one (1) residential apartment unit on a stepped back fourth floor. The proposal also includes a 1,440 square foot live/work building on the rear portion of the parcel in the Transition (T) district. The entire property lies in the Historic District and Landmark Overlay Zone which requires a Certificate of Appropriateness. The action includes a request for a site plan and subdivision (lot merger) from the Planning Board and a Special Permit from the City Council for the proposed fourth story. This is an Unlisted Action under SEQR and on October 14, 2020 the Planning Board, acting as Lead Agency, adopted a SEQR Negative Declaration finding the project will not result in any significant adverse environmental impacts.

After careful review, members in attendance voted unanimously in support of the Special Use Permit and believed that the office space would be a benefit to the Beacon community. They felt the pocket park space could be improved in terms of size and location. The park is located off the side street rather than Main Street and members felt the park could be improved with enhanced design and positioning that results in a space that is more inviting to the public. The Planning Board members recommended emphasizing the design of an outdoor space that will be inviting and useful to members of the public. A copy of the application and Site Plan are attached for your information. If you have any questions regarding the Planning Board's action, please call me.

Yours truly,

John Gunn

John Gunn, Chairman

Dutchess County Department of Planning and Development

Fax Info Only		
	To	Date #pgs
	Co./Dept.	From
	Fax #	Phone #

239 Planning/Zoning Referral - Exemption Communities

Please Fill in this section

Municipality: **City of Beacon**

Referring Agency: **Municipal Board**

Tax Parcel Numbers(s): **0567800000, 0567740000**

Project Name: **416-420 Main Street**

Applicant: **416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC**

Address of Property: **Main St, Beacon, NY 125080000**

**Exempt Actions:*
239 Review is NOT Required**

- Administrative Amendments (fees, procedures, penalties, etc.)
- Special Permits for residential uses (accessory apts, home occupations, etc.)
- Use Variances for residential uses
- Area Variances for residential uses
- Renewals/Extension of Site Plans or Special Permits that have no changes from previous approvals

No Authority to review these Actions

- Subdivisions / Lot Line Adjustments
- Interpretations

☐ Exempt Action submitted for informal review

Actions Requiring 239 Review

- ☐ Comprehensive/Master Plans
- ☐ Zoning Amendments (standards, uses, definitions, district regulations, etc.)
- ☐ Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.)
- ☐ Rezonings involving all map changes
- ☐ Architectural Review
- ☐ Site Plans (all)
- ☑ Special Permits for all non-residential uses
- ☐ Use Variances for all non-residential uses
- ☐ Area Variances for all non-residential uses
- ☐ Other (Describe):

Parcels within 500 feet of:

- ☑ State Road: **NY 52**
- ☐ County Road:
- ☐ State Property (with recreation area or public building)
- ☐ County Property (with recreation area or public building)
- ☐ Municipal Boundary
- ☐ Farm operation in an Agricultural District

Date Response Requested: **12/7/2020**

Entered By: **Milone, Collin**

These actions are only exempt in municipalities that signed an intermunicipal agreemment with Dutchess County to that effect.

For County Office Use Only

Response From Dutchess County Department of Planning and Development

No Comments:

- ☑ Matter of Local Concern
- ☐ No Jurisdiction
- ☐ No Authority
- ☐ Withdrawn
- ☐ Incomplete - municipality must resubmit to County
- ☐ Exempt from 239 Review
- ☐ None

Comments Attached:

- ☐ Local Concern with Comments
- ☐ Conditional
- ☐ Denial
- ☐ Incomplete with Comments- municipality must resubmit to County
- ☐ Informal Comments Only (Action Exempt from 239 Review)

Date Submitted: **12/3/2020**	Notes:	☐ Major Project
Date Received: **12/3/2020**		Referral #: **ZR20-316**
Date Requested: **12/7/2020**		
Date Required: **12/31/2020**	☐ Also mailed hard copy	Reviewer: Jennifer Flowers
Date Transmitted: **12/7/2020**		

CUDDY +FEDER LLP

445 Hamilton Avenue, 14th Floor
White Plains, New York 10601
T 914 761 1300
F 914 761 5372
cuddyfeder.com

Taylor M. Palmer, Esq.
tpalmer@cuddyfeder.com

November 4, 2020

VIA E-MAIL

Hon. Mayor Lee Kyriacou
And Members of the City Council
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Application for Special Use Permit Approval
Office, Commercial, Residential & Green Space Mixed-Use Development
Premises: 416-420 Main Street, Beacon, New York
Tax Parcel IDs: (6054-29-056780 & 6054-29-056774)

Dear Mayor Kyriacou and Members of the City Council:

This letter is respectfully submitted on behalf of 416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC (collectively, the "Applicant"), the owners of the above-referenced Premises, in furtherance of its Application for a Special Use Permit (the "SUP Application") for the stepped-back fourth-story component of the Applicant's mixed-use office, commercial and limited residential development, including a large green space (the "Project"). For the reasons set forth herein, we respectfully submit that the Project provides specific public benefits including two (2) upper floors of commercial office space and a large public green space, and that this SUP Application demonstrates compliance with all applicable Special Use Permit criteria for the proposed stepped-back fourth story.

PROJECT BACKGROUND

As you know, the Applicant first appeared at the City Council's June 29, 2020 Work Session for an informal discussion the Project. After our Work Session with the City Council, the Applicant spent a great deal of time working with the Planning Board and its consultants to further refine the building program and enhance the proposed green space and landscaping at the site. The Applicant made significant changes to the building program, some of which include:

- Reduced the size and scale of the proposed mixed-use building and the artist/live work space;
- Removed the corner tower and refined the architecture of the proposed mixed-use building to provide variation and prominence in the design of the corner;
- Reduced the proposed fourth story to one (1) unit (reduced from 2 units) and revised the layout of the fourth floor to square off the building; and
- Prepared new renderings that include the artist/live work space as the site transitions to South Street, which incorporate the significant landscape plan for the green space.

The Project as refined represents a unique opportunity for the City of Beacon – incorporating both public green space and two (2) upper floors of commercial office space right on Main Street. As we discussed with the Council at its June 29th Work Session, the Applicant is a local Beacon developer who is committed to producing a product that the community supports. The Project is very important to the Applicant who desires to redevelop the Premises in a productive manner that compliments the character of Main Street and the surrounding area. Accordingly, the significantly refined building program, including the limited fourth story improvement, is designed to be consistent with the traditional character of Main Street, the City's Historic District Overlay ("HDLO") Zone and the surrounding neighborhood, including the Beacon Hotel.

PROCEDURAL INFORMATION:

At this time, the Applicant is requesting to appear again before this Council in connection with the continued review of its SUP Application regarding the stepped back fourth story, which is on referral from the Planning Board.[1] As this Council is aware, the Applicant has been appearing at the Planning Board since May 12, 2020 as the Planning Board is the approval authority that reviews the Applicant's requests for Site Plan Approval and Subdivision Approval.

The Applicant's collective Application(s), including the instant SUP Application are considered an Unlisted Action under the State Environmental Quality Review Act ("SEQRA") Regulations. Accordingly, the proposed action underwent a Coordinated Review with the Planning Board acting as Lead Agency. The Planning Board opened the SEQRA Public Hearing on August 11, 2020, and further considered SEQRA comments regarding the Project, including the proposed fourth story at the Planning Board's September 9, and Ocotber 14, 2020 meetings, at which time the SEQRA Public Hearing was closed. Over several months of SEQRA Public Hearings, the Planning Board took the requisite "hard look" at the Applicant's detailed submissions, including the Applicant's site plans, landscaping plans and a Traffic Impact Study & Parking Analysis.[2] On Ocotber 14, 2020, the Planning Board confirmed that the proposed Project will not have any potentially significant adverse environmental impacts, and accordingly issued a Negative Declaration. *See* **Exhibit A**.

The Planning Board has ample authority, under its Site Plan and Subdivision review jurisdiction

[1] Zoning Code Section 223-18(B)(1), provides that an "[a]pplication for required special permits shall be made to the Planning Board as agent for the City Council..." and that "[t]he Planning Board shall, upon receiving such application, forward a copy of the application to the City Council for the Council's use..."

[2] *See* enclosed Traffic Impact Study & Parking Analysis, including a revised response to comments letter and referenced on-street parking plan that highlights the updated on-street parking along Schenck Avenue, as recommended by the Planning Board.

to discuss and further evaluate the Project as the review moves forward. Indeed, additional Site Plan and Subdivision Public Hearings will be held before the Planning Board in connection with the Project. Accordingly, as will be more fully discussed herein, it is respectfully submitted that the only item for consideration before the City Council regarding the proposed Project is the SUP Application for the limited stepped-back fourth story.

THE PROPOSED LIMITED STEPPED-BACK FOURTH STORY IMPROVEMENT SATISFIES THE SPECIAL USE PERMIT CRITERIA:

Pursuant to N.Y. Gen. City Law § 27-b and City of Beacon Zoning Code § 223-18 (the "Special Permit Provisions"), special uses shall be deemed to be principally permitted use in their respective districts, subject to the standards set forth in Zoning Code § 223-18.

According to the New York Court of Appeals, New York's highest court, generally:

> a special exception [permit/use] gives permission to use property in a way that is consistent with the zoning ordinance, although not necessarily allowed as of right. The significance of this distinction is that the 'inclusion of the permitted use in the ordinance is tantamount to a legislative finding that the permitted use is in harmony with the general zoning plan and will not adversely affect the neighborhood'...[3]

In considering the SUP Application, Zoning Code §223-18(B)(1) directs that the City Council shall consider the following standards and conditions:

(a) The location and size of the use, the nature and intensity of the operations involved in or conducted in connection with it, the size of the site in relation to it and the location of the site with respect to streets giving access to it are such that it will be in harmony with the appropriate and orderly development of the district in which it is located.

---

[3] Retail Prop. Trust v. Bd. of Zoning Appeals of Town of Hempstead, 98 N.Y.2d 190, 195, 774 N.E.2d 727 (2002) (*citing* Matter of North Shore Steak House v. Board of Appeals of Inc. Vil. of Thomaston, 30 N.Y.2d 238, 243 (1972) [citations omitted]); *see also* Nathan v. Bd. of Appeals of Town of Hempstead, 125 A.D.3d 866, 5 N.Y.S.3d 127 (N.Y. App. Div. 2015) (holding that "[a]n applicant for a special exception permit need only show that it has complied with every legislatively imposed condition on the permitted use"); *see also* Juda Const., Ltd. v. Spencer, 21 A.D.3d 898, 900, 800 N.Y.S.2d 741, 743 (2005) (the Supreme Court, Appellate Division, Second Department held that "[a] use permitted by special exception use permit is a use that has been found by the local legislative body to be appropriate for the zoning district and 'in harmony with the general zoning plan and will not adversely affect the neighborhood'" [citations omitted] and further held that "[t]he [special] permit must be granted if the application satisfies the criteria set forth in the zoning law (*citing* Matter of Pleasant Val. Home Constr. v. Van Wagner, 41 N.Y.2d 1028, 1029, 395 N.Y.S.2d 631, 363 N.E.2d 1376)).

(b) The location, nature and height of buildings, walls and fences and the nature and extent of the landscaping on the site are such that the use will not hinder or discourage the appropriate development use of adjacent land and buildings.

(c) Operations in connection with any special use will not be more objectionable to nearby properties by reason of noise, fumes, vibration or other characteristic than would be the operations of any permitted use, not requiring a special permit.

(d) Parking areas will be of adequate size for the particular use and properly located and suitably screened from adjoining residential uses, and the entrance and exit drives shall be laid out so as to achieve maximum safety.

As this Board is aware, the CMS District is designed to increase the vitality, attractiveness, and marketability of Main Street, as recommended in the City of Beacon Comprehensive Plan Update adopted on April 3, 2017.[4] There will be no adverse effects of noise, vibrations, odor, traffic, or impact on public services caused by the proposed Project and it is respectfully submitted that the proposed the commercial and office uses proposed in this Project further these goals. **See Exhibit A** - SEQRA Negative Declaration.

Additionally, the Project is also built to be consistent with the character of the existing Beacon Hotel and the uses along the Main Street frontage that the Premises share. As noted in the Negative Declaration for the Project, "[t]he project has been designed to be consistent with the character of the surrounding neighborhood, including the Beacon hotel and the properties located in the HDLO..." and "[t]he Project will not have a significant adverse impact on aesthetic resources." *See* **Exhibit A.**

In addition to its design-compatibility with the historic character of adjacent and nearby buildings in the HDLO, the proposed mixed-use building is also designed to ensure that there are no substantial detrimental effects from shadows, parking or traffic, which is consistent with the findings prescribed in City of Beacon Zoning Code (the "Zoning Code") Section 223-41.18. *See* attached Site Plans & Renderings & **Exhibit B** – Traffic & Parking Study. *See also* **Exhibit A**. As noted above, the Applicant's Traffic Consultant, Maser Consulting P.A., prepared a Traffic Impact Study & Parking Analysis that the Lead Agency considered during the SEQRA review process. The Traffic Impact Study & Parking Analysis evaluated the proposed entry and exit points of the Premises and the potential traffic and parking impacts associated with the proposed Project. Ultimately, the Traffic Impact Study & Parking Analysis concludes that similar levels of service and delays will be experienced at the area intersections under the future No-Build and Build Conditions. *See* **Exhibit B**. Additionally, the Traffic Impact Study & Parking Analysis concludes

[4] *See* ZONING CODE Section 223-41.16.

that parking needs for the proposed development can be accommodated by the public parking in the vicinity of the Premises during both Weekday and Weekend peak parking periods. *See* **Exhibit B**. As noted in the enclosed Negative Declaration, the Lead Agency determined that "[b]ased on professional traffic impact review, the Project will not create a significant adverse traffic impact... [and] the Project will not create a significant adverse parking impact". *See* **Exhibit A**.[5]

It is also important to note that even in these uncertain times, the Applicant proposes to further the City's efforts to bring office space to Main Street through the development of the proposed Project. At the same time, the location, size, nature, and intensity of the proposed Project is in harmony with the appropriate and orderly development of the CMS and T Zoning Districts. Accordingly, the development program for the Project also incorporates public benefits, including green building designs, green space between the mixed-use building and the proposed residential building and the development of two (2) upper floors of commercial office space right on Main Street. *See* attached Site Plans & Renderings. It is respectfully submitted that the proposed Project complies with these legislatively imposed criteria and will have no adverse impacts on the neighborhood as demonstrated herein.

CONCLUSION:

In support of this supplemental submission, we respectfully submit copies of the revised site plans and renderings entitled "Site Plan Application – 416-420 Main Street", prepared by Aryeh Siegel, Architect, and Hudson Land Design Professional Engineering, P.C., dated April 28, 2020, last revised September 28, 2020 and numbered and titled as follows:

- Sheet 1 of 1 – Preliminary Subdivision Plat;
- Sheet 1 of 10 – Site Plan;
- Sheet 2 of 10 – Existing Conditions & Demolition Plan;
- Sheet 3 of 10 – Landscape Plan & Planting Schedule;
- Sheet 4 of 10 – Building Plans;
- Sheet 5 of 10 – Building Plans & Renderings;
- Sheet 6 of 10 – Grading & Utility Plan;

[5] Note: We would also highlight that but for the proposed fourth-story improvements, the mixed-uses proposed for the Premises would otherwise be considered permitted uses as-of-right. As noted above, the updated Project is also fully zoning-compliant, and does not require any variances from the Zoning Board of Appeals. Indeed, the Planning Board took a straw poll-vote in support of granting a parking waiver specific to the commercial (non-residential) parking for the Project. We understand that a positive referral letter regarding the Project is also forthcoming from the Planning Board to the Council for its review and consideration.

- Sheet 7 of 10 – Erosion and Sediment Control Details;
- Sheet 8 of 10 – Utility Profiles;
- Sheet 9 of 10 – Construction Details; and
- Sheet 10 of 10 – Construction Details.

INDEX OF ENCLOSURES:

Additionally, in further support of this Application and for ease of reference, in addition to the updated site plan sheets referenced above, the following documents are enclosed in advance of the City Council's November 9th Work Session Agenda:

Exhibit A: Planning Board Negative Declaration and Environmental Findings, dated Ocotber 14, 2020; and

Exhibit B: Traffic Impact Study & Parking Analysis prepared by Maser Consulting P.A., dated April 28, 2020, last revised June 29, 2020 – including on-street parking plan;

For all the reasons set forth herein, and as will be further discussed at the City Council's Work Session on November 9th, the Applicant respectfully submits that the Project meets and or exceeds the applicable criteria for a Special Use Permit for the limited stepped back fourth floor.

We look forward to appearing at the City Council's, November 9th Work Session for our continued review of the Project. In the meantime, should the City Council or City Staff have any questions or comments with regard to the foregoing, please do not hesitate to contact me.

Very truly yours,

Taylor M. Palmer
Enclosures
Cc: Nicholas M. Ward-Willis, Esq.
Jennifer L. Gray, Esq.
Anthony Ruggiero – City Administrator
Aryeh J. Seigel Architect
Michael A. Bodendorf, P.E. – Hudson Land Design Professional Engineering, P.C.
Maser Consulting P.A.
Debra Adamsons

APPLICATION FOR SPECIAL USE PERMIT

Submit to Planning Board Secretary, One Municipal Plaza, Suite One, Beacon, New York 12508

IDENTIFICATION OF APPLICANT

Name: 416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC

Address: 688 Broadway, New York, NY 10012

Signature: _____

Date: April 28, 2020

Phone: (347) 559-0880

(For Official Use Only)	Date	Initials
Application & Fee Rec'd		
Initial Review		
PB Public Hearing		
Sent to City Council		
City Council Workshop		
City Council Public Hearing		
City Council Approve/Disapprove		

IDENTIFICATION OF REPRESENTATIVE / DESIGN PREFESSIONAL

Name: Cuddy + Feder LLP

Address: 445 Hamilton Avenue, 14th Floor, White Plains, NY 10601

Phone: (914) 761-1300

Fax: (914) 761-5372

Email address: tpalmer@cuddyfeder.com

IDENTIFICATION OF SUBJECT PROPERTY:

Property Address: 416-420 Main Street, Beacon, NY 12508

Tax Map Designation: 130200-6054-29-056780-0000 and 130200-6054-29-056774-0000

Land Area: 0.245 Zoning District(s) CMS / PB (Note: PB Zoning Changing to Transitional)

DESCRIPTION OF PROPOSED DEVELOPMENT:

Proposed Use: Mixed-Use Commercial, Office & Residential Development

Gross Non-Residential Floor Space: Existing (Former Ellas Bella's Space) 1,675 sq. ft. Proposed 10,813 sq. ft.

TOTAL: 12,488 sq. ft.

Dwelling Units (by type): Existing 0 Proposed 3

TOTAL: 2 Apartments in Mixed-Use Building & 1 Unit in the Single-Family Live/Work Structure in the Rear of the Premises.

ITEMS TO ACCOMPANY THIS APPLICATION

a. Five (5) folded copies and One (1) digital copy of a site location sketch showing the location of the subject property and the proposed development with respect to neighboring properties and developments.

b. Five (5) folded copies and One (1) digital copy of the proposed site development plan, consisting of sheets, showing the required information as set forth on the back of this form and other such information as deemed necessary by the City Council or the Planning Board to determine and provide for the property enforcement of the Zoning Ordinance.

c. Five (5) folded copies and One (1) digital copy of additional sketches, renderings or other information.

d. An application fee, payable to the City of Beacon, computed per the attached fee schedule.
e. An initial escrow amount, payable to the City of Beacon, as set forth in the attached fee schedule.

INFORMATION TO BE SHOWN ON SITE LOCATION SKETCH

a. Property lines, zoning district boundaries and special district boundaries affecting all adjoining strets and properties, including properties located on the opposite sides of adjoining streets.
b. Any reservations, easements or other areas of public or special use which affect the subject property.
c. Section, block and lot numbers written on the subject property and all adjoining properties, including the names of the record owners of such adjoining properties.

INFORMATION TO BE SHOWN ON THE SITE DEVELOPMENT PLAN

a. Title of development, date and revision dates if any, north point, scale, name and address of record owner of property, and of the licensed engineer, architect, landscape architect, or surveyor preparing the site plan.
b. Existing and proposed contours at a maximum vertical interval of two (2) feet.
c. Location and identification of natural features including rock outcrops, wooded areas, single trees with a caliper of six (6) or more inches measured four (4) feet above existing grade, water bodies, water courses, wetlands, soil types, etc.
d. Location and dimensions of all existing and proposed buildings, retaining walls, fences, septic fields, etc.
e. Finished floor level elevations and heights of all existing and proposed buildings.
f. Location, design, elevations, and pavement and curbing specifications, including pavement markings, of all existing and proposed sidewalks, and parking and truck loading areas, including access and egress drives thereto.
g. Existing pavement and elevations of abutting streets, and proposed modifications.
h. Location, type and design of all existing and proposed storm drainage facilities, including computation of present and estimated future runoff of the entire tributary watershed, at a maximum density permitted under existing zoning, based on a 100 year storm.
i. Location and design of all existing and proposed water supply and sewage disposal facilities.
j. Location of all existing and proposed power and telephone lines and equipment, including that located within he adjoining street right-of-way. All such lines and equipment must be installed underground.
k. Estimate of earth work, including type and quantities of material to be imported to or removed from the site.
l. Detailed landscape plan, including the type, size, and location of materials to be used.
m. Location, size, type, power, direction, shielding, and hours of operation of all existing and proposed lighting facilities.
n. Location, size, type, and design of all existing and proposed business and directional signs.
o. Written dimensions shall be used wherever possible.
p. Signature and seal of licensed professional preparing the plan shall appear on each sheet.
q. Statement of approval, in blank, as follows:

Approved by Resolution of the Beacon Planning Board
on the _____day of _____, 20___
subject to all conditions as stated therein.

_____
Chairman, City Planning Board Date

APPLICATION FEES

Site Plan	**Residential $500 + $250 per dwelling unit** **Commercial $500 + $250 per 1,000 s.f.**
Special Use Permit	**Residential $500 + $250 per dwelling unit** **Commercial $500 + $250 per 1,000 s.f.**
Subdivision	**$ 750 for 2-4 lots + $100 per lot** **$1,000 for 5 or more lots + $300 per lot**
Zoning Board of Appeals	**Use Variance $500** **Area Variance $250** **Interpretation $250**

ESCROW FEES

ALL SUBDIVISIONS, AND RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

No. of Lots or Dwelling Units	Initial Deposit	Depleted to	Replenishment
1-5 (including lot-line realignment)	$2,500	$1,000	Current bills + $1,000
6-15	$7,500	$2,500	Current bills + $1,000
Over 15	$15,000	$5,000	Current bills + $5,000

NON-RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

	Initial Deposit	Depleted to	Replenishment
Existing Buildings/Change of Use with no site development	$1,500	$1,000	Current bills + $500
Up to 3,000 s.f. gross floor area	$2,500	$1,000	Current bills + $1,000
3,000 to 10,000 s.f. gross floor area	$2,500 + $0.50 per sq.ft. over 3,000	$2,500	Current bills + $2,500
Over 10,000 s.f. gross floor area	$7,500 + $0.50 per sq.ft. over 10,000	$2,500	Current bills + $2,500

ZONING

* *if required by Chairman*	Initial Deposit	Depleted to	Replenishment
Use Variance*	$1,000	$500	Current bills + $500
Area Variance*	$1,000	$500	Current bills + $500
Interpretation*	$1,000	$500	Current bills + $500

ARCHITECTURAL REVIEW OR CERTIFICATE OF APPROPRIATENESS ***(if not currently before PB)***

* *if required by Chairman*	Initial Deposit	Depleted to	Replenishment
Single Family House*	$500	$250	Current bills + $250
All others*	$500	$250	Current bills + $250

APPLICATION PROCESSING RESTRICTION LAW

Affidavit of Property Owner

Property Owner: 416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC

If owned by a corporation, partnership or organization, please list names of persons holding over 5% interest.

Thomas Lee

List all properties in the City of Beacon that you hold a 5% interest in:

Applicant Address: 319 Lafayette #151, New York, NY 10012

Project Address: 416-420 Main Street, Beacon, NY 12508

Project Tax Grid # 130200-6054-29-056780-0000 and 130200-6054-29-056774-0000

Type of Application Special Permit and Subdivision (Lot Line Removal) for Mixed-Use Project

Please note that the property owner is the applicant. "Applicant" is defined as any individual who owns at least five percent (5%) interest in a corporation or partnership or other business.

I, Thomas Lee, the undersigned owner of the above referenced property, hereby affirm that I have reviewed my records and verify that the following information is true.

1. No violations are pending for ANY parcel owned by me situated within the City of Beacon X
2. Violations are pending on a parcel or parcels owned by me situated within the City of Beacon _____
3. ALL tax payments due to the City of Beacon are current X
4. Tax delinquencies exist on a parcel or parcels owned by me within the City of Beacon _____
5. Special Assessments are outstanding on a parcel or parcels owned by me in the City of Beacon _____
6. ALL Special Assessments due to the City of Beacon on any parcel owned by me are current X

416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC

By:

Signature of Owner (Thomas Lee)

Principal

Title if owner is corporation

Office Use Only:	NO	YES	Initial
Applicant has violations pending for ANY parcel owned within the City of Beacon (Building Dept.)	___	___	_____
ALL taxes are current for properties in the City of Beacon are current (Tax Dept.)	___	___	_____
ALL Special Assessments, i.e. water, sewer, fines, etc. are current (Water Billing)	___	___	_____

4444635.

CITY OF BEACON
SITE PLAN SPECIFICATION FORM

Name of Application: 416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC

PLEASE INDICATE WHETHER THE SITE PLAN DRAWINGS SHOW THE SUBJECT INFORMATION BY PLACING A CHECK MARK IN THE APPROPRIATE BOXES BELOW.		
	YES	**NO**
The site plan shall be clearly marked "Site Plan", it shall be prepared by a legally certified individual or firm, such as a Registered Architect or Professional Engineer, and it shall contain the following information:	✓	
LEGAL DATA		
Name and address of the owner of record.	✓	
Name and address of the applicant (if other than the owner).	✓	
Name and address of person, firm or organization preparing the plan.	✓	
Date, north arrow, and written and graphic scale.	✓	
NATURAL FEATURES		
Existing contours with intervals of two (2) feet, referred to a datum satisfactory to the Planning Board.	✓	
Approximate boundaries of any areas subject to flooding or stormwater overflows.	✓	
Location of existing watercourses, wetlands, wooded areas, rock outcrops, isolated trees with a diameter of eight (8) inches or more measured three (3) feet above the base of the trunk, and any other significant existing natural features.	✓	
EXISTING STRUCTURES, UTILITIES, ETC.		
Outlines of all structures and the location of all uses not requiring structures. Paved areas, sidewalks, and vehicular access between the site and public streets.	✓	
Locations, dimensions, grades, and flow direction of any existing sewers, culverts, water lines, as well as other underground and above ground utilities within and adjacent to the property.	✓	
Other existing development, including fences, retaining walls, landscaping, and screening.	✓	
Sufficient description or information to define precisely the boundaries of the property.	✓	
The owners of all adjoining lands as shown on the latest tax records.	✓	
The locations, names, and existing widths of adjacent streets and curb lines.	✓	
Location, width, and purpose of all existing and proposed easements, setbacks, reservations, and areas dedicated to private or public use within or adjacent to the properties.	✓	

PROPOSED DEVELOPMENT	YES	NO
The location, use and design of proposed buildings or structural improvements.	✓	
The location and design of all uses not requiring structures, such as outdoor storage (if permitted), and off-street parking and unloading areas.	✓	
Any proposed division of buildings into units of separate occupancy.	✓	
The location, direction, power, and time of use for any proposed outdoor lighting.	✓	
The location and plans for any outdoor signs.	✓	
The location, arrangement, size(s) and materials of proposed means of ingress and egress, including sidewalks, driveways, or other paved areas.	✓	
Proposed screening and other landscaping including a planting plan and schedule prepared by a qualified individual or firm.	✓	
The location, sizes and connection of all proposed water lines, valves, and hydrants and all storm drainage and sewer lines, culverts, drains, etc.	✓	
Proposed easements, deed restrictions, or covenants and a notation of any areas to be dedicated to the City.		✓
Any contemplated public improvements on or adjoining the property.		✓
Any proposed new grades, indicating clearly how such grades will meet existing grades of adjacent properties or the street.	✓	
Elevations of all proposed principal or accessory structures.	✓	
Any proposed fences or retaining walls.	✓	
MISCELLANEOUS		
A location map showing the applicant's entire property and adjacent properties and streets, at a convenient scale.	✓	
Erosion and sedimentation control measures.	✓	
A schedule indicating how the proposal complies with all pertinent zoning standards, including parking and loading requirements.	✓	
An indication of proposed hours of operation.		✓
If the site plan only indicates a first stage, a supplementary plan shall indicate ultimate development.		✓

For all items marked "NO" above, please explain below why the required information has not been provided:

****Please see attached project narrative in connection with this Application Form ****

Applicant/Sponsor Name: 416 Main Street Beacon, LLC and 420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC

Signature: _____

Bulk Zoning Regulations Table - Main Building

	Required Setbacks			Proposed Setbacks			Main Street Frontage Required	Main Street Frontage Required	Minimum Lot Depth	Proposed Lot Depth	Allowable Building Height	Proposed Building Height	Minimum Landscaped Area	Proposed Landscaped Area	Lot Area	Proposed Floor Area
	Front	Side	Rear	Front	Side	Rear										
Zoning District																
CMS*	0'-10'	0'	20'	6'-3" - 7'-3" **	0'	118'	100%	100%	75'	Varies: 105' - 192'-11"	3 | 38' & 4th Story w/ Special Permit	4 Stories ***	10% 5% if open to public	25% (2,743 sf)	10,673 SF	11,715 SF

Lot 6054-29-056780 (416 Main Street) is located in both CMS & T Zoning Districts
* Main Building lies within the CMS District
** Front setback varies along Main Street
*** Seeking special permit for 4th-Story w/ 15' Building stepback

Bulk Zoning Regulations Table - Live/Work Residence

	Required Setbacks			Proposed Setbacks			Lot Depth Required	Lot Depth Existing	Allowable Building Height	Proposed Building Height	Lot Area	Proposed Floor Area
	Front	Side	Rear	Front	Side	Rear						
Zoning District												
T*	9.24***	10'	20'	10'	10'/10'	146'	100'	192'-11"	2.5 | 35'	2 stories | 34'	10,673 SF	1,440 SF

Lot 6054-29-056780 (416 Main Street) is located in both CMS & T Zoning Districts
* Live/Work Residence lies within the T District.
** 10' side yard towards neighbor. 10' side yard towards Schenck Ave.
*** To align with the average front yard setback of houses within 250' along the south side of South Street



Site Plan
Scale: 1" = 10'

REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	06/24/20	CITY COUNCIL PRESENTATION	AJS
2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
4	08/25/20	REVISED PER PLANNING BOARD COMMENTS	AJS
5	09/09/20	SUPPLEMENTAL LANDSCAPE INFORMATION	AJS
6	09/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS



Location Map
Scale: 1" = 400'

Zoning Summary

Zoning District:	CMS (Central Main Street) & T (Transition Zone)
Tax Map No.:	6054-29-056780 (416 Main Street) & 6054-29-056774 (418-420 Main Street)
Lot Area:	0.177 Acres & 0.068 Acres = 0.245 Acres Total
Building Footprint:	4,616 SF (Front Building) & 720 SF (Back Building) = 5,336 SF Total Footprint
Historical Overlay District:	Yes
Parking Overlay District:	Partial, not the portion of the lot in the T District where the Back Building will be located.
Existing Use:	Vacant (416 Main Street) & Commercial (Restaurant/Coffee House)
Proposed Use:	Mixed-Use: Retail/Office/Residential (Front Building) & Artist Live Work Residential (Back Building)

Parking & Loading

Use & Parking Requirements	Proposed Area	Current Parking Requirement
Residential		
(1) space per unit (CMS)	(1) Apartments in Front Building	1 parking spaces
(1) space for each dwelling unit, plus 1/4 space for each bedroom, plus 1/2 space for each live/work space containing retail area	(1) one-bedroom Artist Live Work with retail	2 parking spaces
Commercial		
(2) spaces per 1,000 SF (CMS) for Retail	4,295 sf	8 parking spaces
(2) spaces per 1,000 SF (CMS) for Office	6,220 sf	12 parking spaces
Total Required		**23 parking spaces**
Total Provided		**4 parking spaces** See Note 1

Notes:

1. The Applicant proposes to provide 4 parking spaces for the residential uses and requests a waiver of the parking for commercial uses. A Zoning Variance to provide 6 parking spaces where 36 were required was granted for a previously approved project in 2013. Zoning Variance #2013-09
2. There are public parking lots within 800' of the property.
3. No signage is proposed as part of this application. Retail tenants will apply separately to the Planning Board for their own signage

Index of Drawings

Sheet 1 of 1	Subdivision Plat
Sheet 1 of 10	Site Plan
Sheet 2 of 10	Existing Conditions & Demolition Plan
Sheet 3 of 10	Landscape Plan & Planting Schedule
Sheet 4 of 10	Building Plans
Sheet 5 of 10	Building Elevations & Renderings
Sheet 6 of 10	Grading & Utility Plan
Sheet 7 of 10	Erosion and Sediment Control Plan
Sheet 8 of 10	Utility Profiles
Sheet 9 of 10	Construction Details
Sheet 10 of 10	Construction Details

Site Plan Application
Sheet 1 of 10 - Site Plan

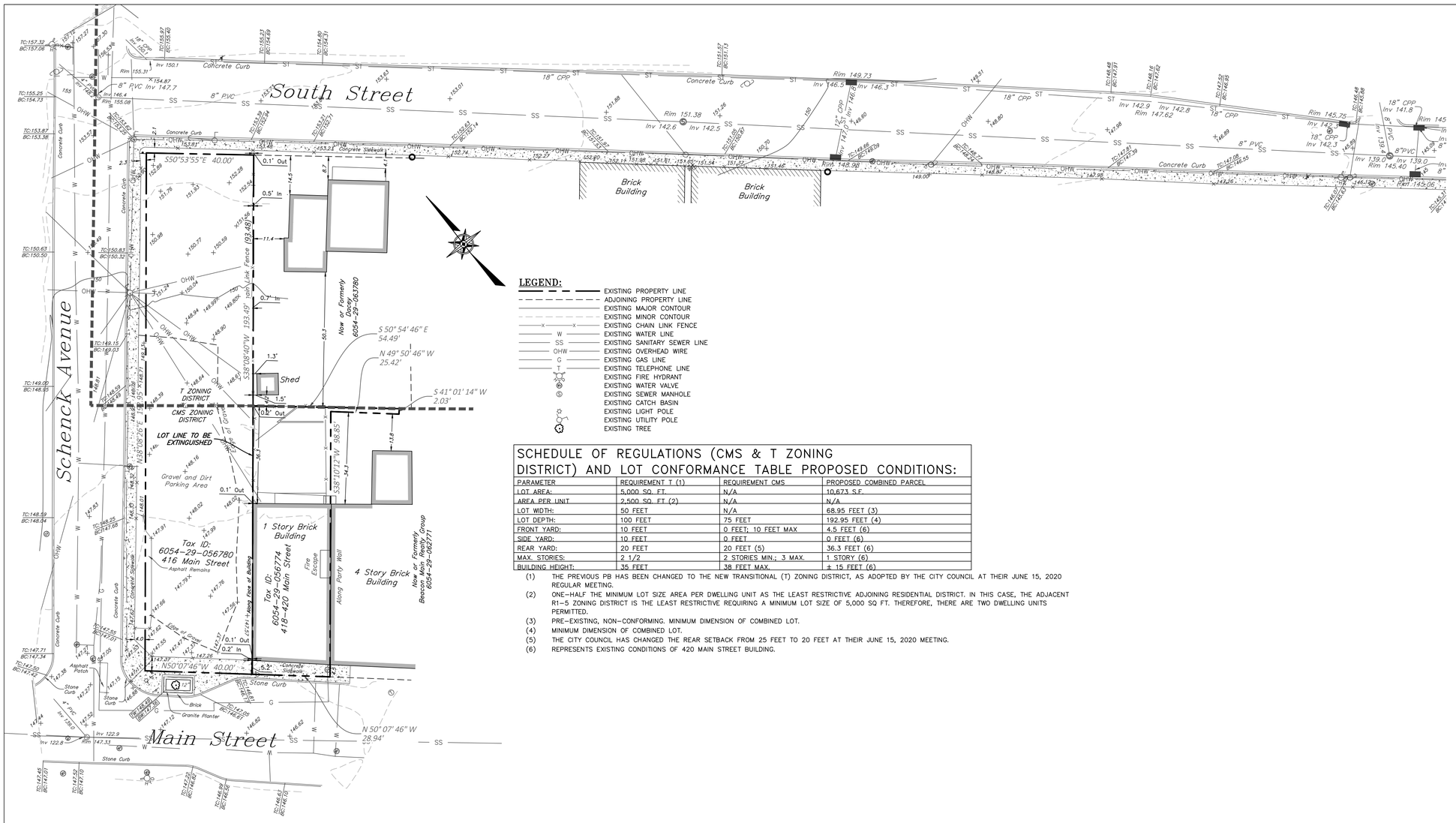
Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

416-420 Main Street
Beacon, New York
Scale: 1" = 10'
September 9, 2020





SITE LOCATION MAP SCALE: 1" = 400'

LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING CHAIN LINK FENCE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING OVERHEAD WIRE
- EXISTING GAS LINE
- EXISTING TELEPHONE LINE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SEWER MANHOLE
- EXISTING CATCH BASIN
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING TREE

SCHEDULE OF REGULATIONS (CMS & T ZONING DISTRICT) AND LOT CONFORMANCE TABLE PROPOSED CONDITIONS:

PARAMETER	REQUIREMENT T (1)	REQUIREMENT CMS	PROPOSED COMBINED PARCEL
LOT AREA:	5,000 SQ. FT.	N/A	10,673 S.F.
AREA PER UNIT	2,500 SQ. FT (2)	N/A	N/A
LOT WIDTH:	50 FEET	N/A	68.95 FEET (3)
LOT DEPTH:	100 FEET	75 FEET	192.95 FEET (4)
FRONT YARD:	10 FEET	0 FEET; 10 FEET MAX	4.5 FEET (6)
SIDE YARD:	10 FEET	0 FEET	0 FEET (6)
REAR YARD:	20 FEET	20 FEET (5)	36.3 FEET (6)
MAX. STORIES:	2 1/2	2 STORIES MIN.; 3 MAX.	1 STORY (6)
BUILDING HEIGHT:	35 FEET	38 FEET MAX.	± 15 FEET (6)

(1) THE PREVIOUS PB HAS BEEN CHANGED TO THE NEW TRANSITIONAL (T) ZONING DISTRICT, AS ADOPTED BY THE CITY COUNCIL AT THEIR JUNE 15, 2020 REGULAR MEETING.
(2) ONE-HALF THE MINIMUM LOT SIZE AREA PER DWELLING UNIT AS THE LEAST RESTRICTIVE ADJOINING RESIDENTIAL DISTRICT. IN THIS CASE, THE ADJACENT R1-5 ZONING DISTRICT IS THE LEAST RESTRICTIVE REQUIRING A MINIMUM LOT SIZE OF 5,000 SQ FT. THEREFORE, THERE ARE TWO DWELLING UNITS PERMITTED.
(3) PRE-EXISTING, NON-CONFORMING. MINIMUM DIMENSION OF COMBINED LOT.
(4) MINIMUM DIMENSION OF COMBINED LOT.
(5) THE CITY COUNCIL HAS CHANGED THE REAR SETBACK FROM 25 FEET TO 20 FEET AT THEIR JUNE 15, 2020 MEETING.
(6) REPRESENTS EXISTING CONDITIONS OF 420 MAIN STREET BUILDING.

PRELIMINARY SUBDIVISION PLAT

SCALE: 1"=20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

MAP REFERENCES:

1. EXISTING FEATURES AS SHOWN ON THIS PLAN PROVIDED BY A SURVEY COMPLETED IN DECEMBER 22, 2019, BY TEC LAND SURVEYING P.C..

SURVEY NOTES:

1. COPYRIGHT TEC LAND SURVEYING. ALL RIGHTS RESERVED. REPRODUCTION OR COPYING OF THIS DOCUMENT MAY BE A VIOLATION OF COPYRIGHT LAW UNLESS PERMISSION OF THE AUTHOR AND / OR COPYRIGHT HOLDER IS OBTAINED.
2. UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW.
3. ONLY BOUNDARY SURVEY MAPS WITH THE SURVEYOR'S EMBOSSED OR RED INKED SEAL ARE GENUINE TRUE AND CORRECT COPIES OF THE SURVEYOR'S ORIGINAL WORK AND OPINION. A COPY OF THIS DOCUMENT WITHOUT A PROPER APPLICATION OF THE SURVEYOR'S EMBOSSED OR RED INKED SEAL SHOULD BE ASSUMED TO BE AN UNAUTHORIZED COPY.
4. CERTIFICATIONS ON THIS BOUNDARY SURVEY MAP SIGNIFY THAT THE MAP WAS PREPARED IN ACCORDANCE WITH THE CURRENT EXISTING CODE OF PRACTICE FOR LAND SURVEYS ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS, INC. THE CERTIFICATION IS LIMITED TO PERSONS FOR WHOM THE BOUNDARY SURVEY MAP IS PREPARED, TO THE TITLE COMPANY, TO THE GOVERNMENTAL AGENCY, AND TO THE LENDING INSTITUTION LISTED ON THIS BOUNDARY SURVEY MAP.
5. THE CERTIFICATIONS HEREIN ARE NOT TRANSFERABLE.
6. THE LOCATION OF UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS ARE NOT ALWAYS KNOWN AND OFTEN MUST BE ESTIMATED. IF ANY UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS EXIST OR ARE SHOWN, THE IMPROVEMENTS OR ENCROACHMENTS ARE NOT COVERED BY THIS CERTIFICATE.
7. SUBJECT TO THE FINDINGS OF A CURRENT TITLE SEARCH.
8. SUBJECT TO COVENANTS, EASEMENTS, RESTRICTIONS, CONDITIONS AND AGREEMENTS OF RECORD.
9. SUBJECT TO ANY RIGHT, TITLE OR INTEREST THE PUBLIC MAY HAVE FOR HIGHWAY USE.
10. BEARINGS AND NORTH SHOWN HEREON ARE REFERENCED TO NAD 83-NY EAST USING NYSNET RTN GPS.
11. CONTOUR INTERVAL IS ONE FOOT. ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD 88 USING NYSNET RTN GPS.

DEED REFERENCE

Doc. #02 2016 8895
DTE Diverified LLC
To
McDermott Properties
December 15, 2016

Doc. #02 2014 5391
Fir Properties, Inc.
To
EB 1 LLC
September 10, 2014

TAX PARCEL NUMBER

City of Beacon, Dutchess County, New York
6054-29-056774
6054-29-056780

AREA

6054-29-056744
2,947 Square Feet
0.068 Acres

6054-29-056780
7,726 Square Feet
0.177 Acre

DATE OF SURVEY

Field Completion: December 22, 2019

OWNERS

416 Main Street Beacon, LLC
420 Main Street, LLC D/B/A 420 Main Street Beacon, LLC

SURVEYOR CERTIFICATION:

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY COMPLETED ON DECEMBER 22, 2019.

BY: _____
Tom E. Cerchiara N.Y. State Lic. no. 050732

DCDOH STANDARD NOTE:

FOR PERMISSION TO FILE
THIS PLAN DOES NOT CONSTITUTE A REALTY SUBDIVISION AS DEFINED BY ARTICLE XI, TITLE II, SECTION 1115 OF THE PUBLIC HEALTH LAW OF THE STATE OF NEW YORK, AND ARTICLE XI OF THE DUTCHESS COUNTY SANITARY CODE. PERMISSION IS HEREBY GRANTED FOR THE FILING OF THIS MAP WITH THE CLERK OF DUTCHESS COUNTY. APPROVAL FOR ARRANGEMENTS FOR WATER SUPPLY AND/OR SEWAGE DISPOSAL IS NEITHER SOUGHT NOR GRANTED.

_____ _____
AUTHORIZED REPRESENTATIVE OF THE COMMISSIONER OF HEALTH DATE

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE _____ DAY OF _____, 20_____ SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

SIGNED THIS _____ DAY OF _____, 20_____, BY

_____ CHAIRMAN

_____ SECRETARY

IN ABSENCE OF THE CHAIRMAN OR SECRETARY, THE ACTING CHAIRMAN OR ACTING SECRETARY RESPECTIVELY MAY SIGN IN THIS PLACE.

DRAWN BY: CMB

REVISIONS:

NO.	DATE	DESCRIPTION	BY
1	06/30/2020	PER PLANNING BOARD COMMENTS	MAB
2	07/28/2020	PER PLANNING BOARD COMMENTS	MAB
3	09/28/2020	PER PLANNING BOARD COMMENTS	MAB

CHECKED BY: MAB

REVISIONS:

NO.	DATE	DESCRIPTION	BY

OWNER'S CONSENT:

THE UNDERSIGNED OWNER OF THE PROPERTY HEREON STATES THAT HE IS FAMILIAR WITH THIS MAP, ITS CONTENTS AND ITS LEGENDS AND HEREBY CONSENTS TO ALL SAID TERMS AND CONDITIONS AS STATED HEREON.

_____ _____
TOM LEE DATE

SEAL

HUDSON LAND DESIGN
PROFESSIONAL ENGINEERING P.C.
174 MAIN ST., BEACON, NEW YORK 12508
13 CHAMBERS ST., NEWBURGH, NEW YORK 12550
PH: 845-440-6926
F: 845-440-6637

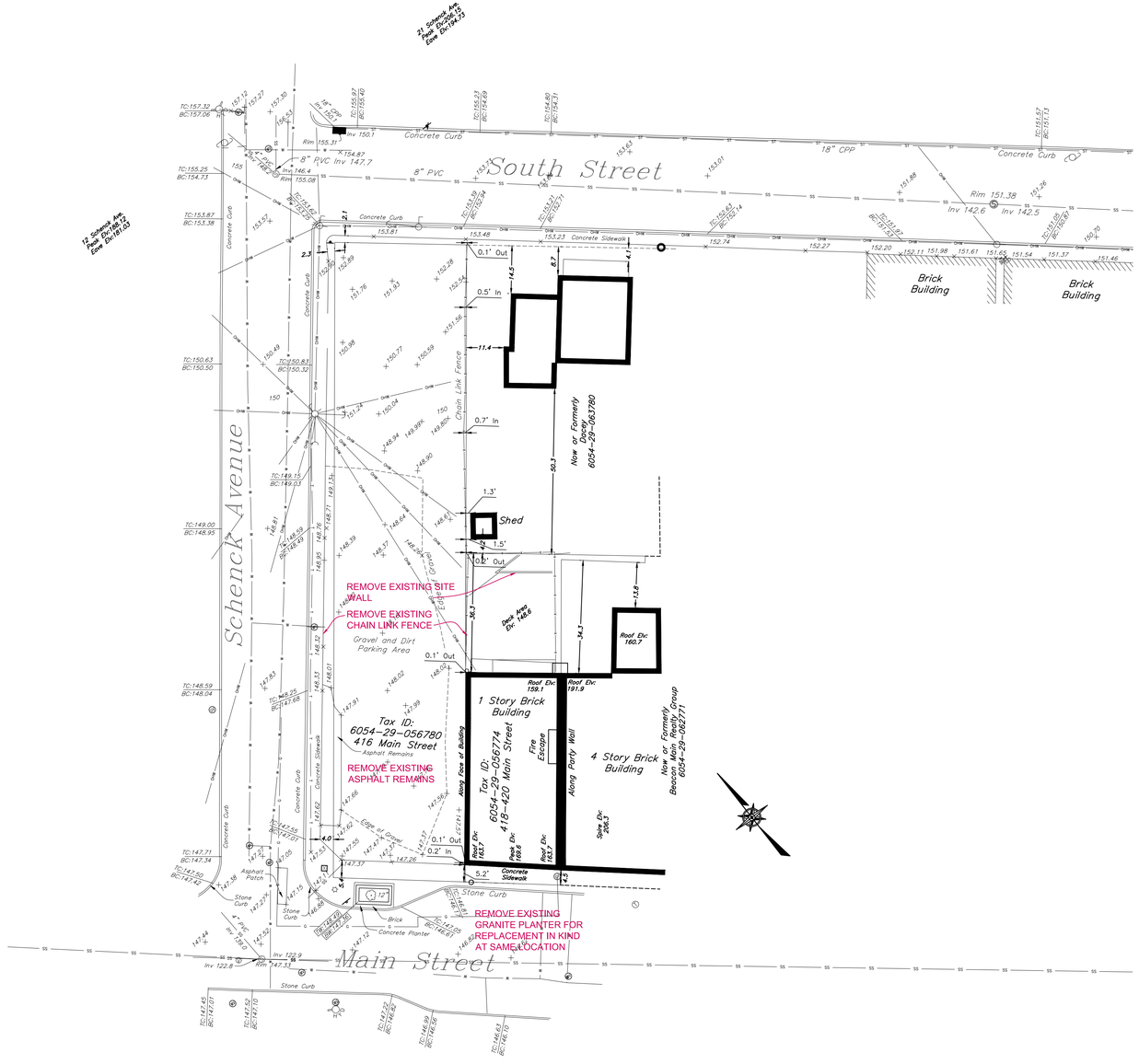
PRELIMINARY SUBDIVISION PLAT

416 MAIN STREET

416-420 MAIN STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-29-056780 & 056774

JOB #: 2020:005
DATE: 4/28/2020
SCALE: 1" = 20'
TITLE: SUB-1
SHEET: 1 OF 1

UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209.2 OF THE NEW YORK EDUCATION LAW



REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	06/24/20	CITY COUNCIL PRESENTATION	AJS
2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	NO CHANGE	AJS
4	08/25/20	NO CHANGE	AJS
6	09/28/20	NO CHANGE	AJS

Existing Conditions & Demolition Plan

Scale: 1" = 20'

Site Plan Application

Sheet 2 of 10 -Existing Conditions & Demolition Plan

Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

416-420 Main Street
Beacon, New York
Scale: 1/16" = 1'-0"
April 28, 2019

LIGHTING NOTES:

ALL EXTERIOR LIGHTING ON THE SITE SHALL CONFORM TO BEACON ZONING CODE SECTION 223-14B: EXTERIOR LIGHTING. ALL EXTERIOR LIGHTING ACCESSORY TO A RESIDENTIAL, INDUSTRIAL, MULTIFAMILY OR NONRESIDENTIAL USE, INCLUDING THE LIGHTING OF SIGNS, SHALL BE SUBJECT TO THE FOLLOWING STANDARDS: [AMENDED 12-9-2019 BY L.L. NO. 11-2019]

(1) THE TYPE, LOCATION, AND SHADING OF SUCH LIGHTING SHALL PREVENT THE SPILLOVER OF LIGHT ONTO ANY ADJACENT RESIDENTIAL OR MULTIFAMILY PROPERTY OR DIRECT GLARE ONTO ANY PUBLIC SIDEWALK OR STREET.

(2) SUCH LIGHTING SHALL USE FULL CUTOFF FIXTURES THAT DO NOT EMIT LIGHT ABOVE THE HORIZONTAL PLANE INTO THE NIGHT SKY, EXCEPT FOR LIGHTING FOR SHORT-TERM EVENTS OR HOLIDAYS, FLAGPOLE LIGHTING, DECORATIVE LIGHT SOURCES UNDER 600 LUMENS, PUBLIC PARKS AND OTHER PUBLIC SPECIALTY LIGHTING, AS DETERMINED BY THE BUILDING INSPECTOR.

(3) HOURS OF LIGHTING AND FIXTURE HEIGHT, TYPE, DESIGN, INTENSITY, AND COLOR TEMPERATURE MAY BE DETERMINED BY THE PLANNING BOARD IN ACTING ON ANY SITE DEVELOPMENT PLAN UPON CONSIDERATION OF THE FOLLOWING CONSIDERATIONS:

(a) LIGHTING FIXTURES IN PEDESTRIAN AREAS SHOULD BE A MAXIMUM OF 15 FEET IN HEIGHT AND PARKING LOT LIGHTING FIXTURES SHOULD BE A MAXIMUM OF 20 FEET.

(b) PEDESTRIAN AND PARKING LOT AREAS SHOULD AVERAGE APPROXIMATELY ONE FOOTCANDLE. ONLY HIGH SECURITY AREAS MAY REQUIRE LIGHTING IN THE TWO TO FIVE FOOTCANDLE RANGE, WHILE OVER FIVE FOOTCANDLES IS USUALLY A WASTE OF ENERGY AND A SOURCE OF GLARE.

(c) COLOR TEMPERATURES SHOULD BE IN THE RANGE OF 2,400 TO 4,000 KELVIN DEGREES.

(d) THE COLOR RENDERING INDEX SHOULD BE IN THE RANGE OF 80 TO 100.

(e) ADAPTIVE CONTROLS, SUCH AS DIMMERS, TIMERS, AND MOTION SENSOR SHUT-OFF LIGHTING, SHOULD BE USED WHENEVER APPROPRIATE.

POLE MOUNTED LIGHT (L1)

SELUX LIGHTING "BETA PENDANT" POLE MOUNTED LED FIXTURE. MODEL #BPC/L-R2-1-H100-BK-120-HS-PC WITH LOW GLARE CUTOFF SHIELD, COLOR: BLACK. PHOTOCELL CONTROL. OR APPROVED EQUAL. MOUNTING HEIGHT ON A35 SERIES BLACK ALUMINUM POLE = 12 FEET. CRI = 80 MINIMUM. COLOR TEMPERATURE = 3000K

WALL MOUNTED HOUSE LIGHT (L2)

BARNLIGHT ELECTRIC WALL MOUNTED FIXTURE. MODEL "WESCO GOOSENECK", 100W. COLOR: DARK GREEN METAL SHADE. OR APPROVED EQUAL. MOUNTING HEIGHT = 7 FEET.

NOTE THAT THE MANUFACTURER DOES NOT PROVIDE FOOTCANDLE DIAGRAMS FOR THIS FIXTURE. THE FIXTURE IS SHADED AND DOES NOT EMIT GLARE

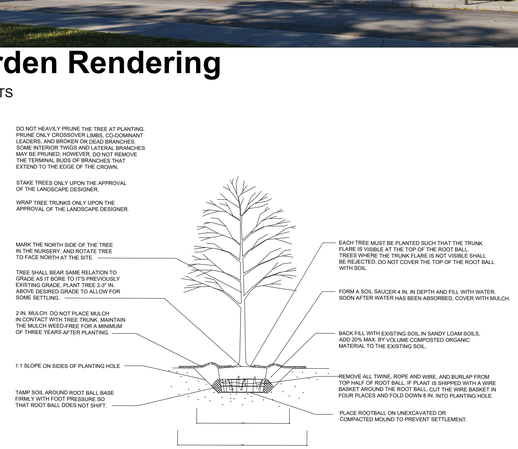


Garden Rendering

Scale: NTS

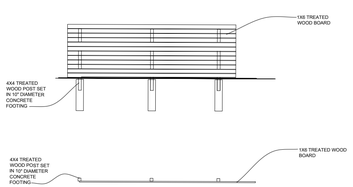
MEADOW SPECIES PLANT LIST

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	TYPE	PLANTING TIME	SPREAD	SIZE	REMARKS
F-Di	tbd	Dryopteris intermedia	Evergreen Woodfern	Fern	Spring or Fall	12-24"	1 gal	
F-Pa	tbd	Polystichum acrostichoides	Christmas fern	Fern	Spring or Fall	12-24"	1 gal	
EL	tbd	Eco Lawn	Eco Grass	Grass	Spring or Fall		seed	
G-Ca	tbd	Carex appalachica	Appalachian Sedge	Grass	May-September	12-18"	plug	
G-Cp	tbd	Carex pennsylvanica	Pennsylvania Sedge	Grass	May-September	6-12"	plug	
CG-Cr	tbd	Carex rosea	Rosy sedge	Grass	May-September	12"	plug	
G-Pv	tbd	Panicum Virgatum Shenandoah	Indian Switch Grass	Grass	May-August	3 - 4"	plug	
H-Ac	tbd	Aquilegia canadensis	Columbine	Herbaceous	Spring or Fall	12-18"	pint	
H-Fv	tbd	Fragaria virginiana	Wild Strawberry	Herbaceous	May-September	9-18"	pint	
H-Gm	tbd	Geranium maculatum	Wild Geranium	Herbaceous	May-September	12-18"	quart	
H-Pt	tbd	Porteranthus trifoliatus	Indian Physic	Herbaceous	May- September	18-36"	quart	
H-Vp	tbd	Viola pedata	Birdfoot Violet	Herbaceous	May-September	3-6"	pint	
S-Aa	5	Aronia arbutifolia	Chokeberry	Shrub	Spring or Fall	3 - 6'	5 gal	
S-Cp	15	Comptonia peregrina	Sweet Fern	Shrub	Spring or Fall	4 - 8'	1 gal	
S-Cs	3	Cornus sericea	Red-twig Dogwood	Shrub	Spring or Fall	8 - 12'	3 gal	
S-Ig	3	Ilex Glabra	Inkberry	Shrub	Spring or Fall	5 - 8'	3 gal	2 female 1 male
S-Iv	3	Ilex verticillata 'Sparkleberry'	Winterberry 'Sparkleberry'	Shrub	May to June	6 - 10'	3 gal	or 'Red Sprite'
	1	Ilex verticillata male	Winterberry'Jim Dandy'	Shrub	Spring or Fall	3-5'	3 gal	Male
S-Ra	12	Rhus aromatica Lo Gro	Fragrant Sumac	Shrub	Spring or Fall	3-5'	3 gal	
T-Ac	4	Amelanchier canadensis 'Autumn	Serviceberry	Tree	Spring or Fall	15 - 25'	6-8'	B&B
T-Bp	3	Betula papyrifera (Single Stem)	Paper Birch	Tree	Spring or Fall	25-50'	8-10'	Single-stem, B&B
T-BpM	2	Betula papyrifera (Multi-stem)	Paper Birch	Tree	Spring or Fall	25 - 50'	8-10'	Multi-stem, B&B
T-Cc	1	Crataegus crus-galli	Hawthorn	Tree	Spring or Fall	25 -35'	8-10'	B&B
T-Ns	3	Nyssa sylvatica	Blackgum	Tree	Spring or Fall	20 - 30'	8-10'	B&B
T-Qi	1	Quercus ilicifolia	Bear Oak	Tree	Spring or Fall		6=7'	B&B
V-Cv	3	Clematis virginiana	Woodbine	Vine	Spring or Fall	3 - 6'	1 gal	Overflowing
V-Ls	2	Lonicera sempervirens	Trumpet Honeysuckle	Vine	Spring or Fall	3 - 6 '	1 gal	Overflowing
V-Pq	5	Parthenocissus quinquefolia	Virginia Creeper	Vine	Spring or Fall	5 - 10'	1 gal	Overflowing



Tree Planting Detail

Scale: NTS



Horizontal Fence Detail

Scale: NTS



Landscaping & Lighting Plan

Scale: 1" = 20'

TREE, SHRUB, VINE, SHADE BED PLANT LIST

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	TYPE	PLANTING TIME	SIZE	REMARKS
		Coreopsis tinctoria	Golden Tickseed	Annual Wildflower	June to September	Seed	Cover Crop
		Bouteloua curtipendula	Sideoats Grama	Grass	Spring/Summer	Plugs	
		Bouteloua gracilis	Blue Grama	Grass	Spring/Summer	Plugs	
		Carex appalachica	Appalachian Sedge	Grass	May	Plugs	
		Carex pennsylvanica	Pennsylvania Sedge	Grass	Spring/Summer	Plugs	
		Carex rosea	Rosy sedge	Grass	Spring/Summer	Plugs	
		Danthonia spicata	Poverty Oat Grass	Grass	June	Plugs	
		Panicum Virgatum Shenando	Indian Switch Grass	Grass	Spring/Summer	Plugs	
		Schizachyrium scoparium	Little Blue Stem	Grass	Spring/Summer	Plugs	
		Sporobolus heterolepis	Prairie Dropseed	Grass	August to October	Plugs	
		Boltonia asteroides	False Aster	Herbaceous	Spring/Summer	Plugs	
		Crysogonum virginianum	Green and Gold	Herbaceous	Spring/Summer	Plugs	
		Allium cernuum	Nodding Onion	Herbaceous	Spring/Summer	Plugs	
		Aquilegia canadensis	Columbine	Herbaceous	Spring/Summer	Plugs	
		Asclepias tuberosa	Butterfly Weed	Herbaceous	Spring/Summer	Plugs	
		Aster divaricatus	White Wood Aster	Herbaceous	Spring/Summer	Plugs	
		Coreopsis lanceolata	Tickseed	Herbaceous	Spring/Summer	Plugs	
		Echinacea purpurea sp.	Purple Coneflower	Herbaceous	Spring/Summer	Plugs	
		Fragaria virginiana	Wild strawberry	Herbaceous	Spring/Summer	Plugs	
		Geranium maculatum	Wild Geranium	Herbaceous	Spring/Summer	Plugs	
		Helianthus angustifolius sp.	Narrow Leaved Sunflower	Herbaceous	Spring/Summer	Plugs	
		Liatris spicata	Blazing Star	Herbaceous	Spring/Summer	Plugs	
		Monarda didyma	Beebalm	Herbaceous	Spring/Summer	Plugs	
		Monarda fistulosa	Beebalm	Herbaceous	Spring/Summer	Plugs	
		Monarda punctata	Dotted Beebalm	Herbaceous	Spring/Summer	Plugs	
		Penstemon hirsutus	Hairy Beardstongue	Herbaceous	Spring/Summer	Plugs	
		Phlox stolifera	Creeping Phlox	Herbaceous	Spring/Summer	Plugs	
		Porteranthus trifoliatus	Indian Physic	Herbaceous	Spring/Summer	Plugs	
		Sedum ternatum	Stonecrop	Herbaceous	Spring/Summer	Pints	
		Solidago tenufolia	Grass leaved Goldenrod	Herbaceous	Spring/Summer	Plugs	
		Sysyrhinchium angustifolium	Blue Eyed Grass	Herbaceous	Spring/Summer	Plugs	
		Tradescanthia virginana	Spider Wort	Herbaceous	Spring/Summer	Plugs	
		Verbana canadensis 'Homest	Rose Vervain	Herbaceous	Spring/Summer	Plugs	
		Vernonia lettermanii 'Iron Bu	Narrowleafed Ironeweed	Herbaceous	Spring/Summer	Plugs	
		Vernonia noveboracensis	New York Iron Weed	Herbaceous	Spring/Summer	Plugs	
		Veronicastrum virginicum	Culver's Root	Herbaceous	Spring/Summer	Plugs	
		Viola pedata	Birdfoot Violet	Herbaceous	Spring/Summer	Plugs	
		Zizia aurea	Golden Alexander	Herbaceous	Spring/Summer	Plugs	

PLANTING and LANDSCAPE NOTES

1. Contractors shall enter and exit site through pre-approved routes only.
2. No non-native plant species shall be introduced onto the site. All species shall be indigenous to the northeast region of North America.
3. If a straight specie is specified, no cultivars will be accepted without prior approval of designer.
4. No plants will be accepted that display mechanical injury, disease or specie irregularities.
5. Soil shall be prepped by removing all construction debris, loose roots and stones larger than 3".
6. All plants must be labeled when delivered to site.
7. Areas to be planted shall be marked and labeled by designer.
8. All plant locations and orientations in the field require approval from designer and owner prior to installation.
9. Test tree-pit for drainage before planting. Do not plant tree in pit if water is still evident after one hour. Contact site engineer or landscape designer if this condition is encountered.
10. All tree-planting to be coordinated with as-built utilities. Trees to be located minimum of 5' from active lines.
11. All trees shall be ball and burlap unless otherwise specified on Plant List.
12. Each new tree hole tree shall be twice the width of the rootball.
13. Burlap, wire, cords, ties and any wrapping materials must be removed from all rootballs before backfilling.
14. Plant all plants so top of rootball is slightly above surrounding soil(small and large plants)
15. No planting shall be done in muddy, rainy or frozen conditions.
16. All plants calling for 'Overflowing" in the notes shall not be accepted by designer if plants are thin.
17. If planting is delayed for more than 3 hours after delivery, set plants in shade. Protect from weather and mechanical damage. Keep roots moist and cover with mulch.
18. Contractors shall leave site neat and orderly during course of project, and store materials and equipment in owner-approved locations away from all trees and plants. Store all unplanted plant material away from damaging sun.
19. If site conditions conflict with intended design, contractor shall alert Owner and designer.
20. No substitutions are to be made without the written or verbal consent of landscape designer and owner.
21. Create a size-specific water-well around each plant, 3' from center of tree, and mulch from the outside. Do not mulch crown.
22. Water thoroughly after planting each plant. Water schedule to be determined.
23. Spray for deer if planted in fall. Sometimes bucks mark their territory with their antlers.
24. Keep planting areas weed-free until plant is established.
25. Eco Lawn seeding shall be implemented by contractor familiar with this specie mix and with the process, and approved by designer. This is not the same as casting contractor grass seed.
26. Pervious/Permeable Pavers and associated grass seeding shall be installed by contractor with experience in this process. This process requires establishment maintenance, in order to succeed.
27. Bermed areas shall be built with designer directing construction.
28. Street tree and surrounding tree-pit shall be installed by contractor experienced with these materials and approved by designer.
29. All plants require regular watering for the first two seasons in order to succeed.
30. See separate Green Roof Notes.

REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	06/24/20	CITY COUNCIL PRESENTATION	AJS
2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
4	08/25/20	NO CHANGE	AJS
5	09/09/20	SUPPLEMENTAL LANDSCAPE INFORMATION	AJS
6	09/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS

Site Plan Application

Sheet 3 of 10 - Landscaping & Lighting Plan

Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

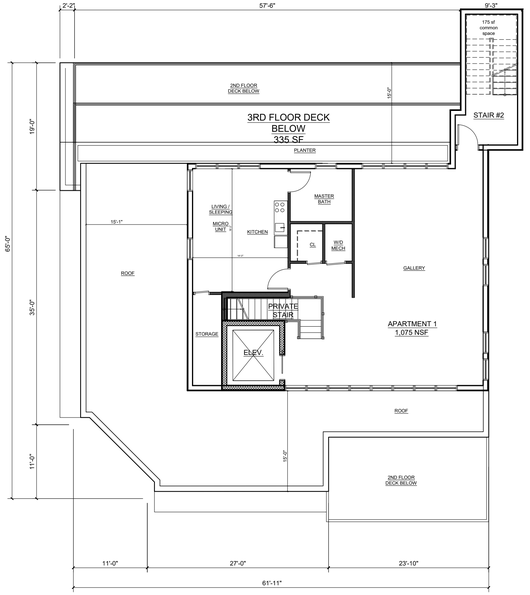
Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

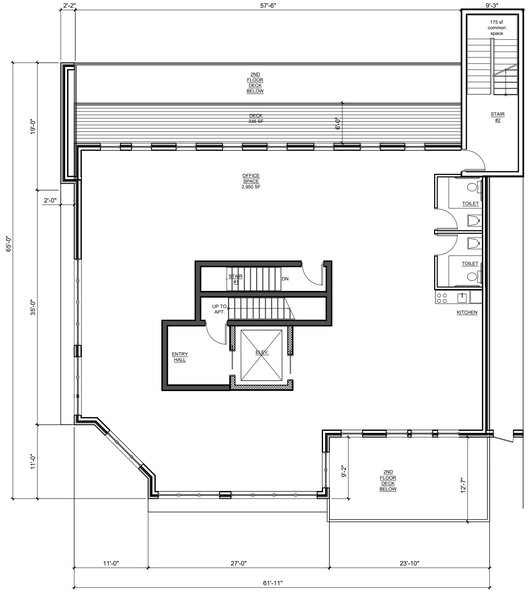
Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

416-420 Main Street
Beacon, New York
Scale: 1" = 20'
September 9, 2020

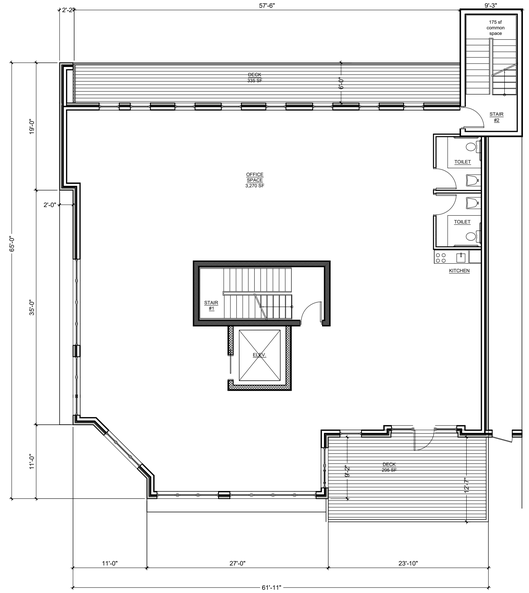
REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	06/24/20	CITY COUNCIL PRESENTATION	AJS
2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
4	08/25/20	REVISED PER PLANNING BOARD COMMENTS	AJS
6	09/28/20	NO CHANGE	AJS



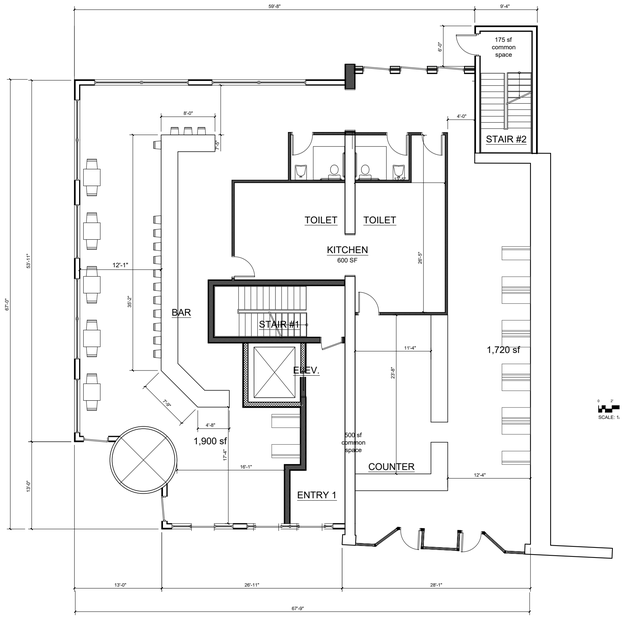
4th Floor Plan



3rd Floor Plan



2nd Floor Plan



1st Floor Plan

Main Building Floor Plans

Site Plan Application

Sheet 4 of 10 - Building Plans

Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

416-420 Main Street
Beacon, New York
Scale: $^{3}/_{32}$" = 1'-0"
April 28, 2019

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

CORNICE:
PAINTED AZEK TRIM AND
PAINTED STEEL CORBELS.
COLOR: DARK GRAY

WINDOWS:
CASEMENT WINDOWS BY
ANDERSEN OR APPROVED
EQUAL. COLOR: BLACK

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN

STOREFRONTS:
ALUMINUM & GLASS.
COLOR: MOSS GREEN



Elevation: Main Street

Scale: $\frac{1}{16}$" = 1'-0"

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

CORNICE:
PAINTED AZEK TRIM AND
PAINTED STEEL CORBELS.
COLOR: DARK GRAY

WINDOWS:
CASEMENT WINDOWS BY
ANDERSEN OR APPROVED
EQUAL. COLOR: BLACK

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

RAILINGS:
CABLE RAILINGS AND
POSTS - BRUSHED
STAINLESS FINISH

CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN

STOREFRONTS:
ALUMINUM & GLASS.
COLOR: MOSS GREEN



Elevation: Rear

Scale: $\frac{1}{16}$" = 1'-0"

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

CORNICE:
PAINTED AZEK TRIM AND
PAINTED STEEL CORBELS.
COLOR: DARK GRAY

WINDOWS:
CASEMENT WINDOWS BY
ANDERSEN OR APPROVED
EQUAL. COLOR: BLACK

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

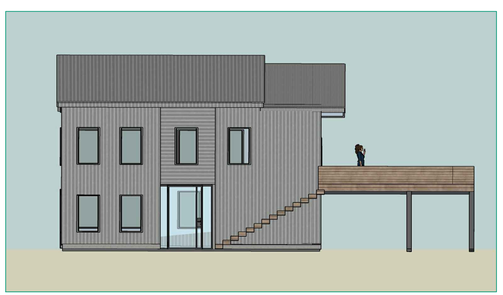
CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN



Elevation: Schenck Avenue

Scale: $\frac{1}{16}$" = 1'-0"

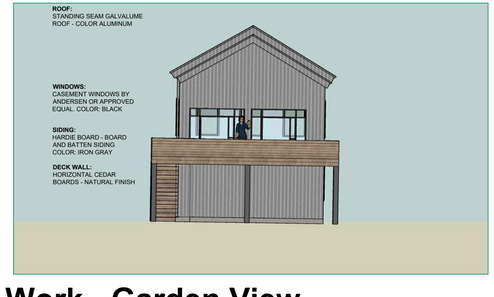
REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	06/24/20	CITY COUNCIL PRESENTATION	AJS
2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
4	08/25/20	REVISED PER PLANNING BOARD COMMENTS	AJS
6	09/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS



Live Work - Schenck Avenue



Live Work - South Street



Live Work - Garden View



View from Schenck Avenue at Rear



View from Main Street



View from Schenck Avenue



View from Corner

Site Plan Application

Sheet 5 of 10 - Building Elevations & Renderings

Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

416-420 Main Street
Beacon, New York
Scale: $\frac{1}{16}$" = 1'-0"
April 28, 2019

Agency Use Only [If Applicable]

Project: 416-420 Main Street

Date: 10-14-20

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts and Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

See attached.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☐ Type 1 ☑ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
All application materials submitted by the Applicant, memoranda from City staff and consultants, agency and public comment, and testimony from meetings held on the application.

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
City of Beacon Planning Board as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: 416-420 Main Street

Name of Lead Agency: City of Beacon Planning Board

Name of Responsible Officer in Lead Agency: John Gunn

Title of Responsible Officer: Chairman

Signature of Responsible Officer in Lead Agency: Date: 10/15/2020

Signature of Preparer (if different from Responsible Officer) Date: 10-14-20

For Further Information:

Contact Person: Etha Grogan, Planning Board Secretary

Address: 1 Municipal Plaza, Beacon, New York 12508

Telephone Number: 845-838-5002

E-mail: egrogan@cityofbeacon.org

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

ATTACHMENT TO
NEGATIVE DECLARATION
REASONS SUPPORTING DETERMINATION

APPLICATION FOR SPECIAL PERMIT, SUBDIVISION (LOT LINE ADJUSTMENT), SITE PLAN AND CERTIFICATE OF APPROPRIATENESS APPROVALS FOR 416-420 MAIN STREET

Parcel Nos. 6054-29-056780 and 6054-29-056774

CONCLUSIONS

Based upon a review of Parts 1 and 2 of the Full Environmental Assessment Form (EAF) and all other application materials that were submitted in support of the Proposed Action (Unlisted), along with reports from City staff and consultants, information from involved and interested agencies, and information from the public, the City of Beacon Planning Board, undergoing an coordinated review, provides the following rationale for its SEQRA Determination.

Project Description:

The Proposed Action is the construction of a 11,715 s.f. mixed-use building fronting on Main Street, comprised of a 4,295 s.f. ground floor retail space, as well as 6,220 s.f. of commercial office space on the second and third floors and 1,200 s.f. of residential space containing one (1) apartment unit on the stepped back fourth floor, as well as an 1,440 s.f. artist live-work space in the rear of the Premises fronting on South Street (the "Proposed Action" or "Project") on property consisting of approximately 0.245 acres, combined, and identified as Parcel Nos. 6054-29-056780 and 6054-29-056774 (collectively, the "Property"). The Property is proposed to be subdivided to remove the existing lot line and merge the two lots. The Property will provided off-street parking facilities with one driveway connection to Schenck Avenue providing parking for the residential components of the Proposed Action. The proposed 11,715 s.f. mixed use building is proposed for the area of the Property in the Central Main Street (CMS) District and the 1,440 s.f. artist live/work home is proposed at the rear of the Property in the Transition (T) District. The entire Property is also located in the Historic District and Landmark Overlay Zone (HDLO).

The Proposed Action includes a request for approval of a Special Permit, Subdivision (lot line adjustment), Site Plan and Certificate of Appropriateness. The City Council is the approval authority for the Special Permit for the proposed fourth story and the Planning Board is the approval authority for the Subdivision, Site Plan and Certificate of Appropriateness.

The Proposed Action is an Unlisted action. The Planning Board opened a public hearing to consider comments on the SEQRA review of the Proposed Action on August 11, 2020

which was continued to September 9, 2020 and October 14, 2020. The public hearing was closed on October 14, 2020.

Summary of Rationale for Negative Declaration

The Proposed Action will not result in any significant adverse impacts on the environment. In summary:

- **Impact on Land: The Proposed Action will not have a significant adverse environmental impact as a result of any physical change to the project site.**

  Lot 056774 is currently improved with a one story brick building. Lot 056780 is currently vacant but was previously developed and was the subject of land use approvals for a 144-seat movie theater which were never implemented. The Project would include disturbance of the entire site except for the area of the existing one story brick building which will remain and is currently occupied by "Kitchen + Coffee." There are no steep slopes or wetlands on the site. In its developed condition, 25% of the site is proposed to be landscaped. Based on the information set forth herein, the Proposed Action will not have a significant adverse environmental impact as a result of physical changes to the Property.

- **Impact on Geological Features: The Proposed Action will not have a significant adverse environmental impact on any unique or unusual land forms on the site.**

  There are no unique geological features on the Property.

- **Impacts on Surface Water and Groundwater: The Proposed Action will not have a significant adverse environmental impact on surface or groundwater quality or quantity.**

  The Project proposes to install a yard drain, two catch basins and associated piping for the collection and distribution of stormwater to the City's existing stormwater system.

  The Project does not include or require wastewater discharged to groundwater. The Project will be connected to the existing public water distribution and sanitary sewer systems. Water usage and liquid waste generation is anticipated to be 4,060 gallons per day. Adequate water supply and sewer capacity exist for these flows. The artist live/work building at the corner of South Street and Schenck Avenue proposes new service lines from the existing mains to the building. The new mixed-use building will re-connect to existing service lines that run from the existing mains to the Site.

  The Proposed Action will not result in any significant adverse impact to surface or groundwater quality or quantity.

- **Impact on Flooding: The Proposed Action will not have a significant adverse environmental impact on or alter drainage flows or patterns, or surface water runoff.**

  No portion of the Property is within the 100 year flood plain. The Project will not have a significant adverse impact on or alter drainage flows or patterns, or surface water runoff.

- **Impact on Air: The Proposed Action will not have a significant adverse environmental impact on air quality.**

  Construction activities associated with grading and excavation could result in temporary air quality impacts. Air quality in the area, however, is not expected to be significantly impacted by project construction because the construction activities will be temporary and confined to the Property. Construction vehicles will emit certain air pollutants through engine exhaust. There is also the potential for fugitive dust to be created during the construction period from site preparation activities, including removal of existing impervious surfaces and vegetation, and site grading. These unavoidable short term impacts to air quality will cease upon project completion. Construction will be conducted in accordance with all applicable federal, state and local codes and is expected to continue for approximately 8 months.

- **Impact on Plants and Animals: The Proposed Action will not have a significant adverse environmental impact on flora or fauna.**

  No trees are proposed to be removed from the Property although a street tree is proposed to be removed and replaced within the City right-of-way. The City of Beacon Tree Committee recommends the replacement tree should be a 5.0-6.0' caliper eastern redbud (*Cercis canadensis*). The particular species of tree will be determined during site plan review. The Tree Committee also recommended that a new public bench should be installed, the planting well should be flush with the new sidewalk and installed with permeable pavers, the old planter stones should be retained by the City of Beacon and maintenance of the tree should be the responsibility of the applicant for a period of one year and should include weekly watering. A Landscape Plan has been prepared which will be finalized during the Site Plan review stage, including details for the proposed green roof.

- **Impact on Agricultural Resources: The Proposed Action will not have a significant adverse environmental impact on agricultural resources.**

  There are no agricultural resources in the vicinity of the Property.

- **Impact on Aesthetic Resources: The Proposed Action will not have a significant adverse environmental impact on aesthetic resources.**

The Proposed Action will not result in the obstruction, elimination or significant screening of one or more officially designated scenic views, including the proposed stepped back fourth story. Based on the plans submitted by the applicant and reviewed by the City's professional consultants, the height of the proposed building is approximately the same height as the neighboring building to the east. The project has been designed to be consistent with the character of the surrounding neighborhood, including the Beacon Hotel, and will continue to undergo architectural review by the Planning Board.

Therefore, the Project will not have a significant adverse impact on aesthetic resources.

- **Impact on Historic and Archeological Resources: The Proposed Action will not have a significant adverse environmental impact on historic or archeological resources.**

The Project is located in close proximity to sites listed or eligible for listing on the State and National Register. In particular, there are several eligible properties as listed in the EAF Mapper. The project has been designed to be consistent with the character of the surrounding neighborhood, including the Beacon Hotel and the properties located in the HDLO, and will continue to undergo architectural review by the Planning Board.

Based on the historic disturbance and development on the Property, the potential for archeological resources present on-site is very low.

Therefore, the Project will not have a significant adverse impact on historic or archeological resources.

- **Impact on Open Space and Recreation: The Proposed Action will not have a significant adverse environmental impact on open space and recreation.**

The area of the Proposed Action is not designated as open space by the City of Beacon. The Proposed Action will not result in the loss of a current or future recreational resource, eliminate significant open space, or result in loss of an area now used informally by the community as an open space resource. In its built condition, the Project proposes to retain 25% open space on the site.

- **Impact on Critical Environmental Areas: The Proposed Action will not have a significant adverse environmental impact on Critical Environmental Areas.**

The Proposed Action is not located in a Critical Environmental Area.

- **Impact on Transportation: The Proposed Action will not have a significant adverse environmental impact on transportation.**

The Applicant submitted a Traffic Impact Study prepared by Maser Consulting P.A., dated April 28, 2020 to review the traffic impacts associated with the Project.

Based on data provided by the Institute of Transportation Engineers (ITE) as contained in their publication Trip Generation, 10th Edition dated 2017, the Project is estimated to generate a nominal number of total trips during the AM Peak Hour and PM Peak Hour. Capacity analyses were conducting utilizing Existing, No-Build and Build Traffic Volumes to determine the existing and future operating conditions in the vicinity of the Property. The results indicate that the site generated traffic can be accommodated on the area roadways without significant impacts to operating conditions at the study area intersections. The study area intersections included: (1) Fishkill Avenue/Teller Avenue (NYS Route 52) and Main Street and (2) Main Street and Schenck Avenue. The traffic report by Maser Consultant was reviewed by the City's Traffic Engineer, Creighton Manning Engineering, LLP. Creighton Manning generally concurred with the results.

Based on the professional traffic impact review, the Project will not create a significant adverse traffic impact.

Manual parking counts of the available and occupied parking spaces were collected by Maser Consulting PA for all on-street and off-street public parking spaces within 500 feet of the Site to identify the existing parking conditions in the area. The parking counts were conducted pre-COVID-19, in early February 2020. The data indicated that during the weekday periods there are in excess of 125 available, unoccupied parking spaces within 500 feet of the Site. However, during the Saturday and Sunday peak periods there were as few as 30 available parking spaces.

The Applicant is proposing four (4) off-street parking spaces on-site to accommodate the parking requirements for the residential components of the commercial buildings. Also, as part of the Project, the applicant is proposing to stripe new on-street parking spaces on Schenck Avenue between Main Street and South Street in order to better define parking in this area. One of the two existing curb cuts on Schenck Avenue is proposed to be removed which will provide additional space for parking on the east side of Schenck Avenue. The proposed re-striping would maintain the two-way traffic on Schenck Avenue but relocate parking to the east side of the street only. Other proposals were suggested by the Applicant, but this configuration is the Planning Board's preference in order to maintain two-way traffic and enhance on-street parking.

Beyond the four (4) off-street spaces proposed, an additional twenty (20) parking spaces are required by the Zoning Code for the proposed commercial uses (8 for retail; 12 for office). The Applicant has requested a waiver from the Planning Board for the twenty spaces based on Section 223-41.18.G(3) of the Zoning Code which permits the

Planning Board to waive required parking spaces under several conditions, including where public parking is available within 800 feet of the Site.

It is anticipated, and ITE parking data confirms, that the office use will not be fully active on the weekend when parking availability is limited. Further, the proposed striping improvements to Schenk Avenue will result in no net loss of parking spaces between Main Street and South Street. Lastly, although not part of this project, the Planning Board is aware that the City is undertaking a corridor improvement project along NYS Route 52 which will increase the number of parking spaces available within 500 feet of this Site. While the Planning Board is not relying on the results of that project in this SEQRA determination, it is further evidence that the Project will not create a significant impact on parking during the weekend peak hours.

Based on the professional studies presented to the Board, the Project will not create a significant adverse parking impact.

- **Impact on Energy: The Proposed Action will not have a significant adverse environmental impact on energy.**

The existing energy infrastructure will adequately serve the additional demand. The Proposed Action does not require a new substation, or an upgrade to any existing substation.

- **Impact on Noise, Odor and Light: The Proposed Action will not have a significant adverse environmental impact as a result of objectionable odors, noise or light.**

The Proposed Action is not anticipated to generate any noxious odors. Outdoor lighting will be consistent with typical Main Street lighting and will include building mounted lights and pole mounted lights. All lighting shall be shielded and pointed downward. Noise impacts associated with the proposed Project will be limited to temporary impacts generated during construction. Temporary noise impacts associated with construction will be mitigated by limiting construction activities to the hours permitted by the City of Beacon Code. Construction activities are anticipated to continue for approximately 8 months. It is not anticipated that blasting will be necessary during the proposed construction. If blasting does become necessary, it will be performed in accordance with all applicable state and local requirements. In addition, there will be no significant noise impacts post-construction.

- **Impact on Human Health: The Proposed Action will not have a significant adverse environmental impact on human health from exposure to new or existing sources of contaminants.**

The EAF references two projects within 2,000 feet of the site that are in the NYSDEC Environmental Site Remediation database: C314118, B00130. C314118 is located at 1

East Main Street and is a Class N site. B00130 is located at 33 North Cedar Street, is identified as a Class C site and has been remediated. Any contamination discovered during construction which requires remediation shall be remediated in accordance with all State and local laws, rules and regulations. The Proposed Action will not have a significant adverse environmental impact on human health from exposure to new or existing sources of contaminants.

- **Consistency with Community Plans and Community Character: The Proposed Action is not inconsistent with adopted community plans and community character.**

  The Proposed Action is generally consistent with the Comprehensive Plan and City Zoning Code.

Based upon this information and the information in the Full Environmental Assessment Form, the Planning Board finds that the Proposed Action will not have any significant adverse impacts upon the environment. .

Adopted: October 14, 2020
Beacon, New York

Motion by Mr. Willams, seconded by Mr. Byrne:

Kevin Byrne	Voting AYE	Leonard Warner	Voting EXCUSED
Karen Quiana	Voting AYE	J. Randall Williams	Voting AYE
Jill Reynolds	Voting EXCUSED	John Gunn, Chairman	Voting AYE

Approved: 4-0

Received in the Office of the
City Clerk
October 16, 2020

MASER CONSULTING

Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
T: 914.347.7500
F: 914.347.7266
www.maserconsulting.com

September 18, 2020

VIA E-MAIL

Chairman John Gunn
City of Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

Re: 416-420 Main Street
City of Beacon, Dutchess County, New York
MC Project No. 20000282A

Dear Chairman Gunn and Members of the Planning Board:

We are writing on behalf of the Applicant for the proposed 416-420 Main Street project in order to provide additional information regarding the parking associated with the proposed development in response to comments received from Creighton Manning Engineering (CME) in their letter dated September 8, 2020.

Based on the CME letter and discussions at the most resent Planning Board Meeting held on September 9, 2020 it was determined that the proposed concept for on-street parking on the east side of Schenck Avenue only is the City's preferred parking concept. This concept plan has been finalized based on the CME comments and meeting discussions.

Two specific changes were made to this concept (attached) based on the CME comments as identified below.

1. The "Pedestrian Ahead" (W11-2/W16-9P) signs have been shown and noted to be installed 200 feet east and west of the subject crosswalk crossing Main Street at Schenck Avenue.
2. The existing "No Parking Here to Corner" sign at the south end of the southerly-most parking space on the west side of Schenck Avenue is now shown to remain and the "No Parking Any Time" sign to be added at the same location in order to indicate the no parking condition along the west side of Schenck Avenue. .

These proposed modifications to the Schenck Avenue on-street parking, signing and striping as well as the additional crosswalk signing along Main Street will be reflected on the Site Plans for the proposed project as well.

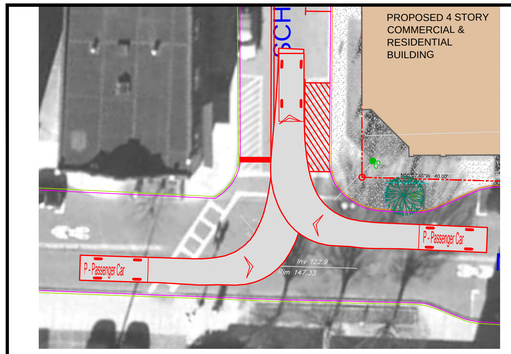
Very truly yours,

MASER CONSULTING CONNECTICUT, P.C.

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

RGD/ces
Enclosures

R:\Projects\2020\20000282A_416-420 Main Street\Correspondence\OUT\200918RGD_CME 9.8.20 Response.docx



PASSENGER CAR
TURNING RADIUS DIAGRAM

SCHENCK AVENUE

200 FT. STOPPING SIGHT DISTANCE

200 FT. STOPPING SIGHT DISTANCE

SOUTH STREET

INSTALL SIGN — PARKING ANY TIME — NYP1-2 (12"x18")

PROPOSED 2 STORY LIVE WORK RESIDENCE

REMOVE SIGN — NO PARKING BETWEEN SIGNS

3 PROPOSED STRIPED SPACES EAST SIDE OF SCHENCK, NO PARKING WEST SIDE OF SCHENCK

STRIPED DOUBLE YELLOW CENTERLINE FOR DELINEATION OF TRAVEL LANES

3 EXISTING SPACES WEST SIDE OF SCHENCK TO REMOVED, 3 NEW SPACES EAST SIDE OF SCHENCK TO BE ADDED

INSTALL SIGN — PARKING ANY TIME — NYP1-2 (12"x18")

SIGN TO REMAIN — NO PARKING HERE TO CORNER

INSTALL SIGN — STOP — R1-1 (30"x30")

REMOVE SIGN — NO PARKING HERE TO CORNER / NO PARKING BETWEEN SIGNS

INSTALL SIGNS BACK-TO-BACK
W11-2(R) (30"x30") W16-7P(R) (24"x12")
W11-2(L) (30"x30") W16-7P(L) (24"x12")

POST 200' PRIOR TO CROSSWALK
W11-2(L) (30"x30")
AHEAD
W16-9P (24"x12")

POST 200' PRIOR TO CROSSWALK
W11-2(L) (30"x30")
AHEAD
W16-9P (24"x12")

MAIN STREET

EXIST. HATCHED STRIPING TO BE RESTRIPED AS 4" WHITE STRIPING. NEW MARKINGS TO BE ROTATED 90° FROM EXISTING

140 FT. SIGHT DISTANCE

EXIST. HATCHED STRIPING TO BE REMOVED

INSTALL PAINTED WHITE STOP BAR TO BE PLACED 4 FT. PRIOR TO CROSSWALK LINE

Brick Building

Brick Building

Now or Formerly Dacey 6054-29-063780

Shed

4 Story Brick
Now or Formerly Beacon Main Realty Group
6054-29-062771

Rim 151.38
Inv 142.6
Inv 142.5

Rim 149.73
Inv 146.5
Inv 146.3

Rim 147.7
Inv 142.8

Inv 122.9
Rim 147.33

NOTES:

1. SCHENCK AVENUE ON-STREET PARKING SPACES SHALL BE 20 FT. LONG BY 7 FT. WIDE UNLESS OTHERWISE NOTED.
2. ALL PROPOSED STRIPING SHALL BE 4" WIDE STRIPES WITH EXCEPTION OF THE PAINTED WHITE STOP BAR WHICH SHALL BE 18" WIDE.
3. ALL PROPOSED SIGNS SHALL BE INSTALLED ON BREAKAWAY SIGN POSTS.

20 0 20 40
SCALE 1" = 20'

MASER CONSULTING
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Office Locations:
NEW JERSEY, NEW YORK, PENNSYLVANIA, VIRGINIA, FLORIDA, NORTH CAROLINA, NEW MEXICO, MARYLAND, GEORGIA, TEXAS, TENNESSEE, COLORADO
State of N.Y. C.O.A: 0008671 / 0008821

Copyright © 2020. Maser Consulting. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting.

811 Know what's below. Call before you dig.
PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION
1	9/30/20	RGD	REVISED PER CME/SHPO COMMENTS

STATE OF NEW YORK — RICHARD G. D'ANDREA — NO. 090241 — LICENSED PROFESSIONAL ENGINEER
RICHARD G. D'ANDREA
NEW YORK LICENSED PROFESSIONAL ENGINEER - LICENSE NUMBER: 090241-1

CONCEPT PLAN
FOR
416-420 MAIN STREET

MAIN STREET AT SCHENCK AVENUE

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	7/16/20	RGD	PJG

PROJECT NUMBER:	DRAWING NAME:
20000282A	R-CNPT

SHEET TITLE:
SIGNING & STRIPING PLAN
MAIN STREET AT SCHENCK AVENUE

SHEET NUMBER:
SP-01

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

2020\20000282A\Transportation\Concept\R-CNPT.dwg 8-01-20 01 (FOR SITE PLAN) By: RDANDREA

Engineers Planners Surveyors Landscape Architects Environmental Scientists

MASER CONSULTING P. A.

Traffic Impact Study

416-420 Main Street

City of Beacon, Dutchess County, New York

April 28, 2020
Revised June 29, 2020

Prepared For

416 Main Street, LLC
420 Main Street, LLC, D/B/A 420 Main St. Beacon, LLC
319 Lafayette #151
New York, NY 101

Prepared By

Maser Consulting P.A.
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
914.347.7500

Philip J. Grealy, Ph.D., P.E.
License No. 59858

Richard G. D'Andrea, P.E., PTOE
License No. 090241

MC Project No. 20000282A

TABLE OF CONTENTS — PAGE NO.

I. INTRODUCTION 1
A. PROJECT DESCRIPTION AND LOCATION 1
B. SCOPE OF STUDY 1
II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS 3
A. DESCRIPTION OF EXISTING ROADWAYS 3
B. YEAR 2019 EXISTING TRAFFIC VOLUMES 4
III. EVALUATION OF FUTURE TRAFFIC CONDITIONS 6
A. YEAR 2025 NO-BUILD TRAFFIC VOLUMES 6
B. SITE GENERATED TRAFFIC VOLUMES 6
C. ARRIVAL/DEPARTURE DISTRIBUTIONS 7
D. 2020 BUILD CONDITIONS TRAFFIC VOLUMES 7
E. DESCRIPTION OF ANALYSIS PROCEDURES 7
F. RESULTS OF ANALYSIS 8
IV. PARKING ANALYSIS 11
A. EXISTING PARKING CONDITIONS 11
B. FUTURE PARKING CONDITIONS 12
C. OTHER PARKING RELATED CONSIDERATIONS 14
V. SUMMARY AND CONCLUSION 16

APPENDICES

APPENDIX A ..... FIGURES
APPENDIX B ..... TABLES
APPENDIX C ..... LEVEL OF SERVICE STANDARDS
APPENDIX D ..... CAPACITY ANALYSIS

I. INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION

(Figure No. 1)

This report, which is an update of our original April 28, 2020 report, has been prepared to evaluate the potential traffic and parking impacts associated with the proposed 416-420 Main Street Mixed-Use Development, which is proposed to be developed on the property located on the northeast corner of the Main Street/Schenck Avenue intersection and extended to South Street in the City of Beacon, Dutchess County, New York. The Site, which currently consist of an existing one (1)-story retail building and a vacant adjoining lot, is proposed to consist of two (2) buildings totaling 14,595 sq. ft. including 13,155 sq. ft. at the front mixed-use building (fronting on Main Street) and 1,440 sq. ft. at the rear building (fronting on South Street). This represents a reduction in the overall building size since the time of our original traffic study. The mixed-use building fronting on Main Street will consist of a total of 4,295 sq. ft. of first floor retail space, which will include the existing 1,720 sq. ft. Kitchen & Coffee (formerly Ella's Bellas Café) that will remain, as well as 6,220 sq. ft. of commercial office space on the second and third floors and approximately 1,200 sq. ft. of residential space containing one (1) residential apartment unit on the fourth floor. The rear lot building will consist of a 1,440 sq. ft. residential live/work building that will contain one (1) residential unit. The Site will provide limited off-street parking facilities with one (1) driveway connection to Schenck Avenue for two (2) off-street parking spaces for use by the mixed-use building tenants while a second driveway connection will be provided to South Street for use by the residential building to the rear of the Site, which will also provide two (2) off-street parking spaces.

A Design Year of 2025 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. SCOPE OF STUDY

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed 416-420 Main Street Mixed-Use Development. Existing and future parking conditions were also evaluated.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Maser Consulting, P.A. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the Year 2020 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2020 Existing Traffic Volumes were then projected to the 2025 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2025 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2020 No-Build Traffic Volumes resulting in the Year 2020 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

In addition to the traffic analysis summarized above, a detailed parking analysis has also been conducted, which identifies the current available parking supply in the vicinity of the site based on observations of the occupied and available parking spaces during weekday and weekend peak periods. The available parking supply was then compared to the required parking spaces as determined by the City of Beacon Zoning Code parking requirements.

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

(Figure No. 1)

As shown on Figure No. 1, the proposed 416-420 Main Street Mixed-Use Development will be accessed from Main Street, Schenck Avenue and South Street. One driveway connection will be provided to Schenck Avenue for parking to be provided for the building with Main Street frontage while a second driveway connection will be provided to South Street for use by the residential building to the rear of the Site. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. Main Street

Main Street is a City street that consists of one lane in each direction and traverses in a northwest/southeast direction between NYS Route 9D and Churchill Street. Beyond Churchill Street, Main Street continues in a more northeasterly direction. Northwest of Fishkill Avenue, the roadway is classified as an Urban Major Collector, southeast of Fishkill Avenue it is classified as a local roadway. In the vicinity of the site, the roadway intersects with Schenck Avenue at an unsignalized "T" shaped intersection as well as with Fishkill Avenue/Teller Avenue (NYS Route 52) at a signalized full movement intersection. Sidewalks are provided on both sides of the street and striped pedestrian crossings are provided at the Schenck Avenue intersection. Signalized pedestrian crossings are provided at the Fishkill Avenue/Teller Avenue intersection. Parking is permitted on both sides of Main Street for its entire length with the parking limited to two-hour parking between 9AM and 5PM seven days a week. Main Street has a City Speed Limit of 30 MPH northeast of Fishkill Avenue, while the speed limit southwest of Fishkill Avenue is 25 MPH.

2. Schenck Avenue

Schenck Avenue is a local City street that consists of one lane in each direction and traverses in a north/south direction. Within the study area, the roadway intersects with Main Street and South Street at two unsignalized "T" shaped intersections. Sidewalks and on-street parking, with no parking restrictions, are provided on both sides of the roadway between Main Street and Van Nydeck Avenue. South of Van Nydeck Avenue a sidewalk is only provided on the west side of the roadway.

3. Fishkill Avenue/Teller Avenue (NYS Route 52)

Fishkill Avenue and Teller Avenue are classified as Urban Minor Arterials. These roadways are also known as NYS Route 52 but are owned and maintained by the City. Fishkill Avenue and Teller Avenue each consist of one lane in each direction and traverse in a generally north/south direction. The roadway intersects Main Street at a full movement signalized intersection. Sidewalks are provided on both sides of the roadway to the north and south of Main Street. On street parking is not permitted along Teller Avenue, while limited on street parking is permitted along the east side of Fishkill Avenue. Fishkill Avenue and Teller Avenue each have a posted City Speed Limit of 30 MPH.

B. YEAR 2019 EXISTING TRAFFIC VOLUMES

(Figures No. 2, 3 and 4)

Manual traffic counts were collected by representatives of Maser Consulting, P.A. on Tuesday February 4, 2020 for the AM and PM Peak Hours and Saturday February 1, 2020 for the Saturday Midday Peak Hour to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the Fishkill Avenue/Teller Avenue (NYS Route 52) Corridor. Based on this information, the Year 2020 Existing Traffic Volumes were established for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours at the following study area intersections.

- Fishkill Avenue/Teller Avenue (NYS Route 52) and Main Street
- Main Street and Schenck Avenue

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- Weekday Peak AM Hour 8:30 AM – 9:30 AM
- Weekday Peak PM Hour 3:45 PM – 4:45 PM
- Saturday Peak Hour 12:00 PM – 1:00 PM

The resulting Year 2020 Existing Traffic Volumes are shown on Figures No. 2, 3 and 4 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

III. EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2025 NO-BUILD TRAFFIC VOLUMES

(Figure No. 5 through 13)

The Year 2020 Existing Traffic Volumes were increased by a growth factor of 2.0% per year to account for general background growth resulting in the Year 2025 Projected Traffic Volumes, which are shown on Figures No. 5, 6 and 7 for each of the Peak Hours. In addition, traffic associated with the proposed 13 Creek Drive Development was also accounted for. The resulting Other Development traffic volumes associated with that development are shown on Figures No. 8, 9 and 10 for each of the peak hours. These volumes were added to the 2025 Projected Traffic Volumes resulting in the Year 2025 No-Build Traffic Volumes, which are shown on Figures No. 11, 12 and 13 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

B. SITE GENERATED TRAFFIC VOLUMES

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed residential development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 10th Edition, 2017, based on Land Use Category – 820 – Retail, 710 – Office Building and 220 – Multifamily Home and 210 – Single Family Home. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM, Weekday Peak PM and Saturday Hours.

It should be noted that the Kitchen & Coffee use (formerly Ella's Bellas Café), which consists of 1,675 sq. ft. is an existing operating use that will be incorporated into the overall development but will remain upon completion. Traffic associated with this use has been captured in the existing traffic volume counts identified above, therefore no additional traffic generation associated with this use has been accounted for in the analysis.

In addition, the rear lot which is currently zoned PB – Business Off-Street, may be rezoned into to the T-Transitional Zone in the near future. Under this zoning, even if the proposed single-family home artist/live work space was be modified to two (2) artist live-work units, it is expected that this would result in similar traffic generation to the single live-work space and therefore no separate analysis has been conducted for this condition.

C. ARRIVAL/DEPARTURE DISTRIBUTIONS

(Figures No. 14 and 15)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 14 and 15, respectively.

D. 2020 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 16 through 21)

The Site Generated Traffic Volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 16, 17 and 18 for each of the peak hours, respectively. The site generated traffic volumes were then added to the Year 2025 No-Build Traffic Volumes to obtain the Year 2025 Build Traffic Volumes. The resulting Year 2025 Build Traffic Volumes are shown on Figures No. 19, 20 and 21 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

E. DESCRIPTION OF ANALYSIS PROCEDURES

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

- Signalized Intersection Capacity Analysis
  The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the *Highway Capacity Manual, 6th Edition*, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis
  The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the *Highway Capacity Manual, 6th Edition*. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

F. RESULTS OF ANALYSIS

(Tables No. 2AM, 2PM and 2SAT)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Tables No. 2AM, 2PM and 2SAT, contained in Appendix "B" summarize the results of the capacity analysis for the 2020 Existing, 2025 No-Build and 2025 Build Conditions for each of the peak hours analyzed, respectively. Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. Fishkill Avenue/Teller Avenue (NYS Route 52) and Main Street
   Fishkill Avenue/Teller Avenue and Main Street intersect at a full movement signalized intersection. Each of the approaches to the intersection consist of a single lane and signalized pedestrian crosswalks are provided on all four intersection approaches. "Right Turns on Red" are also prohibited on all four approaches. On-street parking is also provided on each of the Main Street intersection approaches as well as the east side of Fishkill Avenue within approximately 250 ft. of the intersection.

Capacity analysis was conducted for this intersection utilizing the 2020 Existing, 2025 No-Build and 2025 Build Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during each of the peak hours and will remain under all analysis conditions (existing, no-build and build).

2. Main Street and Schenck Avenue

Main Street and Schenck Avenue intersect at a "T" shaped unsignalized intersection. Main Street consists of one lane in each direction and on-street parallel parking is provided on both sides of the street. Schenck Avenue also consists of one lane in each direction and is controlled by a "Stop" sign approaching the intersection. On-street parallel parking is provided on the west side of Schenck Avenue only. Painted pedestrian crosswalks are provided on the eastbound and southbound approaches to the intersection.

Capacity analysis was conducted for this intersection utilizing the 2020 Existing, 2025 No-Build and 2025 Build Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" or better during all time periods and that this level of service will be maintained under future No-Build and Build conditions.

Associated with the project, additional signing and striping will be installed at the Main Street/Schenck Avenue intersection including new crosswalk warning signs for the crosswalk spanning Main Street. A new "Stop" sign and painted white stop bar will also be installed on Schenck Avenue at its intersection with Main Street. These proposed signing and striping modifications area identified in Exhibit No. 1 below. It should be noted that in order to accommodate the installation of the painted white stop bar, the existing yellow hatching on either side of Schenck Avenue will be required to be removed to provide sufficient roadway width for the stop bar and to maintain two-way traffic. The yellow hatching, which is non-standard was installed to reinforce the no parking condition in this area, however the existing "No Parking Here to Corner" signs are proposed to remain to designate this no parking area.



EXHIBIT NO. 1
MAIN STREET/SCHENCK AVENUE SIGNING & STRIPING IMPROVEMENTS

IV. PARKING ANALYSIS

A. EXISTING PARKING CONDITIONS

(Figure 1P, Tables P-1, P-2, P-3)

Manual parking counts of the available and occupied parking spaces were collected by representatives of Maser Consulting, P.A. for all on-street and off-street public parking spaces found within 500± ft. of the proposed project Site location, in order to identify the existing parking conditions in the area. These parking counts included the following areas, which are also identified on Figure 1P contained in Appendix "A":

- Main Street between Tioronda Avenue & Veterans Place (On-Street)
- Van Nydeck Avenue between Tioronda Avenue & Fishkill Avenue (On-Street)
- Schenck Avenue between Main Street & North Street (On-Street)
- South Street between Schenck Avenue & Locust Place (On-Street)
- North Street between Schenck Avenue & North Street (On-Street)
- Main Street/Van Nydeck Street Public Lot (70 Spaces Off-Street)
- Van Nydeck Street Public Lot (23 Spaces Off-Street)
- Veterans Place/Henry Street Public Lot (70 Spaces Off-Street)

Figure No. 1P also provides a summary of the parking restrictions for the study area including in the off-street public parking lots and all area roadways listed above with on-street parking provided. It should also be noted that alternate side of the street parking is enforced from 4:00 AM to 9:00AM along Main Street.

The parking counts were conducted on Wednesday February 5th, 2020 during the AM (7AM-9AM), Midday (11AM-2PM) and PM (3:30PM-7PM) peak periods, on Saturday February 8th, 2020 between 11:00 AM and 2:30 PM and Sunday February 9th, 202 between 11:00 AM and 2:00 PM.

The parking counts are summarized in Tables P-1, P-2 and P-3, contained in Appendix "B", for the Weekday, Saturday and Sunday parking counts respectively. The tables identify the total parking spaces, the total occupied spaces and the total available (unoccupied) spaces within the studied area. The parking count data indicates that during the Weekday periods there are in excess of 125 available (unoccupied) parking spaces within the 500± ft. study area, while during the Saturday and Sunday peak periods there are as few as 30 available parking spaces in the vicinity of the site.

B. FUTURE PARKING CONDITIONS

The parking requirements for the proposed development based on the City of Beacon Code as identified in Section 223-26.F and 223-41.18.G.(2) were reviewed in order to determine the required parking supply for the development. The below summarizes the required City Code parking supply ratios and the equivalent required number of parking spaces for each use within the proposed development. Note that the below parking requirements does not account for the parking required for the existing Kitchen & Coffee (formerly Ella's Bellas Café) since this is an existing use and any parking currently associated with this use is already accounted for in the parking counts discussed above.

SUMMARY OF OFF-STREET PARKING REQUIREMENTS PER CITY OF BEACON CITY CODE		
USE	**REQUIRED PARKING RATIO**	**REQUIRED PARKING SPACES**
MIXED-USE BUILDING FRONTING MAIN STREET (CMS – CENTRAL MAIN STREET ZONING DISTRICT)		
NEW RETAIL (2,575 SQ.FT.)	2 SPACE/1,000 SQ. FT.	6 SPACES
OFFICE (6,220 SQ.FT.)	2 SPACE/1,000 SQ. FT.	13 SPACES
APARTMENTS (1 UNITS)	1 SPACE/DWELLING UNIT	1 SPACES
REAR LOT BUILDING (PB- BUSINESS OFF-STREET ZONING DISTRICT)		
RESIDENTIAL (1 UNIT)	2 SPACES/DWELLING UNIT	2 SPACES
	TOTAL	**22 SPACES**

The proposed development will be provided a total of four (4) off-street parking spaces, two (2) spaces for the use of the mixed-use building's tenants and two (2) spaces for the rear residential building. No designated parking will be provided for the retail or commercial office space in the mixed-use building. The rear lot building will be provided with two (2) off-street parking spaces in the driveway for the one (1) live/work unit. The remaining of the required 18 parking spaces would have to be accommodated by public parking, both on-street and in City of Beacon Public Parking lots in the area. In addition, as part of the proposed development, the Applicant proposes to stripe new on-street parking spaces along the east side of Schenck Avenue between Main Street and South Street and along both sides of South Street in the vicinity of the Site in order better define parking in

this area. Furthermore, the elimination of one (1) of the two (2) existing curb cuts to the subject property from Schenck Avenue will provide for an additional parking space along the east side of Schenck Avenue.

As indicated previously, during a typical weekday, greater than 125 parking spaces were found to be available within 500 ft. of the proposed development, which would more than accommodate the required parking that is not captured by the on-site parking provided. During the Weekend (Saturday & Sunday) peak parking periods, as few as 30 parking spaces were found to be available within 500 ft. of the proposed development. However, on Saturday and Sunday the second and third floor office uses are anticipated to be closed and/or have very limited activity. In fact, based on Institute of Transportation Engineers (ITE) data contained in their publication entitled Parking Generation Manual, 5th Edition, an office use of this size can be expected to generate a peak parking demand of between 2 (based on average parking rate) and 5 vehicles (based on 85th percentile parking rate) on a Saturday. Using the ITE parking data for a Saturday, the development would require 14 total parking spaces on Saturday and a similar total would be required on Sunday. Including the four (4) parking spaces provided on-site the net parking demand on the weekend would be approximately 10 spaces, which can be accommodated by the available public parking in the vicinity of the site.

In addition to the above, per Section 223-26C(6) of the City Code *"…the Planning Board may approve the joint use of parking spaces by two or more establishments on the same lot or on contiguous lots, the total capacity of which is less than the sum of the spaces required for each, provided that said Board finds that the capacity to be provided will substantially meet the intent of this article by reason of variation in the probable time of maximum use by patrons or employees at such establishments and provided that such approval of such joint use shall be automatically terminated upon a change of use at any such establishment."* Shared on-street parking can be expected to occur within 500 ft. of the Site between the proposed project and other uses along Main Street where patrons may park along the Main Street area to visit multiple properties/uses in the same trip and/or spaces occupied by residential tenants during the nighttime hours may be available for use by retail and commercial patrons during the daytime hours. While shared parking may occur as indicated, no credit for this has been accounted for in the parking analysis discussed above.

Finally, it should also be noted that as indicate in the City Code Section 223-41.18.G.(3) the CMS Zone parking requires identified in Section 223-41.18.G.(2) may be modified by the Planning, in its discretion, based on information provided demonstrating one or more of the following.

(a) That the projected operational characteristics of the proposed use require a different amount of parking.
(b) That adequate shared parking, contractually obligated for the duration of the proposed use, is available within 500 feet of the site and within the CMS or PB Districts.
(c) That the applicant has provided sufficient bicycle parking to reduce anticipated vehicular travel demand.
(d) That there is sufficient public parking available within 800 feet of the site and within the CMS or PB Districts to meet foreseeable parking needs of the proposed use and surrounding uses for the duration of the proposed use.
(e) That the applicant will voluntarily dedicate land for public parking on site or will acquire land by purchase or long-term lease (for the duration of the proposed use) within 800 feet of the site and within the CMS or PB Districts and voluntarily dedicate such land to the City for public parking.
(f) That a professional parking study of the proposed use and the surrounding area demonstrates that a different amount of parking would be appropriate for the use in its particular location and/or that existing and/or proposed off-site parking is sufficient.

The information presented herein demonstrates that items (b), (d), (e) and (f) are met for this development. The Applicant is also proposing to provide two (2) sets of bicycle racks at the rear of the front lot building for public use, which satisfies item (c) as well.

C. OTHER PARKING RELATED CONSIDERATIONS

1. Off-Street Loading – No separate off-street loading space is provided as part of the proposed development. Per City Code Section 233-26H.2.(a) and (b) no off-street loading spaces are required for retail buildings with a gross floor of less than 5,000 sq. ft. and for office establishments of less than 10,000 sq. ft.

2. Rear Lot Zoning – As previously indicated the rear lot is currently zoned PB – Business Off-Street but may be rezoned to the T-Transitional Zone in the future by the City. Under this zoning, even if the proposed single-family artist live/work space was modified to one (1) artist live-work unit with two bedrooms, the unit would require the same number of parking spaces (two (2) spaces - 1 space per dwelling unit + 1/4 for

each bedroom + 1/2 for the live/work space) as the apartment unit, which results in the same parking conclusions as discussed above.

3. Schenck Avenue One-Way – Schenck Avenue is currently a two-way roadway with on-street parking on both sides of the roadway. Between Main Street and South Street, the roadway has an approximate width of 26 ft. curb-to-curb. Assuming a 7 ft. parking lane on each side of the street this leaves an approximately 12 ft. travel lane between parked vehicles to accommodate two-way traffic. While hourly volumes on this road are relatively low, less than 70 cars per hour, the City could consider making this roadway a one-way roadway from Main Street to South Street. This would result in southbound traffic traveling towards Main Street being redirected to other local roadways, but it is not anticipated that this would result in any significant traffic impacts. Appropriate signing would be necessary at the Main Street/Schenck Avenue and Schenck Avenue/South Street intersections would be required to accommodate this modification. A modification to one-way flow on this portion of Schenck Avenue would better accommodate the existing two-sided parking.

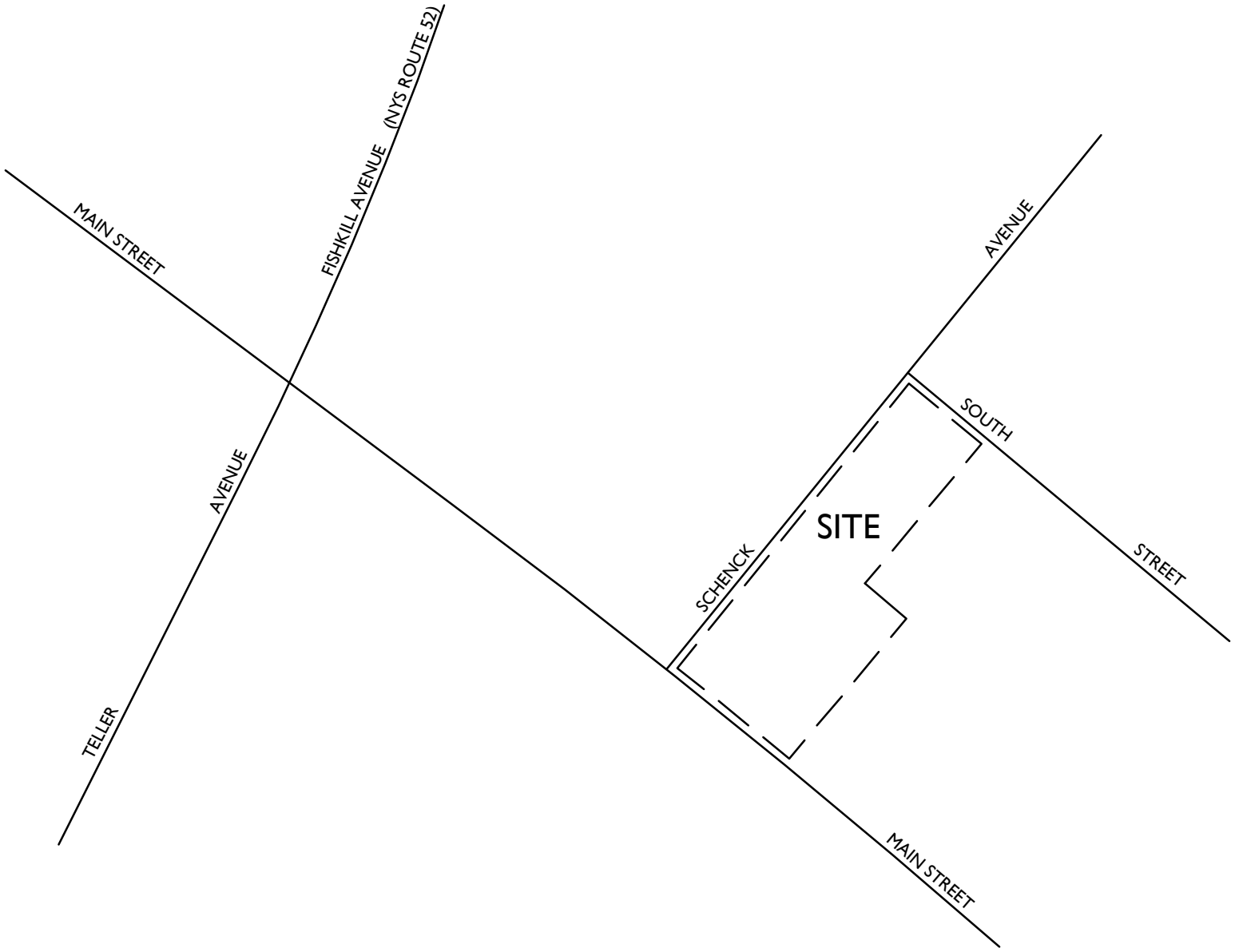
V. SUMMARY AND CONCLUSION

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. Thus, the traffic associated with the proposed 416-420 Main Street Mixed-Use Development is not expected to cause any significant impact in overall operation. Furthermore, based on the observations of the existing available parking in the vicinity of the Site as well as the analysis of the required parking demand of the development, the parking needs for the proposed development can be accommodated by the public parking in the vicinity of the Site during both Weekday and Weekend peak parking periods.

416 – 420 MAIN STREET

APPENDIX A

FIGURES



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

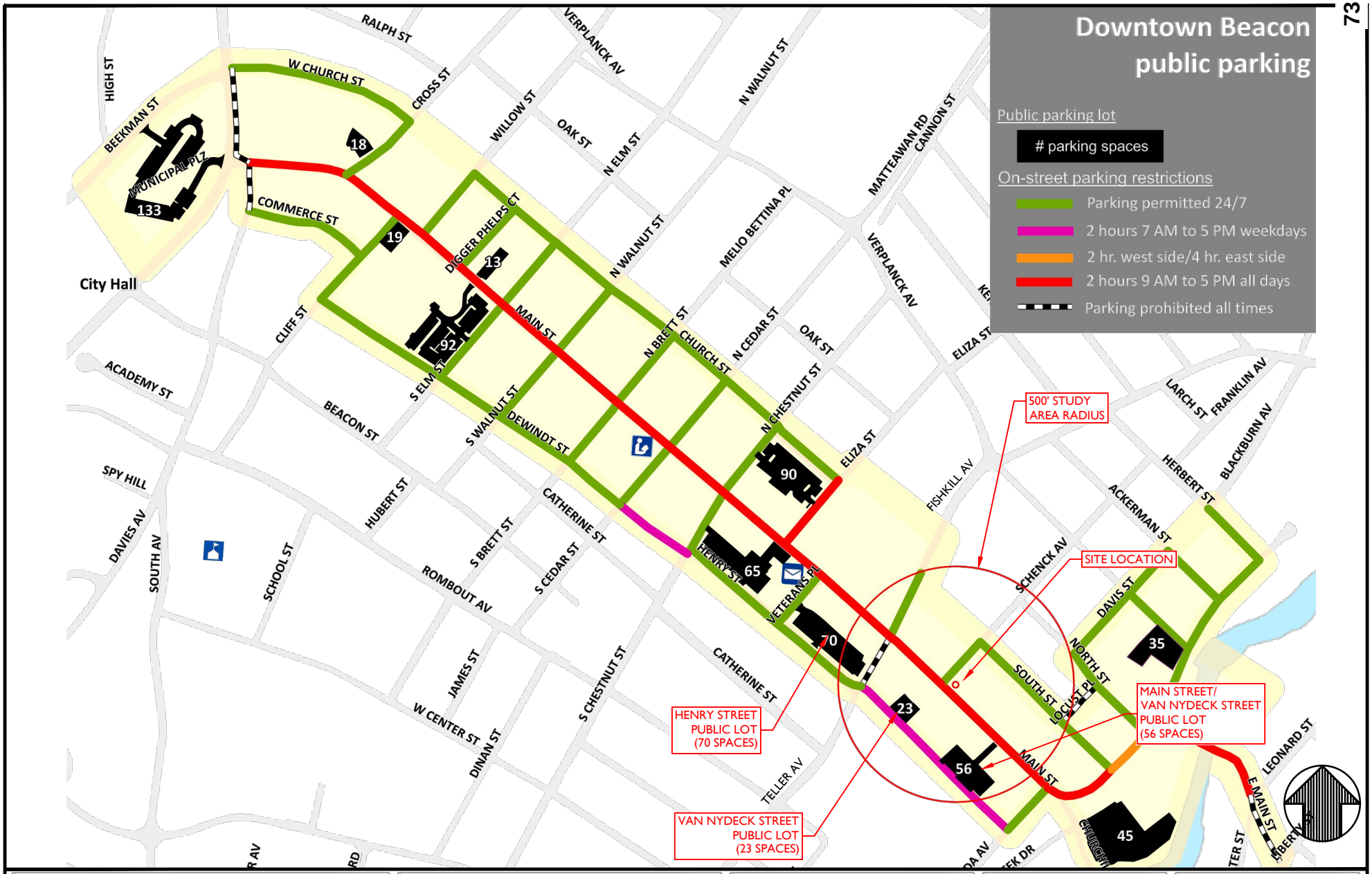
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE: SITE LOCATION MAP

SHEET NUMBER: 1



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

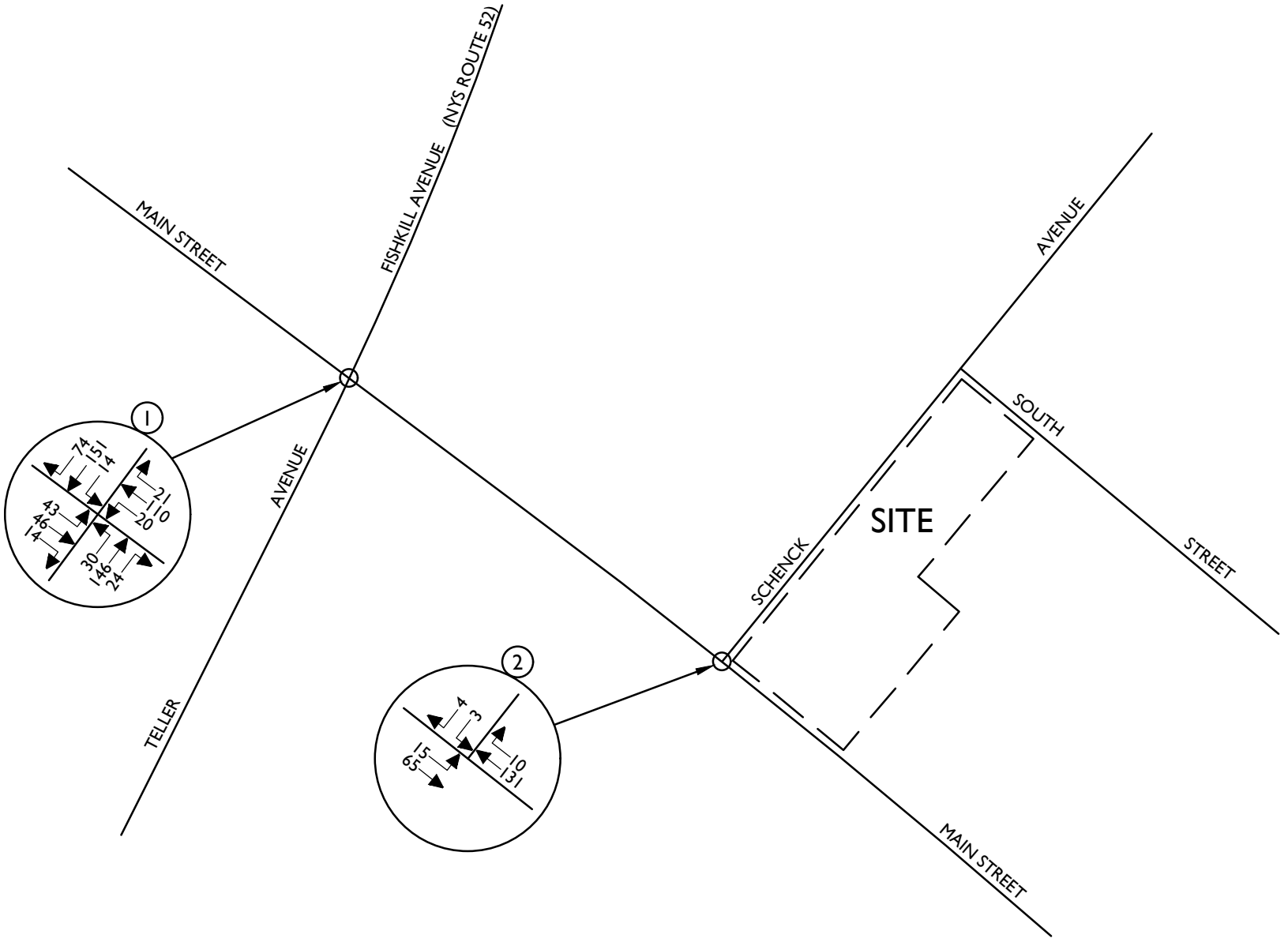
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/14/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200219RH_PARKING FIGURE

SHEET TITLE:
PARKING IDENTIFICATION MAP

SHEET NUMBER:
1P



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

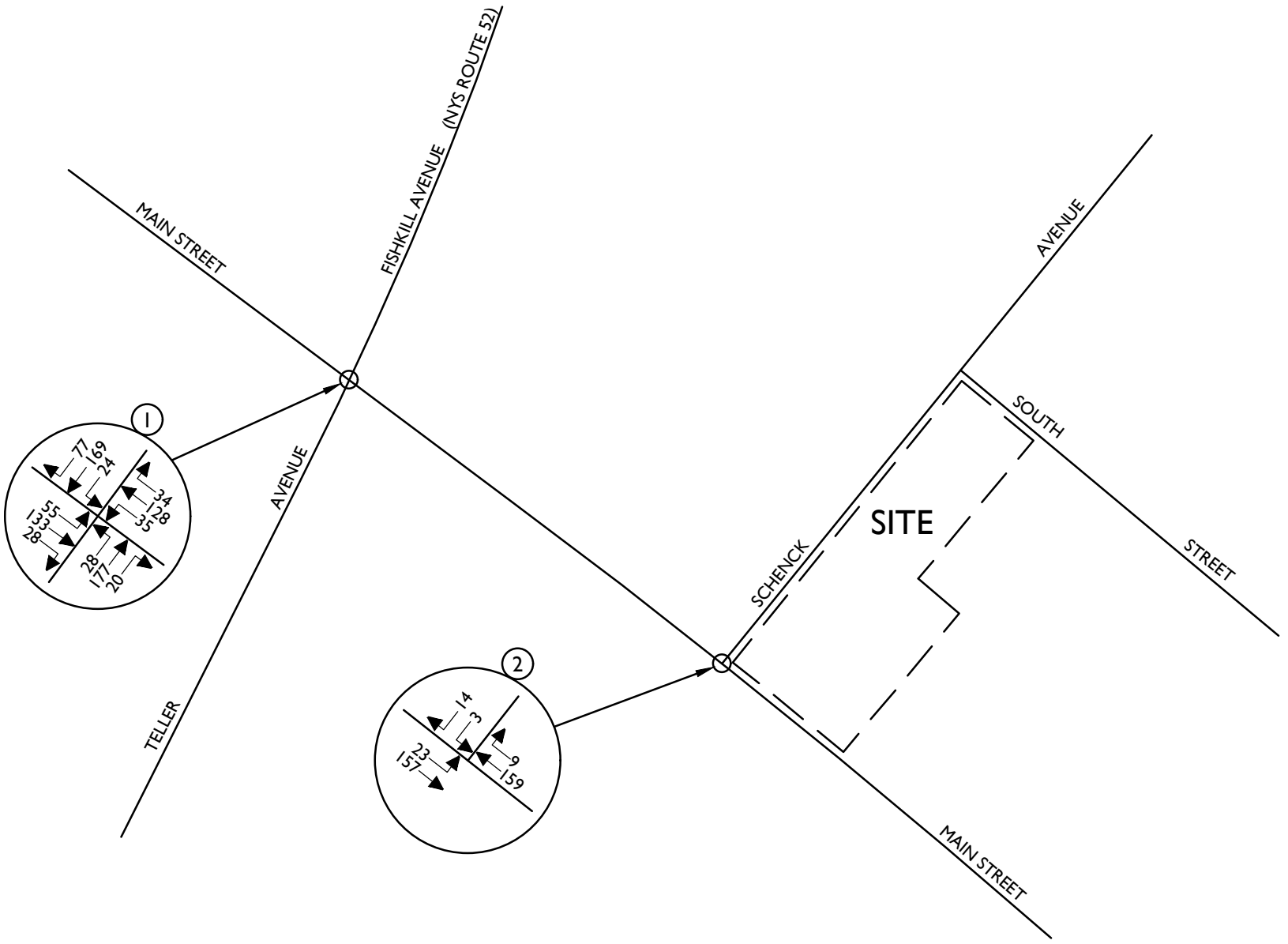
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2020 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
2



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

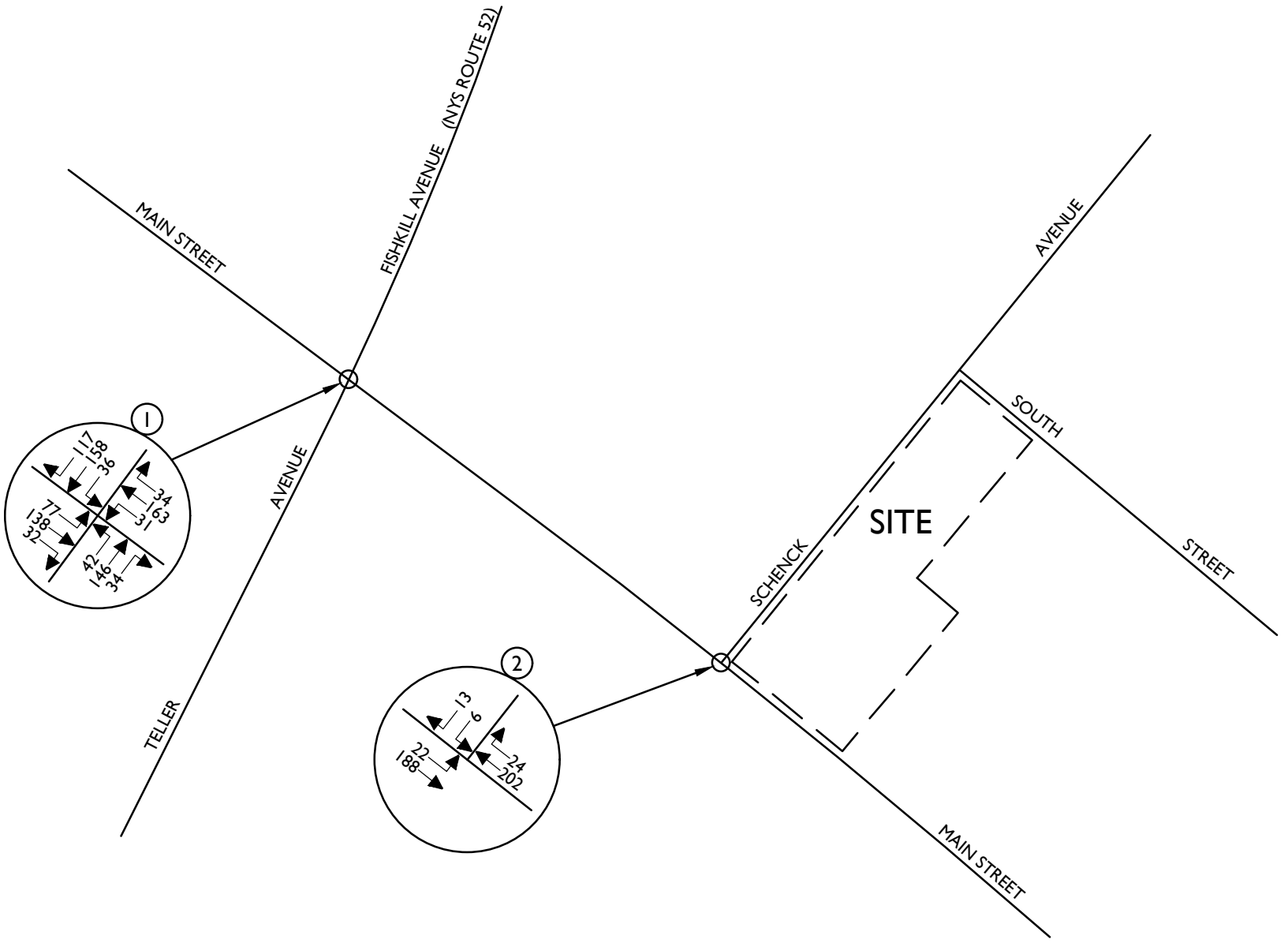
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2020 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
3



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

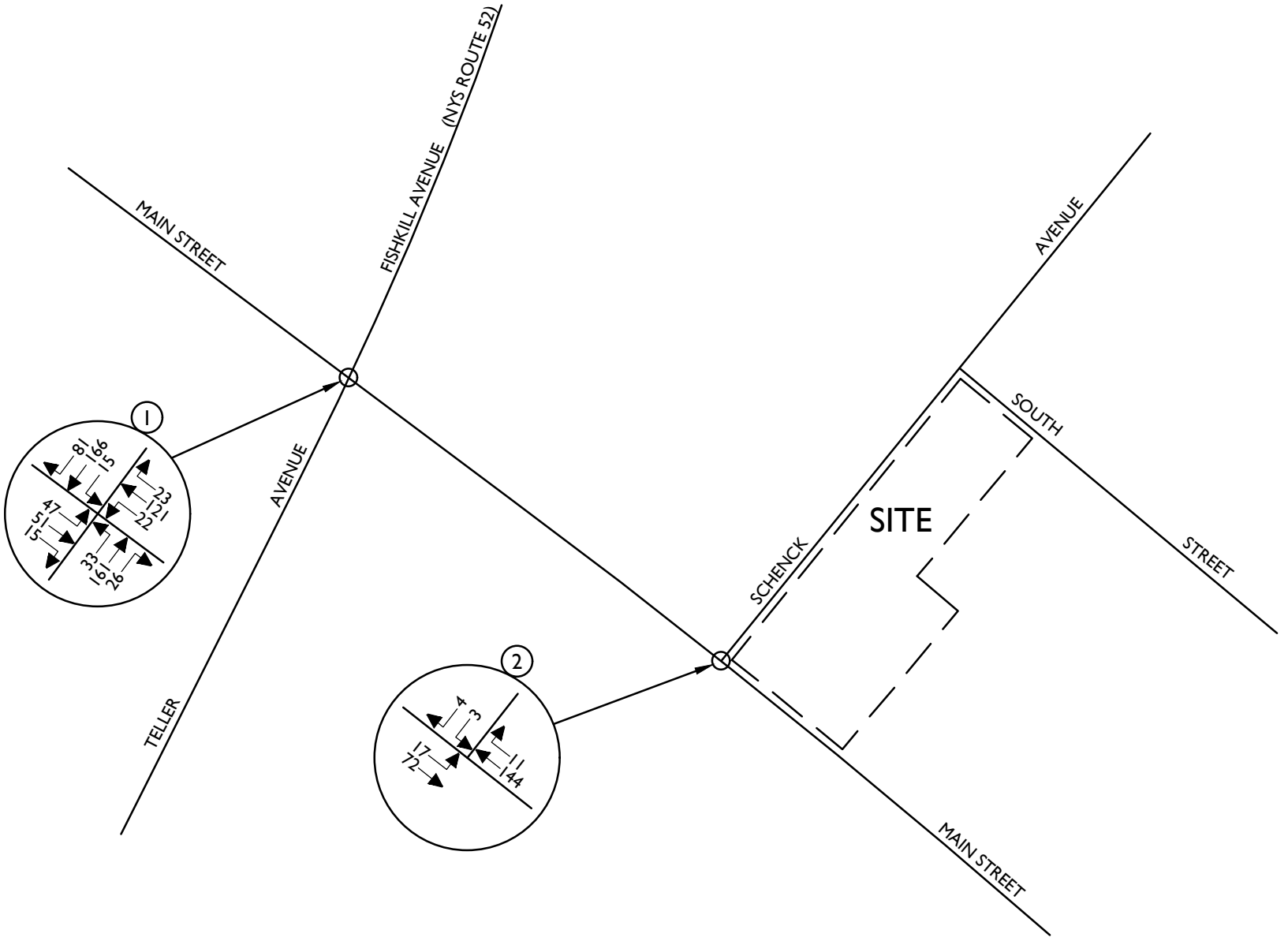
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2020 EXISTING TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
4



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

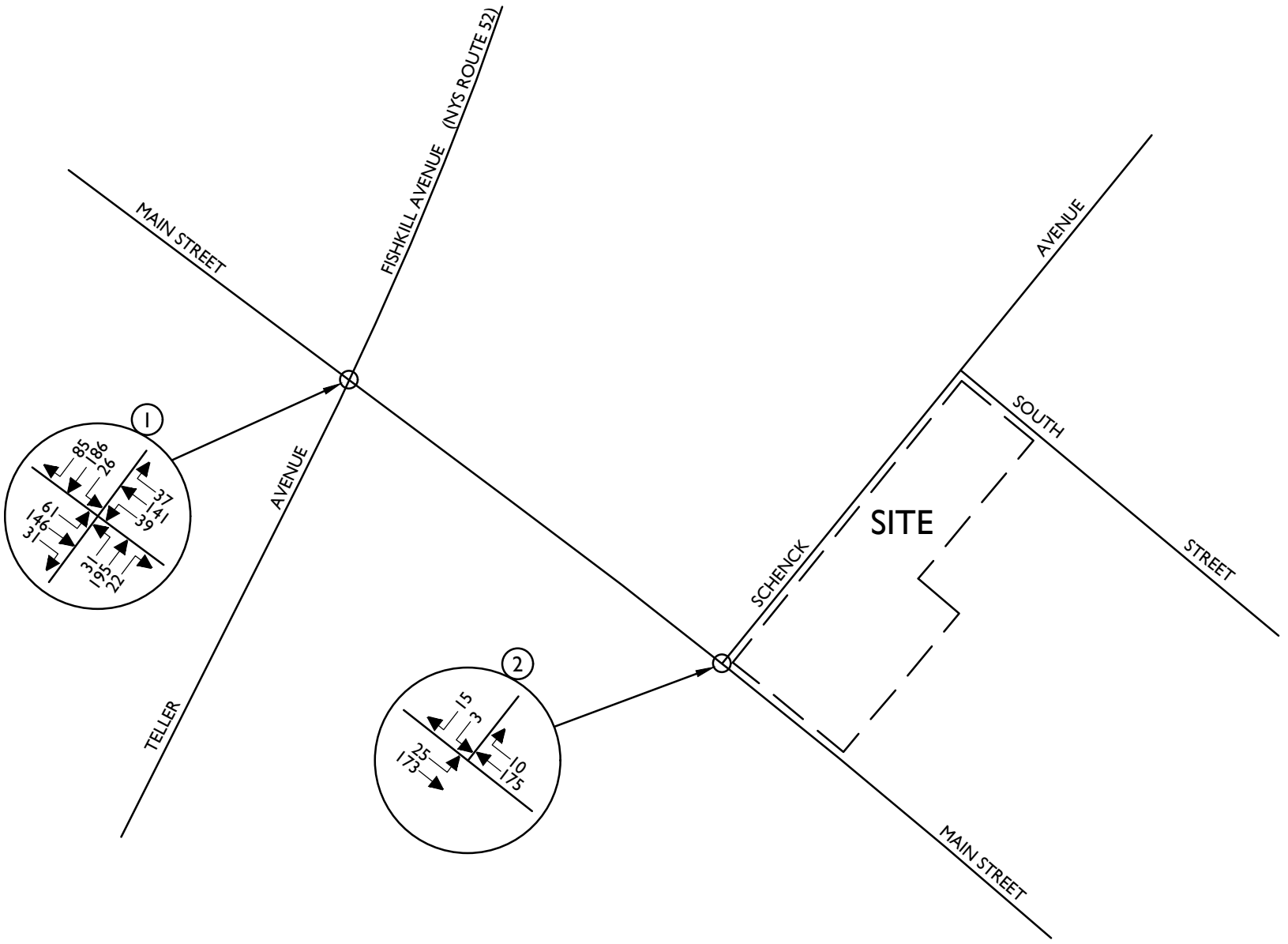
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 PROJECTED
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
5



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

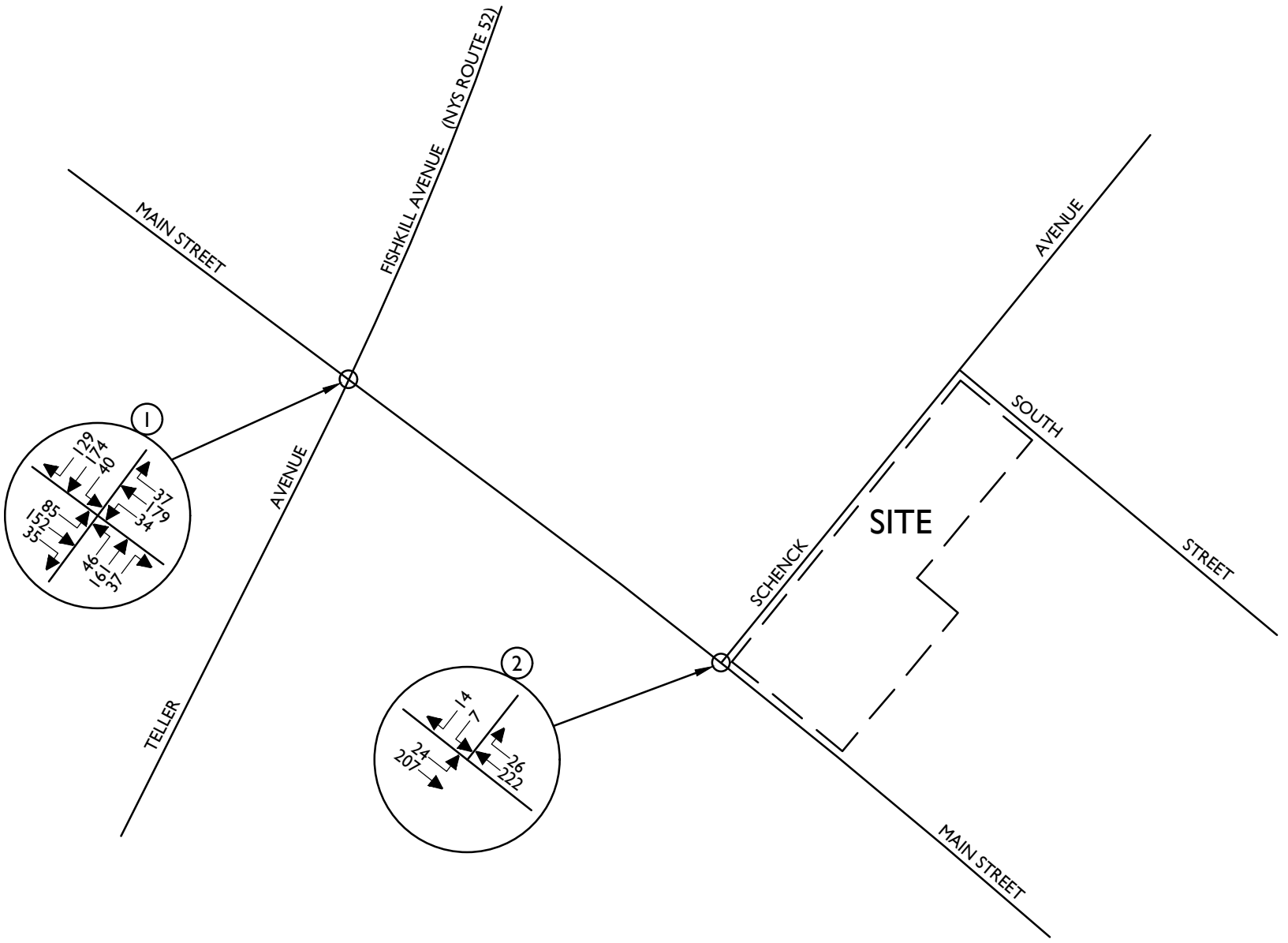
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 PROJECTED
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
6



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

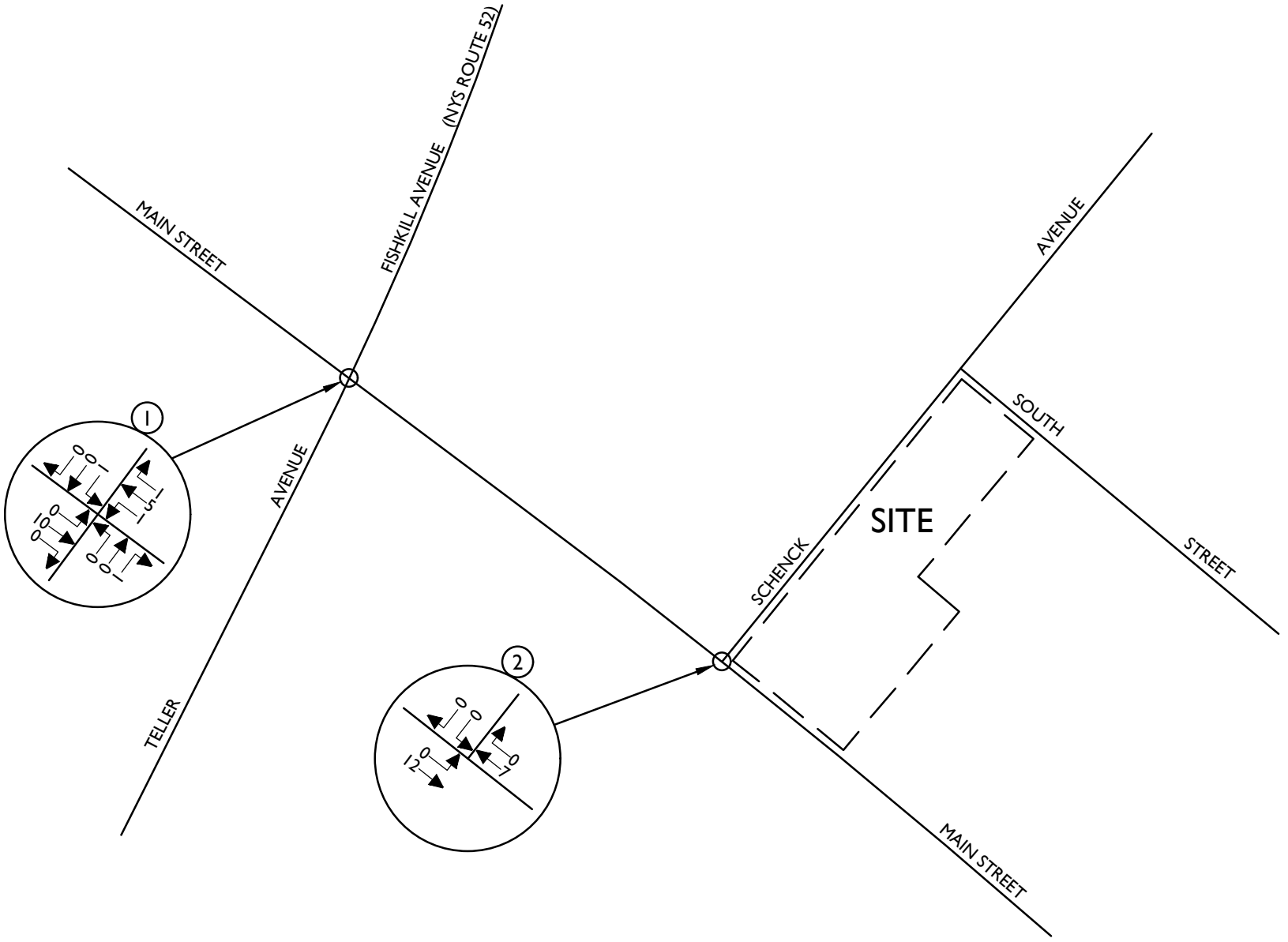
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 PROJECTED
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
7



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

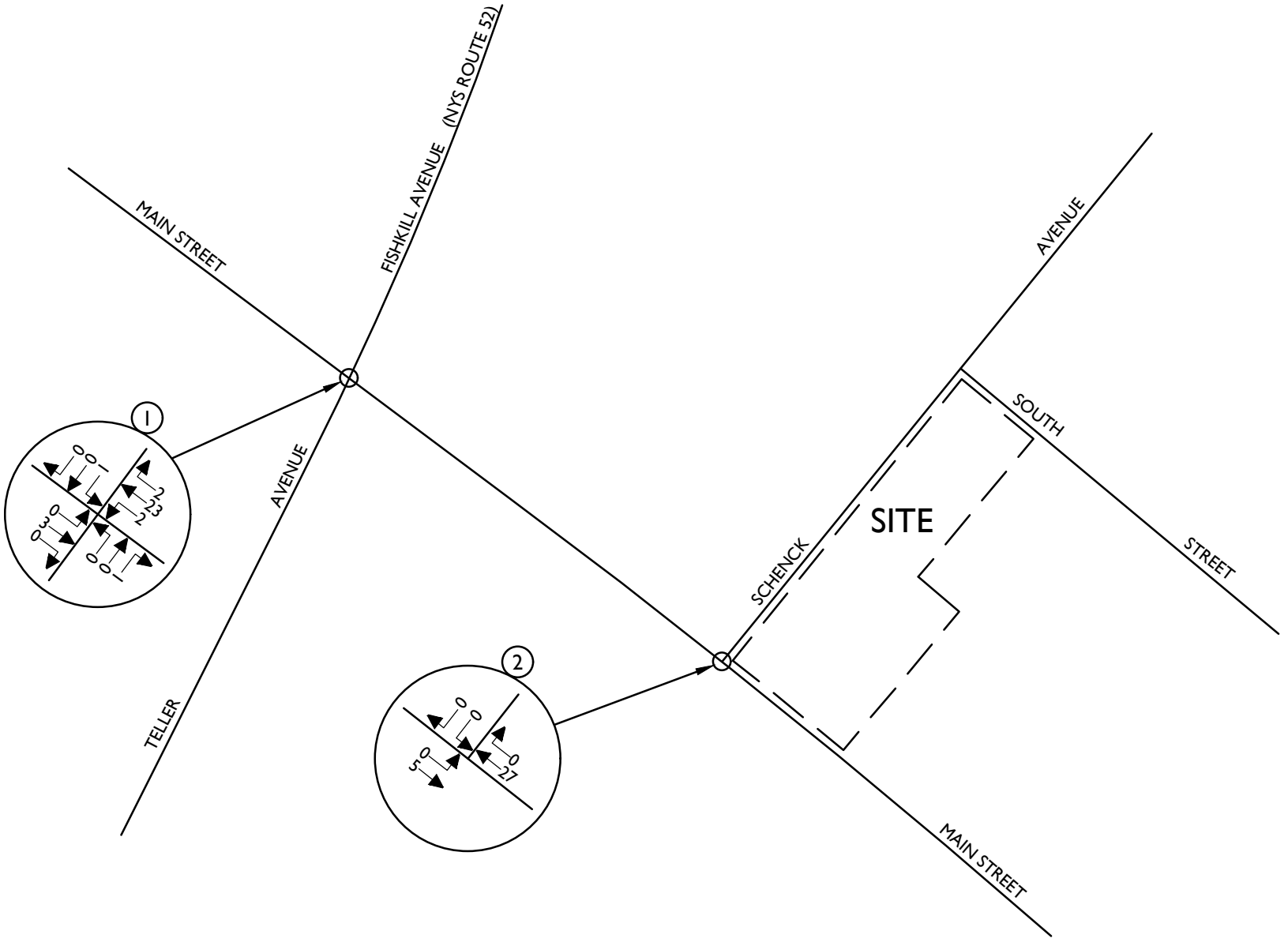
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
8



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

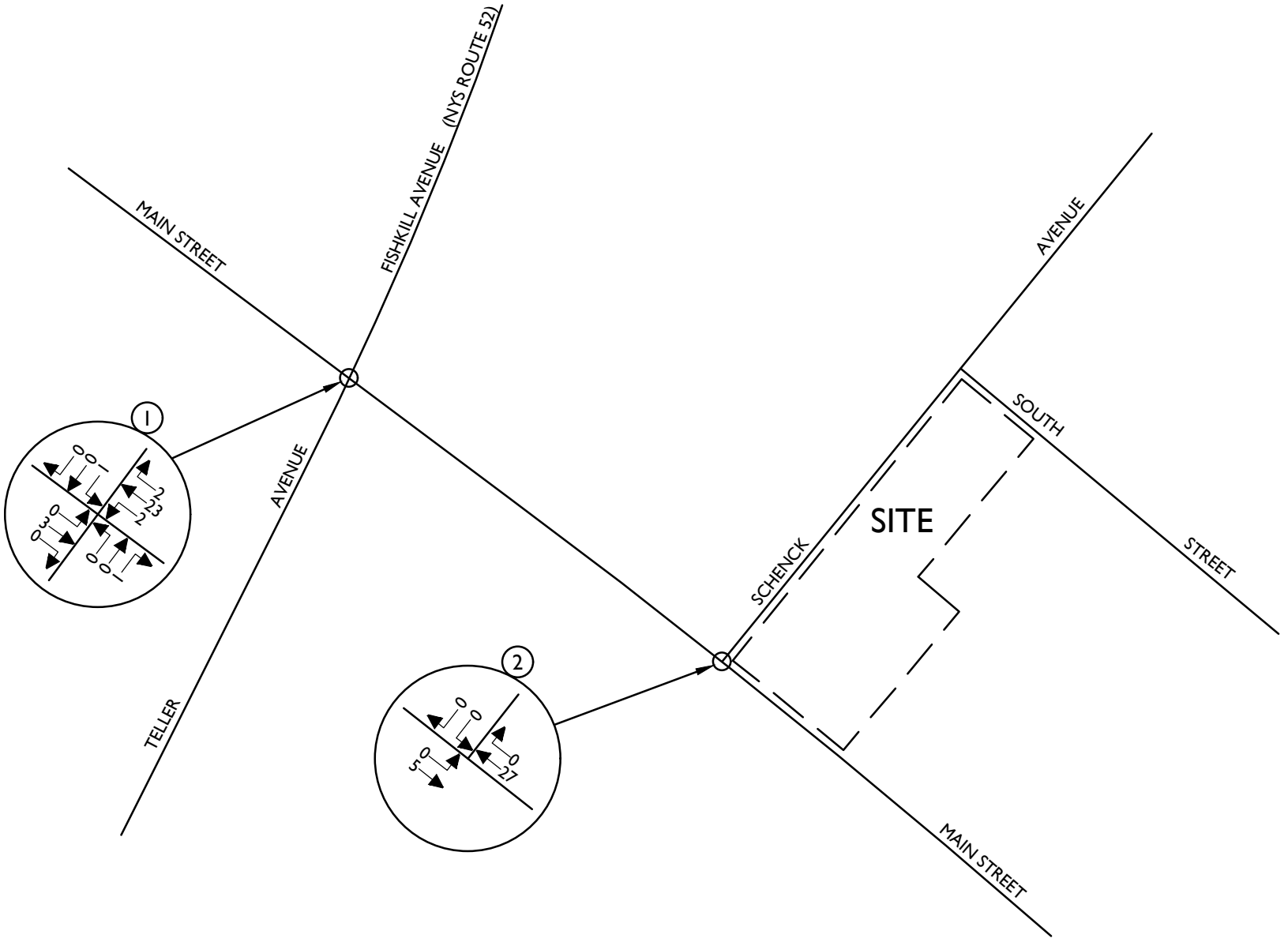
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
9



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

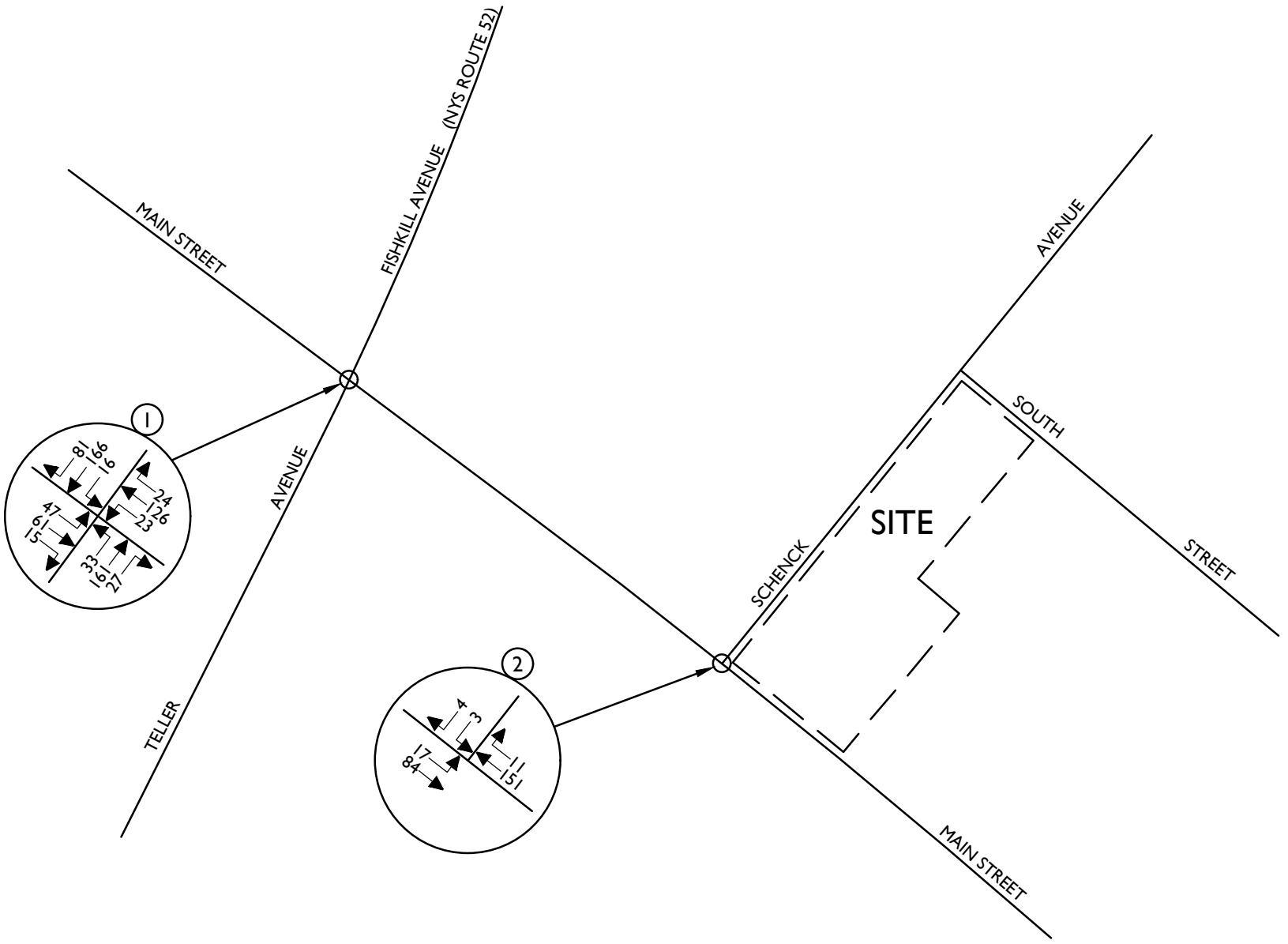
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
10



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

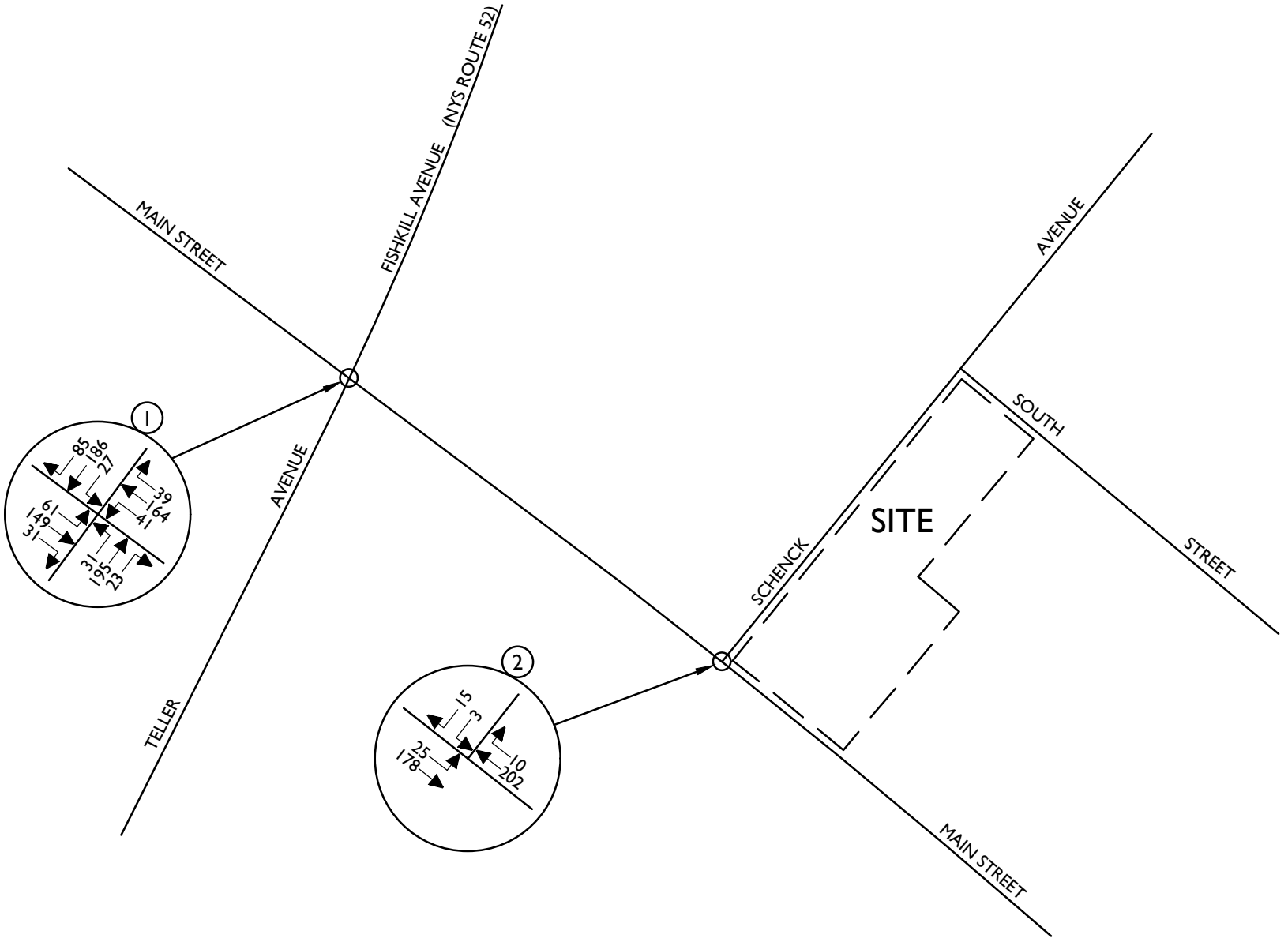
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
11



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

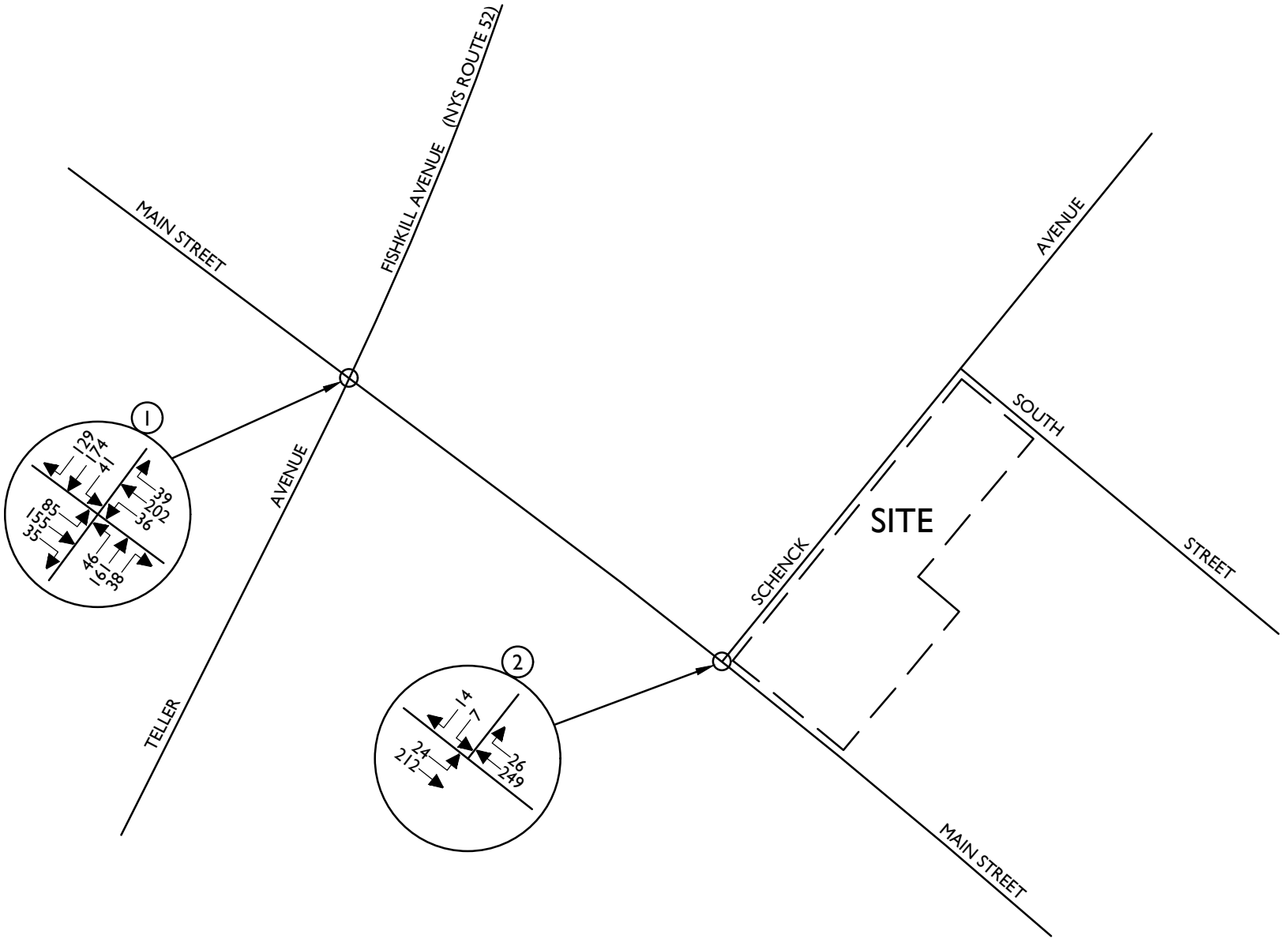
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
12



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

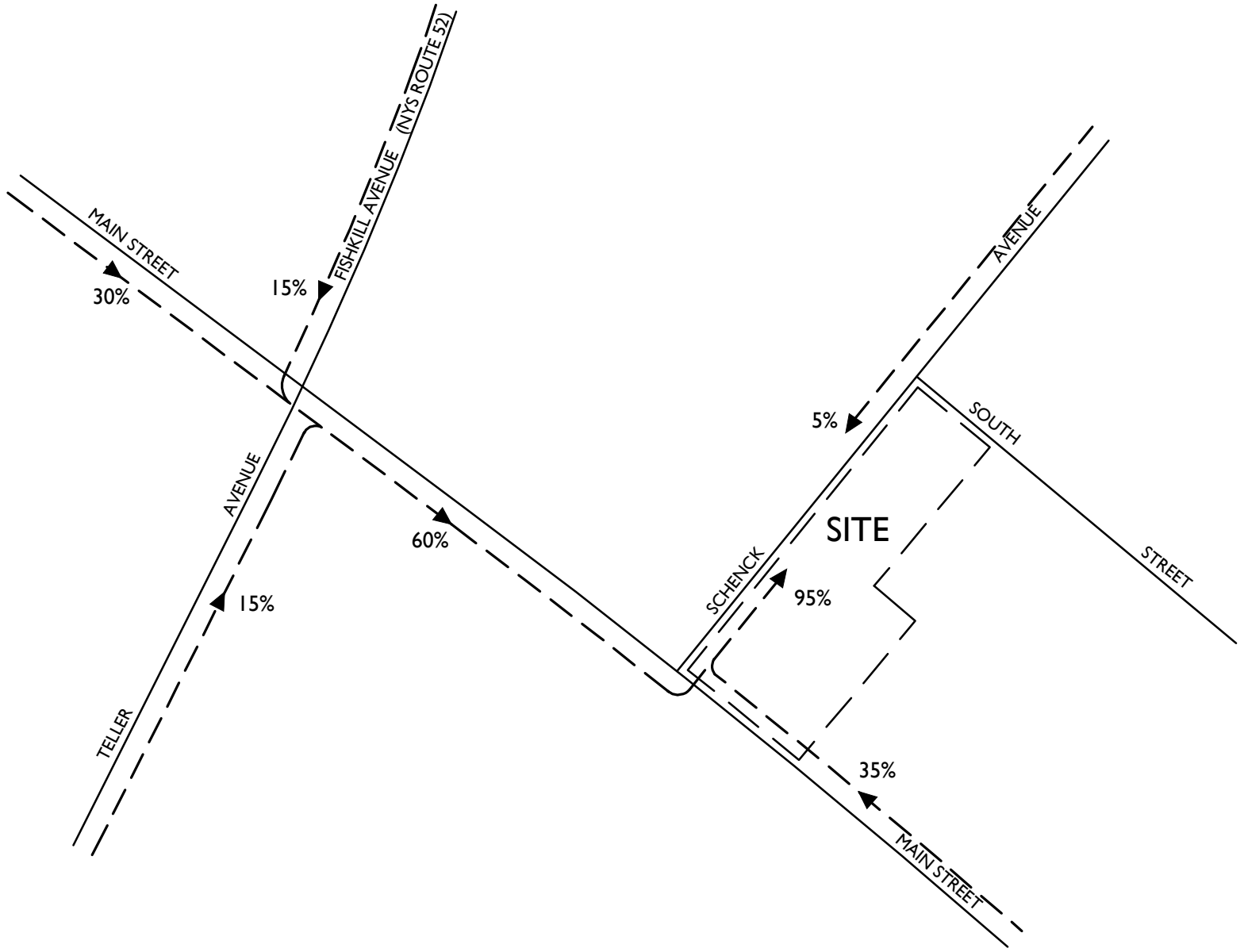
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 NO-BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
13



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

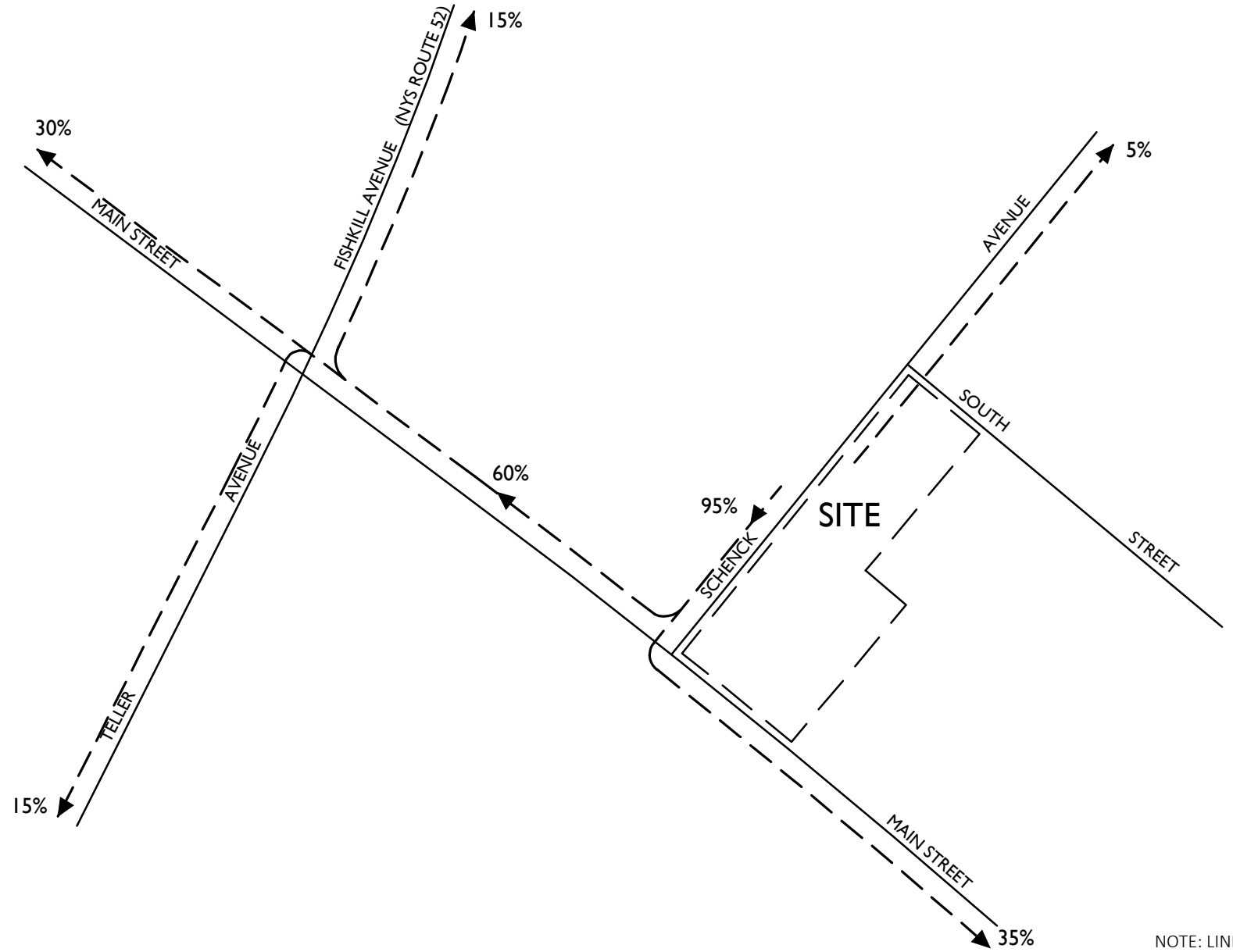
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
ARRIVAL DISTRIBUTION
(ALL VALUES ARE EXPRESSED AS %)

SHEET NUMBER:
14



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

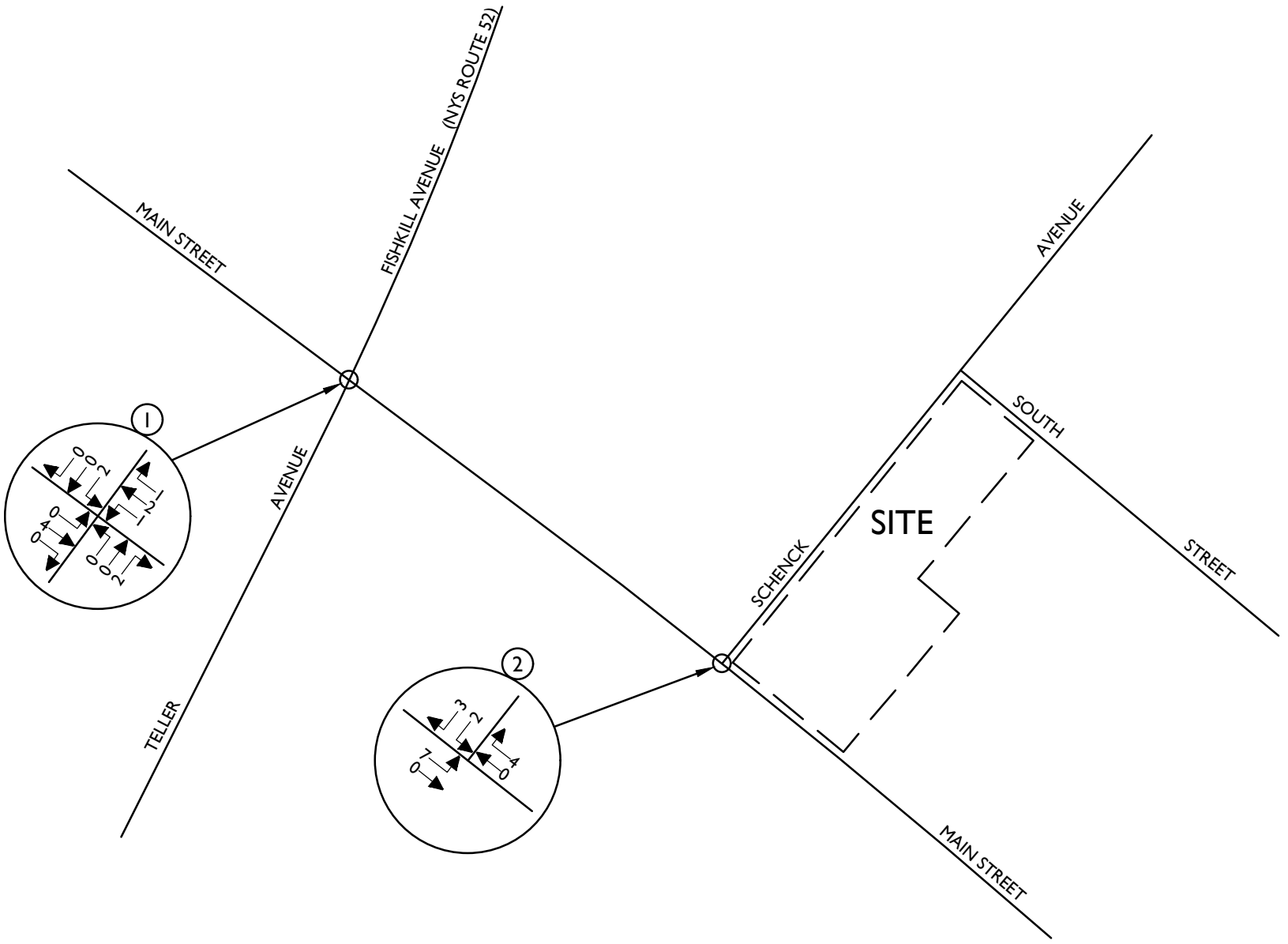
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
DEPARTURE DISTRIBUTION
(ALL VALUES ARE EXPRESSED AS %)

SHEET NUMBER:
15



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

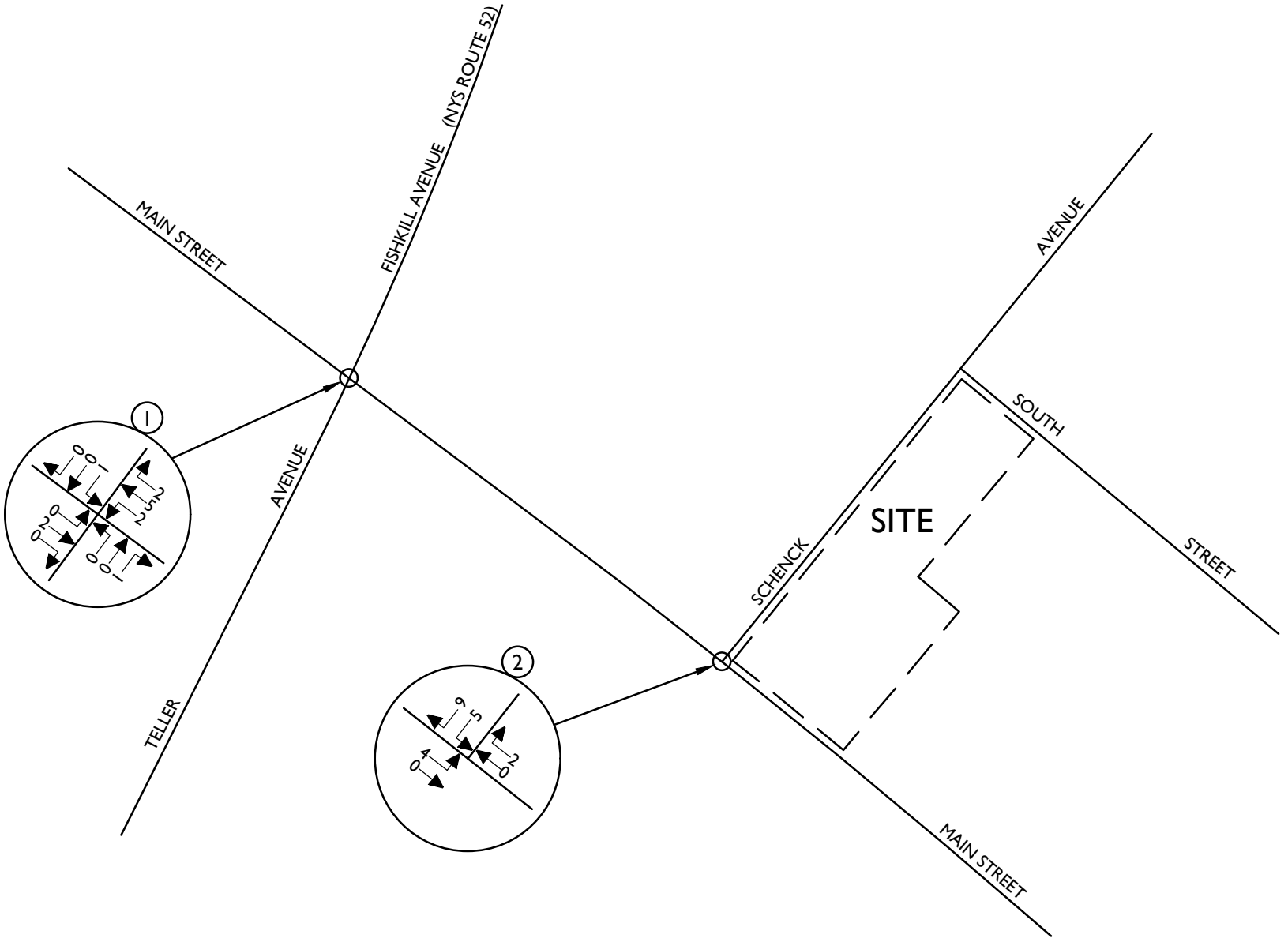
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
16



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
Red Bank, NJ · Clinton, NJ · Hamilton, NJ · Egg Harbor, NJ · Montvale, NJ · Mt. Arlington, NJ · Mt. Laurel, NJ · Albany, NY · Newburgh, NY · Weschester, NY · Columbia, MD · Lehigh Valley, PA · Exton, PA · Philadelphia, PA · Pittsburgh, PA · Tampa, FL · Orlando, FL · Miami, FL · Sterling, VA · Norfolk, VA · Albuquerque, NM · Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

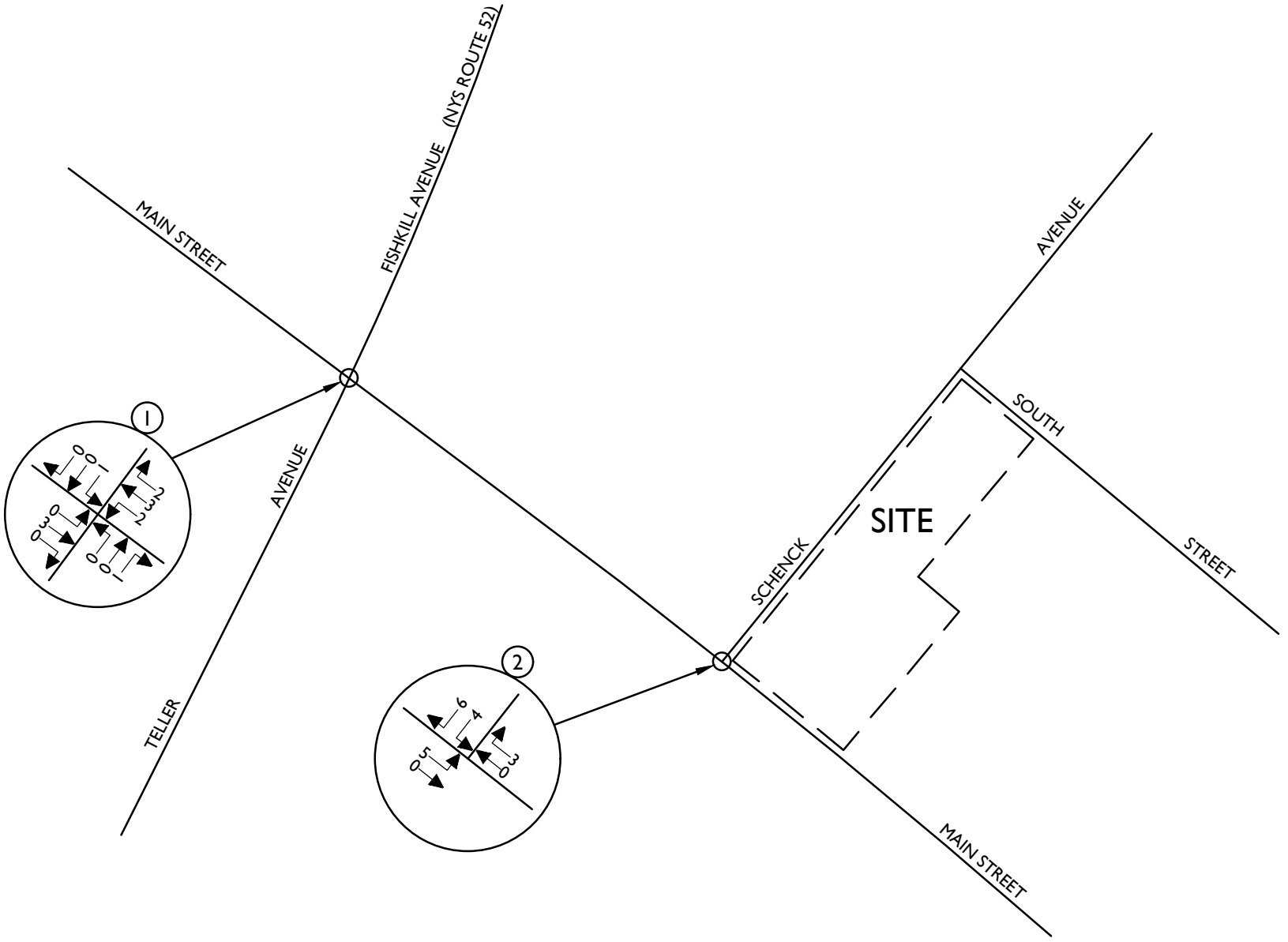
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
17



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
Red Bank, NJ · Clinton, NJ · Hamilton, NJ · Egg Harbor, NJ · Montvale, NJ · Mt. Arlington, NJ · Mt. Laurel, NJ · Albany, NY · Newburgh, NY · Weschester, NY · Columbia, MD · Lehigh Valley, PA · Exton, PA · Philadelphia, PA · Pittsburgh, PA · Tampa, FL · Orlando, FL · Miami, FL · Sterling, VA · Norfolk, VA · Albuquerque, NM · Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

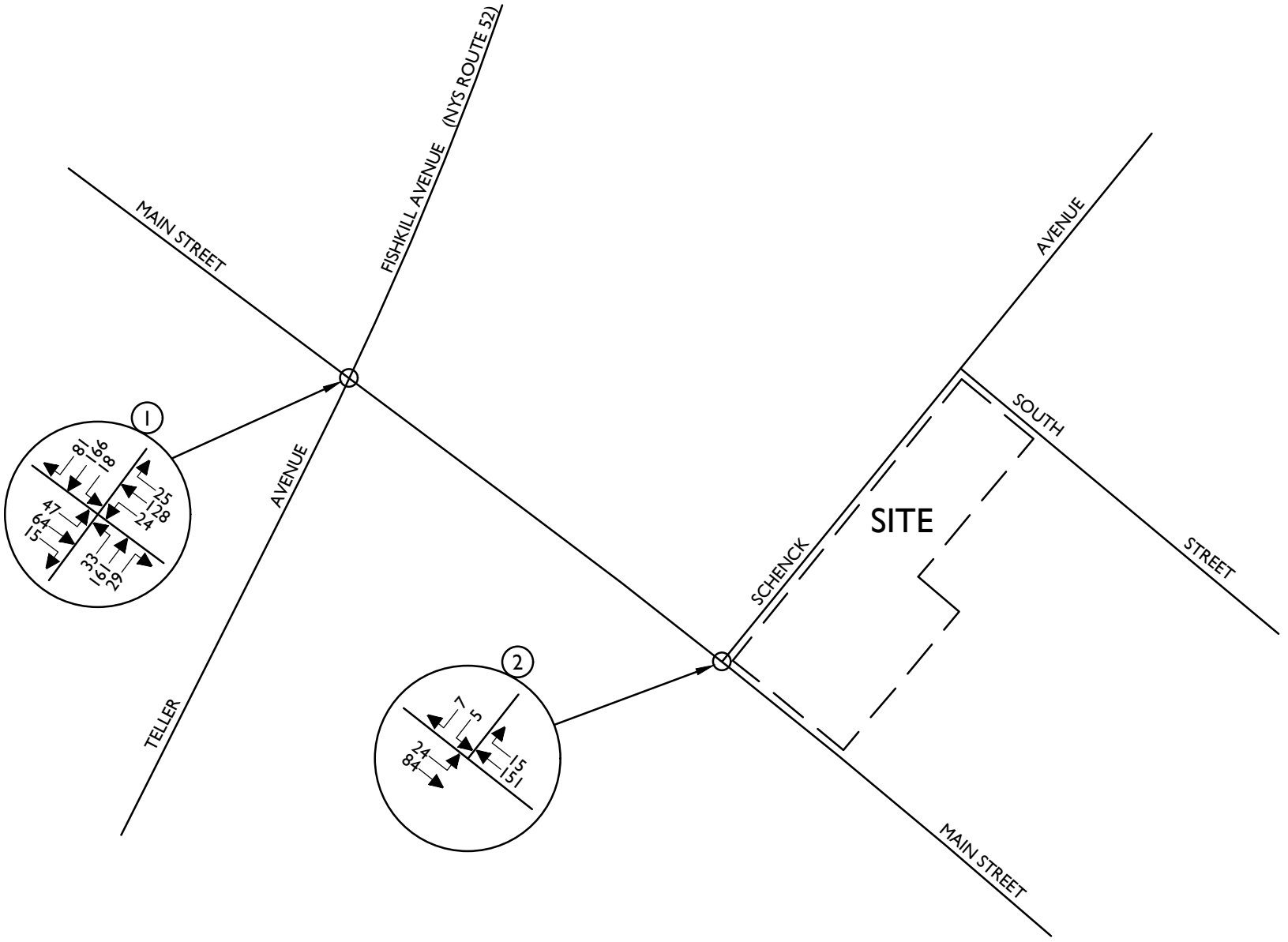
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
18



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

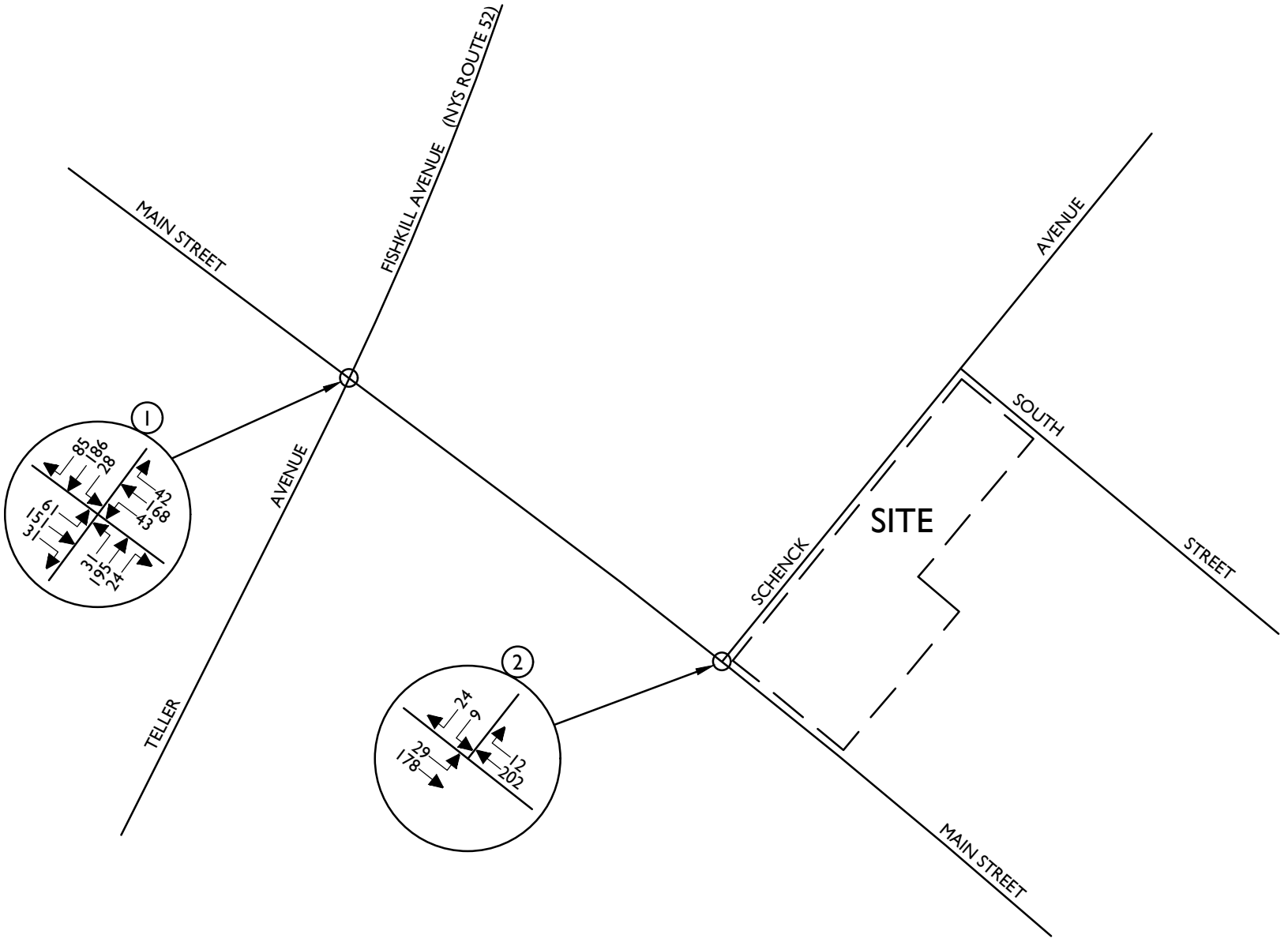
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
19



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

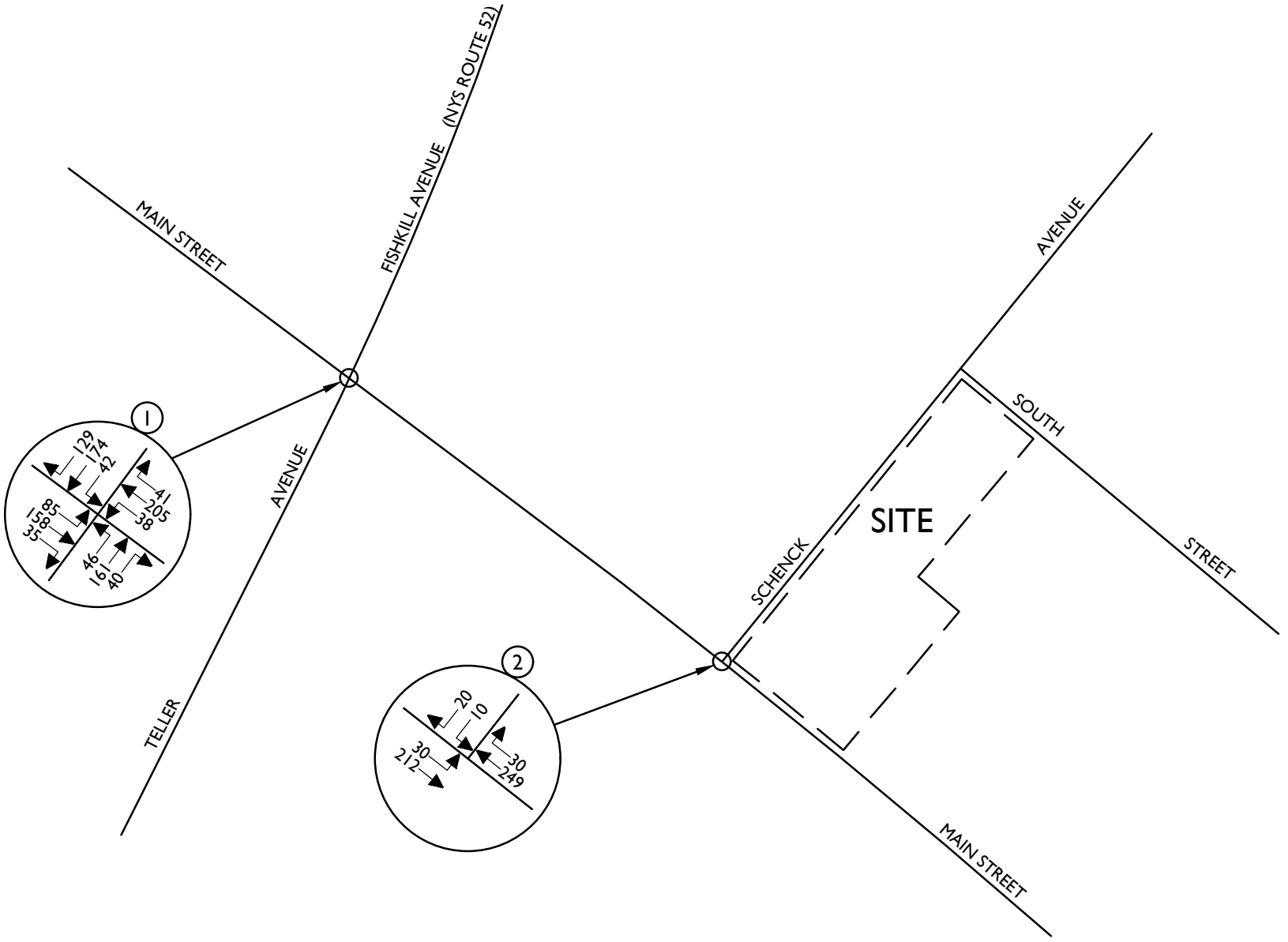
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
20



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2020. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

416 - 420 MAIN STREET

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
21

416 – 420 MAIN STREET

APPENDIX B

TABLES

TABLE NO. 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

416-420 MAIN STREET CITY OF BEACON, NEW YORK	ENTRY		EXIT	
	HTGR[1]	VOLUME	HTGR[1]	VOLUME
NEW RETAIL[2] (2,575 S.F.)				
PEAK AM HOUR	1.55	4	1.55	4
PEAK PM HOUR	1.94	5	2.33	6
SATURDAY PEAK HOUR	2.33	6	2.33	6
OFFICE (6,220 S.F.)				
PEAK AM HOUR	0.96	6	0.16	1
PEAK PM HOUR	0.16	1	1.13	7
SATURDAY PEAK HOUR	0.16	1	0.32	2
APARTMENTS 4TH FLOOR RESIDENTIAL (1 DWELLING UNITS)				
PEAK AM HOUR	1.00	1	0.00	0
PEAK PM HOUR	0.00	0	1.00	1
SATURDAY PEAK HOUR	1.00	1	1.00	1
APARTMENTS REAR LOT RESIDENTIAL (1 DWELLING UNITS)				
PEAK AM HOUR	1.00	1	0.00	0
PEAK PM HOUR	0.00	0	1.00	1
SATURDAY PEAK HOUR	1.00	1	1.00	1
TOTAL				
PEAK AM HOUR	-	12	-	5
PEAK PM HOUR	-	6	-	15
SATURDAY PEAK HOUR	-	9	-	10

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 10TH EDITION, 2017. ITE LAND USE CODE - 820 - SHOPPING CENTER, ITE LAND USE CODE - 710 - OFFICE BUILDING, ITE LAND USE CODE - 220 - MULTIFAMILY HOME, AND ITE LAND USE CODE - 210 - SINGLE FAMILY.

2) KITCHEN AND COFFEE, FORMERLY ELLA'S BELLAS CAFÉ, (1,675 S.F.) IS AN EXISTING USE THAT WILL BE INCORPORATED INTO THE PROPOSED DEVELOPMENT. TRAFFIC GENERATION ASSOCIATED WITH THIS USE IS CAPTURED IN THE EXISTING TRAFFIC VOLUME COUNTS AND THEREFORE NO NEW TRAFFIC GENERATION HAS BEEN ASSUMED FOR THIS USE. THE TOTAL RETAIL SPACE INCLUDED IN THE DEVELOPMENT WILL BE 3,620 S.F.

TABLE NO. 2 AM

LEVEL OF SERVICE SUMMARY TABLE

				2020 EXISTING			2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY NO-BUILD TO BUILD
	AM			V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	
1	MAIN STREET & TELLER AVENUE/ FISHKILL AVENUE	**SIGNALIZED**											
	MAIN STREET	EB	LTR	0.20	B	14.1	0.22	B	14.2	0.22	B	14.2	0.0
	MAIN STREET	WB	LTR	0.26	B	14.7	0.27	B	14.7	0.27	B	14.7	0.0
	TELLER AVENUE	NB	LTR	0.27	B	11.6	0.30	B	11.9	0.30	B	11.9	0.0
	FISHKILL AVENUE	SB	LTR	0.30	B	11.9	0.33	B	12.2	0.34	B	12.3	0.1
		OVERALL		**-**	**B**	**12.7**	**-**	**B**	**13.0**	**-**	**B**	**13.0**	0.0
2	MAIN STREET & SCHENCK AVENUE	**UNSIGNALIZED**											
	MAIN STREET	EB	LT	0.01	A	7.7	0.01	A	7.8	0.02	A	7.8	0.0
	SCHENCK AVENUE	SB	LR	0.01	A	9.8	0.01	B	10.0	0.02	B	10.1	0.1

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 2 PM

LEVEL OF SERVICE SUMMARY TABLE

				2020 EXISTING			2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY NO-BUILD TO BUILD
		PM		V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	
1	MAIN STREET & TELLER AVENUE/ FISHKILL AVENUE	**SIGNALIZED**											
	MAIN STREET	EB	LTR	0.37	B	16.2	0.42	B	16.8	0.42	B	16.9	0.1
	MAIN STREET	WB	LTR	0.32	B	15.5	0.40	B	16.5	0.41	B	16.6	0.1
	TELLER AVENUE	NB	LTR	0.28	B	11.6	0.31	B	12.0	0.31	B	12.0	0.0
	FISHKILL AVENUE	SB	LTR	0.32	B	12.1	0.35	B	12.4	0.35	B	12.4	0.0
		OVERALL		**-**	**B**	**13.7**	**-**	**B**	**14.3**	**-**	**B**	**14.4**	0.1
2	MAIN STREET & SCHENCK AVENUE	**UNSIGNALIZED**											
	MAIN STREET	EB	LT	0.02	A	7.9	0.02	A	8.0	0.03	A	8.1	0.1
	SCHENCK AVENUE	SB	LR	0.03	B	10.6	0.03	B	10.9	0.06	B	11.3	0.4

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 2 SAT

LEVEL OF SERVICE SUMMARY TABLE

				2020 EXISTING			2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY NO-BUILD TO BUILD
		SAT		V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	
1	MAIN STREET & TELLER AVENUE/ FISHKILL AVENUE	**SIGNALIZED**											
	MAIN STREET	EB	LTR	0.45	B	17.3	0.50	B	18.2	0.50	B	18.3	0.1
	MAIN STREET	WB	LTR	0.37	B	16.2	0.45	B	17.3	0.46	B	17.5	0.2
	TELLER AVENUE	NB	LTR	0.28	B	11.7	0.31	B	12.0	0.32	B	12.0	0.0
	FISHKILL AVENUE	SB	LTR	0.37	B	12.7	0.42	B	13.2	0.42	B	13.2	0.0
		OVERALL		**-**	**B**	**14.4**	**-**	**B**	**15.2**	**-**	**B**	**15.3**	0.1
2	MAIN STREET & SCHENCK AVENUE	**UNSIGNALIZED**											
	MAIN STREET	EB	LT	0.02	A	8.3	0.02	A	8.5	0.03	A	8.5	0.0
	SCHENCK AVENUE	SB	LR	0.04	B	12.7	0.05	B	13.4	0.07	B	13.6	0.2

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE P-1

SUMMARY OF BEACON PARKING SPACE UTILIZATION
WEEKDAY PEAK PARKING CONDITIONS

JOB # 20000282A
LOCATION: BEACON, NY
DAY: WEDNESDAY
DATE: 02/05/20
TIME: 7:00 AM - 9:30AM, 11:00 AM - 2:30 PM, & 3:30 PM - 7:00 PM

	PARKING AREA CAPACITY[1]								TOTAL OCCUPIED PARKING SPACES	TOTAL UNOCCUPIED PARKING SPACES
	HENRY STREET PUBLIC LOT	VAN NYDECK AVENUE PUBLIC LOT	MAIN STREET/ VAN NYDECK AVENUE PUBLIC LOT	VAN NYDECK AVENUE ON-STREET PARKING	MAIN STREET ON-STREET PARKING	SCHENCK AVENUE ON-STREET PARKING[2]	SOUTH STREET ON-STREET PARKING[2]	NORTH STREET ON-STREET PARKING[2]		
299 TOTAL PARKING SPACES	72	23	57	34	60	19	21	13		
TIME	**OCCUPIED PARKING SPACES**									
7:00 AM 7:30 AM	3	0	30	15	15	3	6	2	**74**	**225**
7:30 AM 8:00 AM	6	0	27	15	9	3	8	3	**71**	**228**
8:00 AM 8:30 AM	11	0	23	15	11	3	8	1	**72**	**227**
8:30 AM 9:00 AM	17	0	22	12	14	3	6	2	**76**	**223**
9:00 AM 9:30 AM	26	0	23	14	24	6	10	2	**105**	**194**
11:00 AM 11:30 AM	51	1	27	14	44	8	14	1	**160**	**139**
11:30 AM 12:00 PM	48	0	29	13	47	8	10	1	**156**	**143**
12:00 PM 12:30 PM	43	1	28	13	47	7	12	1	**152**	**147**
12:30 PM 1:00 PM	46	1	32	13	48	8	12	1	**161**	**138**
1:00 PM 1:30 PM	44	1	35	12	48	9	11	3	**163**	**136**
1:30 PM 2:00 PM	45	1	44	11	47	9	11	3	**171**	**128**
2:00 PM 2:30 PM	43	1	43	11	47	10	10	3	**168**	**131**
3:30 PM 4:00 PM	34	1	42	11	50	9	8	2	**157**	**142**
4:00 PM 4:30 PM	39	1	39	11	39	7	7	2	**145**	**154**
4:30 PM 5:00 PM	41	2	37	12	37	5	6	2	**142**	**157**
5:00 PM 5:30 PM	40	1	40	13	48	2	7	2	**153**	**146**
5:30 PM 6:00 PM	43	2	40	14	42	3	7	4	**155**	**144**
6:00 PM 6:30 PM	33	1	40	13	46	3	9	4	**149**	**150**
6:30 PM 7:00 PM	27	1	41	11	45	2	8	5	**140**	**159**

NOTES:

1) CAPACITY OF IDENTIFIED PARKING AREAS INCLUDING TOTAL SPACES AND OCCUPIED SPACES BY TIME INTERVAL FOR EACH AREA ARE BASED ON PARKING COUNT DATA COLLECTED BY REPRESENTATIVES OF MASER CONSULTING ON FEBRUARY 4, 2020. SEE FIGURE 1P CONTAINED IN APPENDIX A FOR FURTHER IDENTIFICATION OF PARKING AREAS AND INFORMATION ON PARKING RESTRICTIONS.

2) ON-STREET PARKING SPACES ALONG SCHENCK AVENUE, SOUTH STREET AND NORTH STREET ARE NOT STRIPED. TOTAL AVAILABLE PARKING SPACES IS AN ESTIAMTE OF THE APPOXIMATE CAPACITY ALONG EACH ROADWAY.

TABLE P-2

SUMMARY OF BEACON PARKING SPACE UTILIZATION
SATURDAY PEAK PARKING CONDITIONS

JOB # 20000282A
LOCATION: BEACON, NY
DAY: SATURDAY
DATE: 02/08/20
TIME: 11:00 AM - 2:30 PM

	PARKING AREA CAPACITY[1]								TOTAL OCCUPIED PARKING SPACES	TOTAL UNOCCUPIED PARKING SPACES
	HENRY STREET PUBLIC LOT	VAN NYDECK AVENUE PUBLIC LOT	MAIN STREET/ VAN NYDECK AVENUE PUBLIC LOT[3]	VAN NYDECK AVENUE ON-STREET PARKING	MAIN STREET ON-STREET PARKING	SCHENCK AVENUE ON-STREET PARKING[2]	SOUTH STREET ON-STREET PARKING[2]	NORTH STREET ON-STREET PARKING[2]		
299 TOTAL PARKING SPACES	72	23	57	34	60	19	21	13		
TIME	**OCCUPIED PARKING SPACES**									
11:00 AM 11:30 AM	68	2	55	23	55	10	15	6	**234**	**65**
11:30 AM 12:00 PM	64	2	57	24	56	15	17	5	**240**	**59**
12:00 PM 12:30 PM	70	2	54	30	57	16	15	4	**248**	**51**
12:30 PM 1:00 PM	72	2	56	26	59	14	16	3	**248**	**51**
1:00 PM 1:30 PM	72	6	57	31	59	17	19	4	**265**	**34**
1:30 PM 2:00 PM	72	6	57	29	57	16	18	5	**260**	**39**
2:00 PM 2:30 PM	70	5	57	29	58	14	15	3	**251**	**48**

NOTES:

1) CAPACITY OF IDENTIFIED PARKING AREAS INCLUDING TOTAL SPACES AND OCCUPIED SPACES BY TIME INTERVAL FOR EACH AREA ARE BASED ON PARKING COUNT DATA COLLECTED BY REPRESENTATIVES OF MASER CONSULTING ON FEBRUARY 4, 2020. SEE FIGURE 1P CONTAINED IN APPENDIX A FOR FURTHER IDENTIFICATION OF PARKING AREAS AND INFORMATION ON PARKING RESTRICTIONS.

2) ON-STREET PARKING SPACES ALONG SCHENCK AVENUE, SOUTH STREET AND NORTH STREET ARE NOT STRIPED. TOTAL AVAILABLE PARKING SPACES IS AN ESTIAMTE OF THE APPOXIMATE CAPACITY ALONG EACH ROADWAY.

3) THE MAIN STREET/VAN NYDECK AVENUE PUBLIC LOT WAS OBSERVED TO HAVE ADDITIONAL VEHICLES PARKED BEYOND ITS AVAILABLE CAPACITY IN UN MARKED PARKING SPACES DURING PEAK PARKING PERIODS.

TABLE P-3

SUMMARY OF BEACON PARKING SPACE UTILIZATION
SUNDAY PEAK PARKING CONDITIONS

JOB # 20000282A
LOCATION: BEACON, NY
DAY: SUNDAY
DATE: 02/09/20
TIME: 11:00 AM - 2:30 PM

	PARKING AREA CAPACITY[1]								TOTAL OCCUPIED PARKING SPACES	TOTAL UNOCCUPIED PARKING SPACES
	HENRY STREET PUBLIC LOT	VAN NYDECK AVENUE PUBLIC LOT	MAIN STREET/ VAN NYDECK AVENUE PUBLIC LOT[3]	VAN NYDECK AVENUE ON-STREET PARKING	MAIN STREET ON-STREET PARKING	SCHENCK AVENUE ON-STREET PARKING[2]	SOUTH STREET ON-STREET PARKING[2]	NORTH STREET ON-STREET PARKING[2]		
299 TOTAL PARKING SPACES	72	23	57	34	60	19	21	13		
TIME	**OCCUPIED PARKING SPACES**									
11:00 AM 11:30 AM	46	4	46	16	50	7	9	9	**187**	**112**
11:30 AM 12:00 PM	47	5	51	21	53	7	14	8	**206**	**93**
12:00 PM 12:30 PM	46	6	57	28	53	9	16	9	**224**	**75**
12:30 PM 1:00 PM	56	3	57	28	58	13	16	8	**239**	**60**
1:00 PM 1:30 PM	60	6	57	31	60	13	21	6	**254**	**45**
1:30 PM 2:00 PM	68	14	57	31	59	14	20	6	**269**	**30**
2:00 PM 2:30 PM	62	12	57	32	57	13	20	6	**259**	**40**

NOTES:

1) CAPACITY OF IDENTIFIED PARKING AREAS INCLUDING TOTAL SPACES AND OCCUPIED SPACES BY TIME INTERVAL FOR EACH AREA ARE BASED ON PARKING COUNT DATA COLLECTED BY REPRESENTATIVES OF MASER CONSULTING ON FEBRUARY 4, 2020. SEE FIGURE 1P CONTAINED IN APPENDIX A FOR FURTHER IDENTIFICATION OF PARKING AREAS AND INFORMATION ON PARKING RESTRICTIONS.

2) ON-STREET PARKING SPACES ALONG SCHENCK AVENUE, SOUTH STREET AND NORTH STREET ARE NOT STRIPED. TOTAL AVAILABLE PARKING SPACES IS AN ESTIAMTE OF THE APPOXIMATE CAPACITY ALONG EACH ROADWAY.

3) THE MAIN STREET/VAN NYDECK AVENUE PUBLIC LOT WAS OBSERVED TO HAVE ADDITIONAL VEHICLES PARKED BEYOND ITS AVAILABLE CAPACITY IN UN MARKED PARKING SPACES DURING PEAK PARKING PERIODS.

416 – 420 MAIN STREET

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA
FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 20-2

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

LEVEL OF SERVICE CRITERIA
FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

416 – 420 MAIN STREET

APPENDIX D

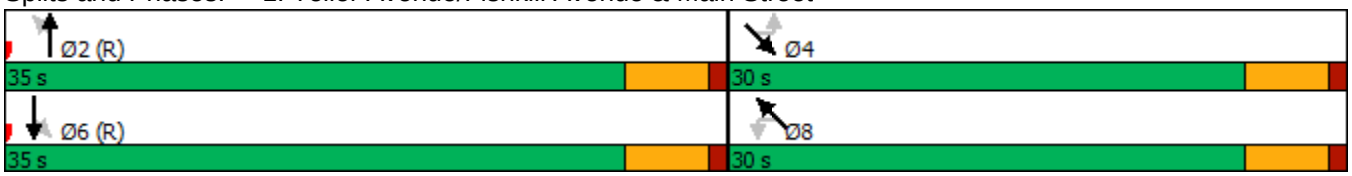
CAPACITY ANALYSIS

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	30	146	24	14	151	74	43	46	14	20	110	21
Future Volume (vph)	30	146	24	14	151	74	43	46	14	20	110	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.984			0.958			0.982			0.981	
Flt Protected		0.993			0.997			0.979			0.993	
Satd. Flow (prot)	0	1955	0	0	1921	0	0	1512	0	0	1568	0
Flt Permitted		0.930			0.979			0.840			0.959	
Satd. Flow (perm)	0	1828	0	0	1886	0	0	1279	0	0	1511	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	11		7	7		11	31		14	14		31
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	5%	4%	2%	4%	2%	2%	4%	7%	5%	2%	2%
Parking (#/hr)									0			0
Adj. Flow (vph)	34	166	27	16	172	84	49	52	16	23	125	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	227	0	0	272	0	0	117	0	0	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	9	9		9	9		22	22		22	22	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.27			0.31			0.24			0.30	
Control Delay		11.9			12.3			15.2			15.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.9			12.3			15.2			15.7	
Queue Length 50th (ft)		52			64			30			46	
Queue Length 95th (ft)		91			108			62			86	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		843			870			491			581	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.31			0.24			0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	30	146	24	14	151	74	43	46	14	20	110	21
Future Volume (veh/h)	30	146	24	14	151	74	43	46	14	20	110	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1773	1844	1773	1879	1954	1879	1835	1761	1835	1949	1871	1949
Adj Flow Rate, veh/h	34	166	27	16	172	84	49	52	16	23	125	24
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	2	2	2
Cap, veh/h	138	615	93	78	562	260	262	251	69	108	478	85
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	161	1333	202	41	1218	562	476	653	179	117	1243	220
Grp Volume(v), veh/h	227	0	0	272	0	0	117	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	1696	0	0	1821	0	0	1308	0	0	1580	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	0.0	6.1	0.0	0.0	3.3	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.15		0.12	0.06		0.31	0.42		0.14	0.13		0.14
Lane Grp Cap(c), veh/h	846	0	0	899	0	0	582	0	0	671	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.30	0.00	0.00	0.20	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	846	0	0	899	0	0	582	0	0	671	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	11.1	0.0	0.0	13.3	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.4	0.0	0.0	1.2	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	0.0	11.9	0.0	0.0	14.1	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		227			272			117			172	
Approach Delay, s/veh		11.6			11.9			14.1			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.0	5.3	8.1	6.7
Green Ext Time (p_c), s	0.9	0.4	1.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	15	65	131	10	3	4
Future Volume (vph)	15	65	131	10	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.990		0.923	
Flt Protected		0.991			0.979	
Satd. Flow (prot)	0	1806	1835	0	1495	0
Flt Permitted		0.991			0.979	
Satd. Flow (perm)	0	1806	1835	0	1495	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	34			29	29	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	3%	2%	2%	2%	2%
Parking (#/hr)				0		0
Adj. Flow (vph)	16	71	144	11	3	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	87	155	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	15	65	131	10	3	4
Future Vol, veh/h	15	65	131	10	3	4
Conflicting Peds, #/hr	34	0	0	29	29	34
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	3	2	2	2	2
Mvmt Flow	16	71	144	11	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	189	0	-	0	316	218
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.17	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1355	-	-	-	739	847
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	698	802
Mov Cap-2 Maneuver	-	-	-	-	698	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	908	-

Approach	SE	NW	SW
HCM Control Delay, s	1.5	0	9.8
HCM LOS			A

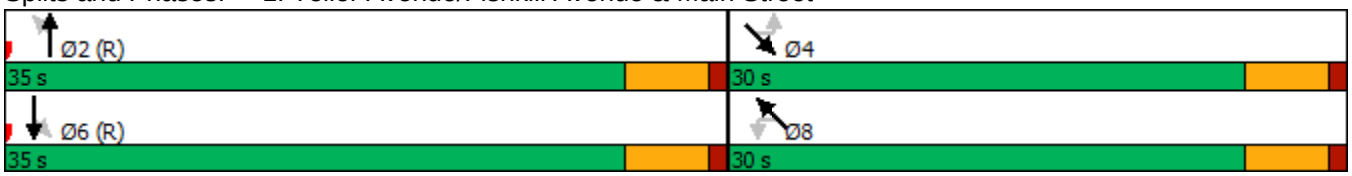
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1326	-	754
HCM Lane V/C Ratio	-	-	0.012	-	0.01
HCM Control Delay (s)	-	-	7.7	0	9.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	28	177	20	24	169	77	55	133	28	35	128	34
Future Volume (vph)	28	177	20	24	169	77	55	133	28	35	128	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.97			0.97	
Frt		0.988			0.961			0.983			0.977	
Flt Protected		0.994			0.996			0.987			0.991	
Satd. Flow (prot)	0	1971	0	0	1929	0	0	1543	0	0	1544	0
Flt Permitted		0.943			0.964			0.879			0.920	
Satd. Flow (perm)	0	1868	0	0	1866	0	0	1352	0	0	1423	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	9		7	7		9	61		39	39		61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	2%	3%	2%	3%
Parking (#/hr)									0			0
Adj. Flow (vph)	29	186	21	25	178	81	58	140	29	37	135	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	284	0	0	227	0	0	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	8	8		8	8		50	50		50	50	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.27			0.33			0.44			0.38	
Control Delay		11.9			12.5			18.1			17.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.9			12.5			18.1			17.0	
Queue Length 50th (ft)		55			67			64			58	
Queue Length 95th (ft)		97			117			120			108	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		862			861			520			547	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.33			0.44			0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	28	177	20	24	169	77	55	133	28	35	128	34
Future Volume (veh/h)	28	177	20	24	169	77	55	133	28	35	128	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.95		0.92	0.95		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1828	1758	1879	1954	1879	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	29	186	21	25	178	81	58	140	29	37	135	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	2	2	2
Cap, veh/h	118	666	71	95	563	238	172	366	69	131	413	100
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	121	1444	153	75	1219	516	267	952	178	171	1073	260
Grp Volume(v), veh/h	236	0	0	284	0	0	227	0	0	208	0	0
Grp Sat Flow(s),veh/h/ln	1717	0	0	1810	0	0	1397	0	0	1504	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	6.3	0.0	0.0	7.0	0.0	0.0	6.0	0.0	0.0
Prop In Lane	0.12		0.09	0.09		0.29	0.26		0.13	0.18		0.17
Lane Grp Cap(c), veh/h	855	0	0	896	0	0	607	0	0	644	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.32	0.00	0.00	0.37	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	855	0	0	896	0	0	607	0	0	644	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	11.1	0.0	0.0	14.4	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	0.0	1.8	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.5	0.0	0.0	2.5	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	0.0	12.1	0.0	0.0	16.2	0.0	0.0	15.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		236			284			227			208	
Approach Delay, s/veh		11.6			12.1			16.2			15.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.3	9.0	8.3	8.0
Green Ext Time (p_c), s	0.9	0.8	1.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	23	157	159	9	3	14
Future Volume (vph)	23	157	159	9	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.993		0.886	
Flt Protected		0.994			0.992	
Satd. Flow (prot)	0	1842	1840	0	1454	0
Flt Permitted		0.994			0.992	
Satd. Flow (perm)	0	1842	1840	0	1454	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	57			48	48	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Parking (#/hr)				0		0
Adj. Flow (vph)	26	178	181	10	3	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	204	191	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	23	157	159	9	3	14
Future Vol, veh/h	23	157	159	9	3	14
Conflicting Peds, #/hr	57	0	0	48	48	57
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	178	181	10	3	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	248	0	-	0	521	300
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1318	-	-	-	596	771
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1270	-	-	-	541	703
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	801	-

Approach	SE	NW	SW
HCM Control Delay, s	1	0	10.6
HCM LOS			B

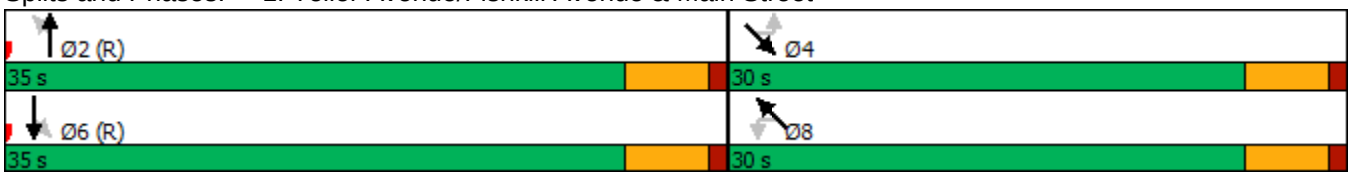
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1270	-	668
HCM Lane V/C Ratio	-	-	0.021	-	0.029
HCM Control Delay (s)	-	-	7.9	0	10.6
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	42	146	34	36	158	117	77	138	32	31	163	34
Future Volume (vph)	42	146	34	36	158	117	77	138	32	31	163	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.95			0.96	
Frt		0.979			0.949			0.983			0.980	
Flt Protected		0.991			0.994			0.985			0.993	
Satd. Flow (prot)	0	2005	0	0	1902	0	0	1527	0	0	1536	0
Flt Permitted		0.894			0.947			0.845			0.934	
Satd. Flow (perm)	0	1801	0	0	1808	0	0	1269	0	0	1429	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	25		15	15		25	106		83	83		106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Parking (#/hr)									0			0
Adj. Flow (vph)	45	155	36	38	168	124	82	147	34	33	173	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	330	0	0	263	0	0	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	20	20		20	20		55	55		55	55	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.28			0.40			0.54			0.44	
Control Delay		12.0			13.3			20.6			18.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.0			13.3			20.6			18.0	
Queue Length 50th (ft)		55			81			79			69	
Queue Length 95th (ft)		98			138			146			126	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		831			834			488			549	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.40			0.54			0.44	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	42	146	34	36	158	117	77	138	32	31	163	34
Future Volume (veh/h)	42	146	34	36	158	117	77	138	32	31	163	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	0.92		0.86	0.92		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1890	1817	1909	1986	1909	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	45	155	36	38	168	124	82	147	34	33	173	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	550	118	114	459	308	201	320	67	107	454	87
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	224	1191	255	113	995	667	334	833	173	115	1180	226
Grp Volume(v), veh/h	236	0	0	330	0	0	263	0	0	242	0	0
Grp Sat Flow(s),veh/h/ln	1670	0	0	1776	0	0	1341	0	0	1521	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	7.7	0.0	0.0	8.5	0.0	0.0	7.1	0.0	0.0
Prop In Lane	0.19		0.15	0.12		0.38	0.31		0.13	0.14		0.15
Lane Grp Cap(c), veh/h	837	0	0	881	0	0	588	0	0	648	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.37	0.00	0.00	0.45	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	837	0	0	881	0	0	588	0	0	648	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	11.5	0.0	0.0	14.9	0.0	0.0	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.2	0.0	0.0	2.4	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	0.0	12.7	0.0	0.0	17.3	0.0	0.0	16.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		236			330			263			242	
Approach Delay, s/veh		11.7			12.7			17.3			16.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.2	10.5	9.7	9.1
Green Ext Time (p_c), s	0.9	1.0	1.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	22	188	202	24	6	13
Future Volume (vph)	22	188	202	24	6	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.986		0.905	
Flt Protected		0.995			0.985	
Satd. Flow (prot)	0	1844	1827	0	1475	0
Flt Permitted		0.995			0.985	
Satd. Flow (perm)	0	1844	1827	0	1475	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	113			104	104	113
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Parking (#/hr)				0		0
Adj. Flow (vph)	24	202	217	26	6	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	226	243	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	22	188	202	24	6	13
Future Vol, veh/h	22	188	202	24	6	13
Conflicting Peds, #/hr	113	0	0	104	104	113
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	202	217	26	6	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	356	0	-	0	697	456
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1203	-	-	-	494	644
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1117	-	-	-	415	533
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	728	-

Approach	SE	NW	SW
HCM Control Delay, s	0.9	0	12.7
HCM LOS			B

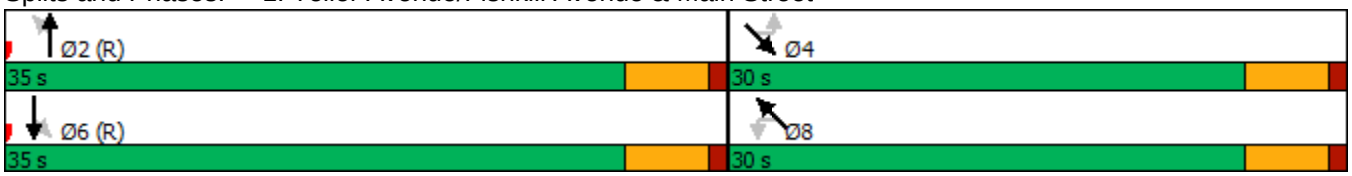
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1117	-	489
HCM Lane V/C Ratio	-	-	0.021	-	0.042
HCM Control Delay (s)	-	-	8.3	0	12.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	33	161	27	16	166	81	47	61	15	23	126	24
Future Volume (vph)	33	161	27	16	166	81	47	61	15	23	126	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.983			0.958			0.983			0.981	
Flt Protected		0.993			0.997			0.981			0.993	
Satd. Flow (prot)	0	1953	0	0	1921	0	0	1366	0	0	1411	0
Flt Permitted		0.923			0.977			0.840			0.955	
Satd. Flow (perm)	0	1812	0	0	1882	0	0	1155	0	0	1354	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	11		7	7		11	31		14	14		31
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	5%	4%	2%	4%	2%	2%	4%	7%	5%	2%	2%
Parking (#/hr)								0			0	
Adj. Flow (vph)	38	183	31	18	189	92	53	69	17	26	143	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	252	0	0	299	0	0	139	0	0	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.38	1.01	0.99	1.35	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	9	9		9	9		22	22		22	22	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.30			0.34			0.31			0.38	
Control Delay		12.2			12.6			16.5			17.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			12.6			16.5			17.1	
Queue Length 50th (ft)		59			72			37			54	
Queue Length 95th (ft)		101			119			75			100	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		836			868			444			520	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.34			0.31			0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	33	161	27	16	166	81	47	61	15	23	126	24
Future Volume (veh/h)	33	161	27	16	166	81	47	61	15	23	126	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1773	1844	1773	1879	1954	1879	1835	1761	1835	1949	1871	1949
Adj Flow Rate, veh/h	38	183	31	18	189	92	53	69	17	26	143	27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	2	2	2
Cap, veh/h	138	609	96	79	561	258	259	313	69	112	533	93
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	161	1319	208	44	1215	560	475	813	180	128	1385	242
Grp Volume(v), veh/h	252	0	0	299	0	0	139	0	0	196	0	0
Grp Sat Flow(s),veh/h/ln	1688	0	0	1819	0	0	1468	0	0	1755	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	6.8	0.0	0.0	3.5	0.0	0.0	4.8	0.0	0.0
Prop In Lane	0.15		0.12	0.06		0.31	0.38		0.12	0.13		0.14
Lane Grp Cap(c), veh/h	843	0	0	898	0	0	641	0	0	738	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.33	0.00	0.00	0.22	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	843	0	0	898	0	0	641	0	0	738	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.2	0.0	0.0	13.4	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.7	0.0	0.0	1.4	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	0.0	0.0	12.2	0.0	0.0	14.2	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		252			299			139			196	
Approach Delay, s/veh		11.9			12.2			14.2			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.7	5.5	8.8	6.8
Green Ext Time (p_c), s	1.0	0.5	1.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	17	84	151	11	3	4
Future Volume (vph)	17	84	151	11	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.991		0.923	
Flt Protected		0.992			0.979	
Satd. Flow (prot)	0	1809	1837	0	1495	0
Flt Permitted		0.992			0.979	
Satd. Flow (perm)	0	1809	1837	0	1495	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	34			29	29	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	3%	2%	2%	2%	2%
Parking (#/hr)				0		0
Adj. Flow (vph)	19	92	166	12	3	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	111	178	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	17	84	151	11	3	4
Future Vol, veh/h	17	84	151	11	3	4
Conflicting Peds, #/hr	34	0	0	29	29	34
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	3	2	2	2	2
Mvmt Flow	19	92	166	12	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	212	0	-	0	365	240
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	4.17	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1329	-	-	-	702	826
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1300	-	-	-	661	782
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	889	-

Approach	SE	NW	SW
HCM Control Delay, s	1.3	0	10
HCM LOS			B

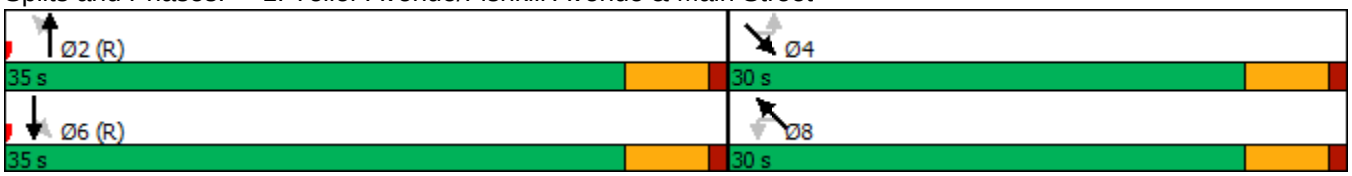
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1300	-	725
HCM Lane V/C Ratio	-	-	0.014	-	0.011
HCM Control Delay (s)	-	-	7.8	0	10
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	31	195	23	27	186	85	61	149	31	41	164	39
Future Volume (vph)	31	195	23	27	186	85	61	149	31	41	164	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.98			0.98	
Frt		0.988			0.962			0.982			0.978	
Flt Protected		0.994			0.996			0.988			0.992	
Satd. Flow (prot)	0	1971	0	0	1931	0	0	1543	0	0	1550	0
Flt Permitted		0.936			0.960			0.864			0.915	
Satd. Flow (perm)	0	1854	0	0	1860	0	0	1330	0	0	1421	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	9		7	7		9	61		39	39		61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	2%	3%	2%	3%
Parking (#/hr)									0			0
Adj. Flow (vph)	33	205	24	28	196	89	64	157	33	43	173	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	313	0	0	254	0	0	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	8	8		8	8		50	50		50	50	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.31			0.36			0.50			0.47	
Control Delay		12.2			12.9			19.4			18.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			12.9			19.4			18.6	
Queue Length 50th (ft)		61			76			74			74	
Queue Length 95th (ft)		107			129			137			135	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		855			858			511			546	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.36			0.50			0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	31	195	23	27	186	85	61	149	31	41	164	39
Future Volume (veh/h)	31	195	23	27	186	85	61	149	31	41	164	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.95		0.92	0.95		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1828	1758	1879	1954	1879	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	33	205	24	28	196	89	64	157	33	43	173	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	2	2	2
Cap, veh/h	120	659	72	96	561	237	170	368	70	125	429	93
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	124	1428	157	78	1215	514	263	957	182	157	1116	242
Grp Volume(v), veh/h	262	0	0	313	0	0	254	0	0	257	0	0
Grp Sat Flow(s),veh/h/ln	1709	0	0	1807	0	0	1402	0	0	1514	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	7.1	0.0	0.0	7.8	0.0	0.0	7.6	0.0	0.0
Prop In Lane	0.13		0.09	0.09		0.28	0.25		0.13	0.17		0.16
Lane Grp Cap(c), veh/h	851	0	0	894	0	0	609	0	0	647	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.35	0.00	0.00	0.42	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	851	0	0	894	0	0	609	0	0	647	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.3	0.0	0.0	14.7	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.1	0.0	0.0	2.1	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	12.4	0.0	0.0	16.8	0.0	0.0	16.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		262			313			254			257	
Approach Delay, s/veh		12.0			12.4			16.8			16.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.0	9.8	9.1	9.6
Green Ext Time (p_c), s	1.0	0.9	1.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	25	178	202	10	3	15
Future Volume (vph)	25	178	202	10	3	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.885	
Flt Protected		0.994			0.993	
Satd. Flow (prot)	0	1842	1842	0	1454	0
Flt Permitted		0.994			0.993	
Satd. Flow (perm)	0	1842	1842	0	1454	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	57			48	48	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Parking (#/hr)				0		0
Adj. Flow (vph)	28	202	230	11	3	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	230	241	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	25	178	202	10	3	15
Future Vol, veh/h	25	178	202	10	3	15
Conflicting Peds, #/hr	57	0	0	48	48	57
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	202	230	11	3	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	298	0	-	0	599	350
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	306	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1263	-	-	-	549	728
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1217	-	-	-	497	664
Mov Cap-2 Maneuver	-	-	-	-	497	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	784	-

Approach	SE	NW	SW
HCM Control Delay, s	1	0	10.9
HCM LOS			B

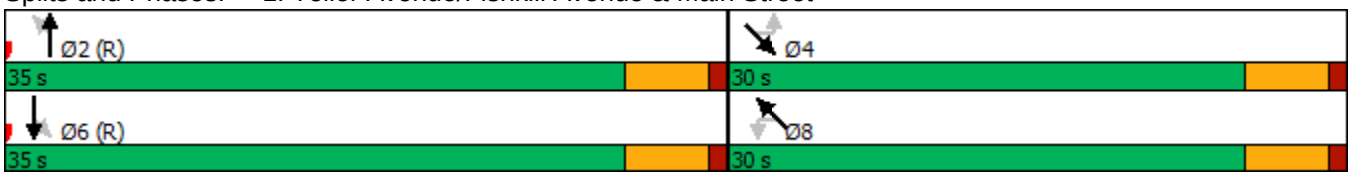
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1217	-	629
HCM Lane V/C Ratio	-	-	0.023	-	0.033
HCM Control Delay (s)	-	-	8	0	10.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	46	161	38	41	174	129	85	155	35	36	202	39
Future Volume (vph)	46	161	38	41	174	129	85	155	35	36	202	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.95			0.97	
Frt		0.979			0.949			0.983			0.981	
Flt Protected		0.991			0.994			0.985			0.994	
Satd. Flow (prot)	0	2005	0	0	1902	0	0	1528	0	0	1542	0
Flt Permitted		0.885			0.939			0.825			0.930	
Satd. Flow (perm)	0	1783	0	0	1793	0	0	1244	0	0	1428	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	25		15	15		25	106		83	83		106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Parking (#/hr)									0			0
Adj. Flow (vph)	49	171	40	44	185	137	90	165	37	38	215	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	0	0	366	0	0	292	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	20	20		20	20		55	55		55	55	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.32			0.44			0.61			0.54	
Control Delay		12.4			14.0			22.8			19.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			14.0			22.8			19.9	
Queue Length 50th (ft)		61			93			90			87	
Queue Length 95th (ft)		107			155			167			157	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		822			827			478			549	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.44			0.61			0.54	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	46	161	38	41	174	129	85	155	35	36	202	39
Future Volume (veh/h)	46	161	38	41	174	129	85	155	35	36	202	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	0.93		0.86	0.93		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1890	1817	1909	1986	1909	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	49	171	40	44	185	137	90	165	37	38	215	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	550	118	118	454	306	199	323	65	104	464	82
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	219	1191	256	122	984	662	328	841	170	109	1206	213
Grp Volume(v), veh/h	260	0	0	366	0	0	292	0	0	294	0	0
Grp Sat Flow(s),veh/h/ln	1667	0	0	1769	0	0	1338	0	0	1528	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	8.7	0.0	0.0	9.9	0.0	0.0	9.0	0.0	0.0
Prop In Lane	0.19		0.15	0.12		0.37	0.31		0.13	0.13		0.14
Lane Grp Cap(c), veh/h	835	0	0	878	0	0	587	0	0	650	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.42	0.00	0.00	0.50	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	835	0	0	878	0	0	587	0	0	650	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.8	0.0	0.0	15.2	0.0	0.0	15.1	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.5	0.0	0.0	3.0	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	13.2	0.0	0.0	18.2	0.0	0.0	17.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		260			366			292			294	
Approach Delay, s/veh		12.0			13.2			18.2			17.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.8	11.9	10.7	11.0
Green Ext Time (p_c), s	1.0	1.1	1.5	1.0

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	24	212	249	26	7	14
Future Volume (vph)	24	212	249	26	7	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.987		0.912	
Flt Protected		0.995			0.983	
Satd. Flow (prot)	0	1844	1829	0	1483	0
Flt Permitted		0.995			0.983	
Satd. Flow (perm)	0	1844	1829	0	1483	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	113			104	104	113
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Parking (#/hr)				0		0
Adj. Flow (vph)	26	228	268	28	8	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	254	296	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	24	212	249	26	7	14
Future Vol, veh/h	24	212	249	26	7	14
Conflicting Peds, #/hr	113	0	0	104	104	113
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	228	268	28	8	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	409	0	-	0	779	508
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1150	-	-	-	452	606
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	378	502
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	711	-

Approach	SE	NW	SW
HCM Control Delay, s	0.9	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1067	-	453
HCM Lane V/C Ratio	-	-	0.024	-	0.05
HCM Control Delay (s)	-	-	8.5	0	13.4
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2

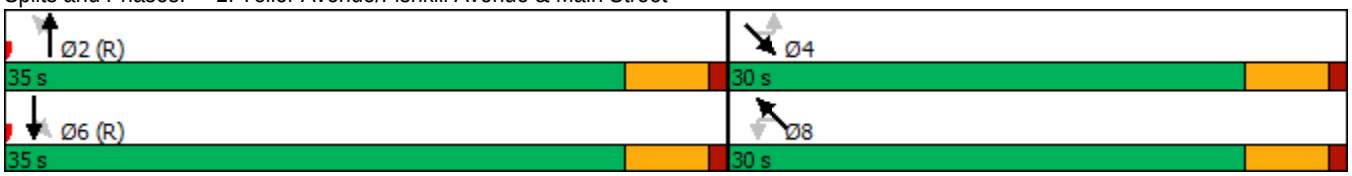
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	33	161	29	18	166	81	47	64	15	24	127	25
Future Volume (vph)	33	161	29	18	166	81	47	64	15	24	127	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.982			0.959			0.984			0.981	
Flt Protected		0.993			0.997			0.982			0.993	
Satd. Flow (prot)	0	1951	0	0	1924	0	0	1369	0	0	1411	0
Flt Permitted		0.923			0.973			0.843			0.953	
Satd. Flow (perm)	0	1810	0	0	1876	0	0	1161	0	0	1351	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	11		7	7		11	31		14	14		31
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	5%	4%	2%	4%	2%	2%	4%	7%	5%	2%	2%
Parking (#/hr)								0			0	
Adj. Flow (vph)	38	183	33	20	189	92	53	73	17	27	144	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	254	0	0	301	0	0	143	0	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.38	1.01	0.99	1.35	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	9	9		9	9		22	22		22	22	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.30			0.35			0.32			0.38	
Control Delay		12.2			12.7			16.6			17.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			12.7			16.6			17.2	
Queue Length 50th (ft)		60			72			39			55	
Queue Length 95th (ft)		102			119			77			102	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		835			865			446			519	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.35			0.32			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	33	161	29	18	166	81	47	64	15	24	127	25
Future Volume (veh/h)	33	161	29	18	166	81	47	64	15	24	127	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1773	1844	1773	1879	1954	1879	1835	1761	1835	1949	1871	1949
Adj Flow Rate, veh/h	38	183	33	20	189	92	53	73	17	27	144	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	2	2	2
Cap, veh/h	137	604	101	83	558	256	253	323	67	114	528	95
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	159	1309	219	51	1210	555	460	839	175	132	1372	246
Grp Volume(v), veh/h	254	0	0	301	0	0	143	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1687	0	0	1815	0	0	1475	0	0	1751	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	6.8	0.0	0.0	3.6	0.0	0.0	4.9	0.0	0.0
Prop In Lane	0.15		0.13	0.07		0.31	0.37		0.12	0.14		0.14
Lane Grp Cap(c), veh/h	842	0	0	897	0	0	643	0	0	736	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.34	0.00	0.00	0.22	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	842	0	0	897	0	0	643	0	0	736	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.3	0.0	0.0	13.4	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.7	0.0	0.0	1.4	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	0.0	0.0	12.3	0.0	0.0	14.2	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		254			301			143			199	
Approach Delay, s/veh		11.9			12.3			14.2			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		30.0		35.0		30.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		25.0		30.0		25.0				
Max Q Clear Time (g_c+I1), s		7.8		5.6		8.8		6.9				
Green Ext Time (p_c), s		1.0		0.5		1.2		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	23	84	151	15	5	7
Future Volume (vph)	23	84	151	15	5	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.988		0.917	
Flt Protected		0.989			0.981	
Satd. Flow (prot)	0	1800	1831	0	1489	0
Flt Permitted		0.989			0.981	
Satd. Flow (perm)	0	1800	1831	0	1489	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	34			29	29	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	3%	2%	2%	2%	2%
Parking (#/hr)				0		0
Adj. Flow (vph)	25	92	166	16	5	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	117	182	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	23	84	151	15	5	7
Future Vol, veh/h	23	84	151	15	5	7
Conflicting Peds, #/hr	34	0	0	29	29	34
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	3	2	2	2	2
Mvmt Flow	25	92	166	16	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	379	242
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	171	-
Critical Hdwy	4.17	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1325	-	-	-	692	824
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1296	-	-	-	648	780
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	881	-

Approach	SE	NW	SW
HCM Control Delay, s	1.7	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1296	-	719
HCM Lane V/C Ratio	-	-	0.02	-	0.018
HCM Control Delay (s)	-	-	7.8	0	10.1
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

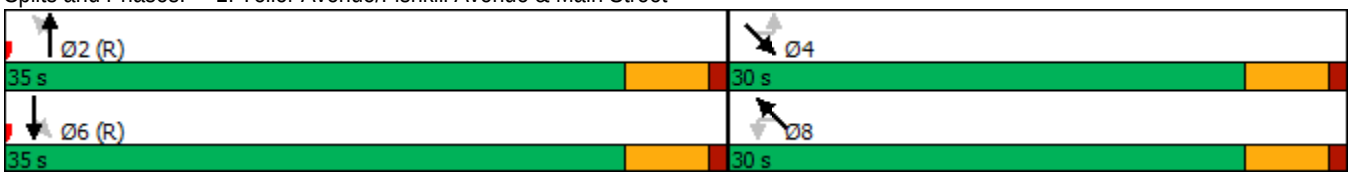
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	31	195	24	28	186	85	61	151	31	42	168	41
Future Volume (vph)	31	195	24	28	186	85	61	151	31	42	168	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.98			0.98	
Frt		0.987			0.962			0.983			0.978	
Flt Protected		0.994			0.995			0.988			0.992	
Satd. Flow (prot)	0	1969	0	0	1929	0	0	1545	0	0	1549	0
Flt Permitted		0.936			0.958			0.863			0.915	
Satd. Flow (perm)	0	1852	0	0	1856	0	0	1330	0	0	1420	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	9		7	7		9	61		39	39		61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	2%	3%	2%	3%
Parking (#/hr)									0			0
Adj. Flow (vph)	33	205	25	29	196	89	64	159	33	44	177	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	314	0	0	256	0	0	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	8	8		8	8		50	50		50	50	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.31			0.37			0.50			0.48	
Control Delay		12.3			12.9			19.5			18.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			12.9			19.5			18.8	
Queue Length 50th (ft)		62			76			75			77	
Queue Length 95th (ft)		108			130			139			139	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		854			856			511			546	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.37			0.50			0.48	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	31	195	24	28	186	85	61	151	31	42	168	41
Future Volume (veh/h)	31	195	24	28	186	85	61	151	31	42	168	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.95		0.92	0.95		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1828	1758	1879	1954	1879	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	33	205	25	29	196	89	64	159	33	44	177	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	2	2	2
Cap, veh/h	119	656	75	98	559	236	169	370	70	125	427	95
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	124	1422	162	82	1212	512	260	963	181	156	1111	246
Grp Volume(v), veh/h	263	0	0	314	0	0	256	0	0	264	0	0
Grp Sat Flow(s),veh/h/ln	1708	0	0	1805	0	0	1404	0	0	1513	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	7.1	0.0	0.0	7.9	0.0	0.0	7.8	0.0	0.0
Prop In Lane	0.13		0.10	0.09		0.28	0.25		0.13	0.17		0.16
Lane Grp Cap(c), veh/h	851	0	0	893	0	0	609	0	0	647	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.35	0.00	0.00	0.42	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	851	0	0	893	0	0	609	0	0	647	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.3	0.0	0.0	14.7	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.1	0.0	0.0	2.1	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	12.4	0.0	0.0	16.9	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		263			314			256			264	
Approach Delay, s/veh		12.0			12.4			16.9			16.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		30.0		35.0		30.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		25.0		30.0		25.0				
Max Q Clear Time (g_c+I1), s		8.0		9.9		9.1		9.8				
Green Ext Time (p_c), s		1.0		0.9		1.3		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	33	178	202	12	8	23
Future Volume (vph)	33	178	202	12	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.992		0.900	
Flt Protected		0.992			0.987	
Satd. Flow (prot)	0	1839	1839	0	1470	0
Flt Permitted		0.992			0.987	
Satd. Flow (perm)	0	1839	1839	0	1470	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	57			48	48	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Parking (#/hr)				0		0
Adj. Flow (vph)	38	202	230	14	9	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	240	244	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	33	178	202	12	8	23
Future Vol, veh/h	33	178	202	12	8	23
Conflicting Peds, #/hr	57	0	0	48	48	57
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	202	230	14	9	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	301	0	-	0	620	351
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1260	-	-	-	536	727
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1214	-	-	-	481	663
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	772	-

Approach	SE	NW	SW
HCM Control Delay, s	1.3	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1214	-	604
HCM Lane V/C Ratio	-	-	0.031	-	0.058
HCM Control Delay (s)	-	-	8.1	0	11.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2

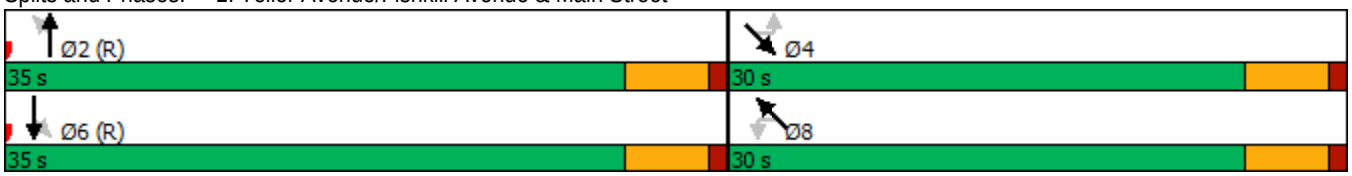
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	46	161	40	42	174	129	85	157	35	37	205	41
Future Volume (vph)	46	161	40	42	174	129	85	157	35	37	205	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.96			0.97	
Frt		0.978			0.950			0.983			0.980	
Flt Protected		0.991			0.994			0.985			0.994	
Satd. Flow (prot)	0	2002	0	0	1904	0	0	1528	0	0	1538	0
Flt Permitted		0.886			0.937			0.822			0.929	
Satd. Flow (perm)	0	1783	0	0	1791	0	0	1240	0	0	1424	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	25		15	15		25	106		83	83		106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Parking (#/hr)									0			0
Adj. Flow (vph)	49	171	43	45	185	137	90	167	37	39	218	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	367	0	0	294	0	0	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	20	20		20	20		55	55		55	55	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.32			0.44			0.62			0.55	
Control Delay		12.4			14.0			23.0			20.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			14.0			23.0			20.3	
Queue Length 50th (ft)		62			93			91			90	
Queue Length 95th (ft)		109			156			169			162	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		822			826			476			547	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.44			0.62			0.55	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 1: Teller Avenue/Fishkill Avenue & Main Street



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	46	161	40	42	174	129	85	157	35	37	205	41
Future Volume (veh/h)	46	161	40	42	174	129	85	157	35	37	205	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	0.93		0.86	0.93		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1890	1817	1909	1986	1909	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	49	171	43	45	185	137	90	167	37	39	218	44
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	544	126	120	453	304	197	324	65	105	458	86
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	216	1178	272	126	981	659	324	844	168	110	1190	223
Grp Volume(v), veh/h	263	0	0	367	0	0	294	0	0	301	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1766	0	0	1336	0	0	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	8.7	0.0	0.0	10.0	0.0	0.0	9.3	0.0	0.0
Prop In Lane	0.19		0.16	0.12		0.37	0.31		0.13	0.13		0.15
Lane Grp Cap(c), veh/h	835	0	0	877	0	0	586	0	0	648	0	0
V/C Ratio(X)	0.32	0.00	0.00	0.42	0.00	0.00	0.50	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	835	0	0	877	0	0	586	0	0	648	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.8	0.0	0.0	15.3	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.5	0.0	0.0	3.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	13.2	0.0	0.0	18.3	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		263			367			294			301	
Approach Delay, s/veh		12.0			13.2			18.3			17.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		30.0		35.0		30.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		25.0		30.0		25.0				
Max Q Clear Time (g_c+I1), s		7.9		12.0		10.7		11.3				
Green Ext Time (p_c), s		1.1		1.1		1.5		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	29	212	249	29	9	19
Future Volume (vph)	29	212	249	29	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.986		0.910	
Flt Protected		0.994			0.984	
Satd. Flow (prot)	0	1842	1827	0	1482	0
Flt Permitted		0.994			0.984	
Satd. Flow (perm)	0	1842	1827	0	1482	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	113			104	104	113
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Parking (#/hr)				0		0
Adj. Flow (vph)	31	228	268	31	10	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	259	299	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	29	212	249	29	9	19
Future Vol, veh/h	29	212	249	29	9	19
Conflicting Peds, #/hr	113	0	0	104	104	113
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	228	268	31	10	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	791	510
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1147	-	-	-	447	605
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1065	-	-	-	372	501
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	705	-

Approach	SE	NW	SW
HCM Control Delay, s	1	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1065	-	451
HCM Lane V/C Ratio	-	-	0.029	-	0.067
HCM Control Delay (s)	-	-	8.5	0	13.6
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2

Title:

Viewsheds

ATTACHMENTS

Scenic Viewsheds Protection Draft 1.8.21

Views Conceptual Examples

Views Citywide

Views LWRP

Views Main Street

DRAFT LOCAL LAW NO. ____ OF 2021

CITY COUNCIL
CITY OF BEACON

PROPOSED LOCAL LAW TO ADD
CHAPTER 223, SECTION ____ OF THE CODE OF THE CITY OF BEACON

A LOCAL LAW to add Chapter 223, Section __ of the Code of the City of Beacon concerning Scenic Viewsheds Protection.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 223, Section ____ of the Code of the City of Beacon is hereby added as follows:

§ 223-___ Scenic Viewsheds Protection.

A. Statutory Authority
Pursuant to the General Municipal Law § 96-a of the State of New York and the General City Law of the State of New York, the Beacon City Council hereby enacts a Scenic Viewsheds Protection Law.

B. Purposes
The City of Beacon finds that certain public view locations and viewsheds, as herein defined, have a special scenic, historic, or aesthetic value and any future obstruction of such viewsheds would constitute an irreplaceable loss to the people of the City. It is hereby declared as a matter of public policy that the protection, enhancement, perpetuation, and scenic use of designated view locations is a public necessity and is required in the interest of health, safety and general welfare. The purposes of this section are to:

(1) Safeguard the City's scenic and aesthetic resources, as embodied in designated viewpoints and viewsheds.

(2) Stabilize and improve property values in such scenic resource areas.

(3) Foster civic pride in the beauty of the City.

(4) Implement the objectives and policies of the City's Comprehensive Plan, Local Waterfront Revitalization Program, and Natural Resources Inventory.

C. Policy Intentions

(1) It the intent of the City of Beacon to protect and preserve the scenic resources of the City, to ensure that the benefits provided by the scenic resource will not be lost for present and future generations, and to protect the broader public interest.

(2) These regulations are enacted with the intent of providing an equitable balance between the rights of the individual property owners to the use of their property and the rights of present and future generations. Therefore, this section recognizes the rights of the property owners that may be affected by a designated scenic resource to use their property for reasonable purposes consistent with these and other regulations and controls, provided that such use does not result in a significant loss or impairment to public scenic viewsheds.

(3) It is not the intent of this regulation to protect views from private properties or to affect property development constructed prior to the designation of the scenic view locations.

D. Definitions

Unless specifically defined below, words or phrases in this section shall be interpreted so as to give them the same meaning as they have in common usage and so as to give this section its most reasonable application.

(1) Scenic View Location – a position from a public street, public sidewalk, public property, or publicly accessible easement at standing height in a designated direction that overlooks a scenic viewshed.

(2) Scenic Viewshed – areas of land, water, or other scenic, historic, or environmental features visible from a view location that are considered valuable and worth protecting for aesthetic reasons.

E. Designation process

The procedures for designation shall be as follows:

(1) When the City Council identifies a scenic view or multiple such locations for possible designation, a justification assessment shall be prepared using maps, photographs, and a written description to fully describe the potential scenic view location and viewshed.

(2) The City Council shall request comments regarding the potential designation from the Planning Board and Conservation Advisory Committee, as well as other officials and committees when appropriate.

(3) After the City Council has identified a specific view location and viewshed for protection, it shall hold a public hearing at which time the general public, interested parties, and property owners in the area shall have the opportunity to be heard regarding the proposed scenic view location designation. Notice of the public hearing shall be published in the City's official newspapers no less than 10 days in advance of the scheduled date of the public hearing.

(4) After conducting the public hearing on the intent to designate a scenic resource, the City Council shall approve or disapprove the designation according to its regular voting procedures and include any designated view location on the City of Beacon Zoning Map.

(5) The designation of a scenic view location may be amended or rescinded by the City Council, after a public hearing.

F. Criteria for designation

Scenic viewsheds should possess a unique overall quality of scenic beauty. If multiple nearby locations have similar views, the best view locations should be designated. Designation should consider foreground elements and the longer-distance viewshed, as well as whether the view will be available in both summer and winter. Prior to designating a scenic viewshed, the City Council must find that at least one of the following criteria is met:

(1) The view represents a key view location for which public sensitivity to a view alteration will be the highest, such as at gateway entrances to the City, public parks, and major intersections.

(2) The view is illustrative of a natural landscape, water body, or geologic feature important to the natural character of the City. The City's Natural Resources Inventory identified three primary scenic viewsheds worthy of protection, including views of the Hudson River, Fishkill Creek, and Fishkill Ridge and Mt. Beacon.

(3) The view embodies a significant historic location which is important to the cultural history of the City. Designated view locations may include historic structures, but views of historic buildings should be protected by the provisions in Chapter 134, Historic Preservation.

G. Review procedures

The review of designated scenic view locations and viewsheds shall apply only when a proposed activity requires a site plan, subdivision, special permit, or variance approval, or other specific approval by the City Council. To the maximum extent possible, the review shall be coordinated with other procedures and public hearings that are before the reviewing authority related to the same proposed activity.

(1) The Building Inspector shall direct any applicant for the above referenced approvals that may affect a designated view location to prepare a visual assessment of the proposed action as part of the application packet. The visual assessment shall include the following:

(a) An aerial photograph showing the subject property, adjoining parcels, and the designated view location and direction.

(b) Perspective drawings, plans and section diagrams, photographs, or photo-simulations of proposed improvements in relation to the designated view location and viewshed.

(c) A written description of the proposed development, the predicted impacts on the designated view location and viewshed, and suggested mitigation measures to avoid any potential impacts.

(d) The reviewing authority may request additional information as part of the review process.

(2) The City Council, Planning Board, or other reviewing body shall consider the following standards when reviewing an application that may affect a designated viewshed:

(a) The proposed activity, including any new structure, parking lot, overhead wires, antenna, light fixture, fencing, mechanical equipment, or other new site feature, shall be located or clustered on the parcel so as to avoid affecting the designated viewshed or cause the least possible obstruction of the view.

(b) The reviewing body has the right to request alternative design options that would avoid or minimize negative impacts to the designated viewshed.

(c) If there is no reasonable alternative on the site to placing permitted buildings near designated views, they should be located to maintain a substantial viewshed corridor between buildings, thereby framing the view rather than obstructing it.

(d) For views over buildings, rooftop mechanical equipment and other potential obstructions shall be avoided, or at least minimized and screened, and any visible flat roof surfaces shall be integrated into views with green roof plantings or other architectural measures.

(e) Disturbance to existing vegetation that contributes to the scenic viewshed shall only be permitted to the extent that it is absolutely necessary for the development or improvement. Existing overgrown vegetation that is blocking scenic views may be selectively cut down or trimmed back.

(f) New landscaping, including trees, shrubs, and hedges, shall be planted so as to avoid obstruction of designated public viewsheds and maintained over time as a condition of any approval.

(g) Development that may affect the designated viewshed shall be integrated with existing vegetation and kept screened behind and below the natural tree line, whenever possible.

(h) Designated viewsheds may be additionally protected by providing enhanced scenic view locations as part of a development plan, such as the incorporation of a publicly accessible viewpoint, greenspace, promenade, or Greenway Trail into the proposal.

(3) In order to achieve the purposes of this section, the Planning Board or other reviewing body may modify the zoning regulations with respect to site layout and lot design, including minimum lot area, width, depth, and frontage, minimum front, side, and rear yards, and other similar requirements in the Section 223-17, Schedule of Dimensional Regulations, provided that:

(a) The permitted number of dwellings or overall square feet of development in no case exceeds the number that could be permitted if the land was developed in conformance with the normally applicable requirements of the zoning district.

(b) The maximum permitted building height requirements shall be the same as those normally applicable to other dwellings in the zoning district.

Section 2. Ratification, Readoption and Confirmation

Except as specifically modified by the amendments contained herein, Chapter 223, Section 41.18 of the City of Beacon are otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 3. Numbering for Codification

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word "Local Law" shall be changed to "Chapter," "Section" or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

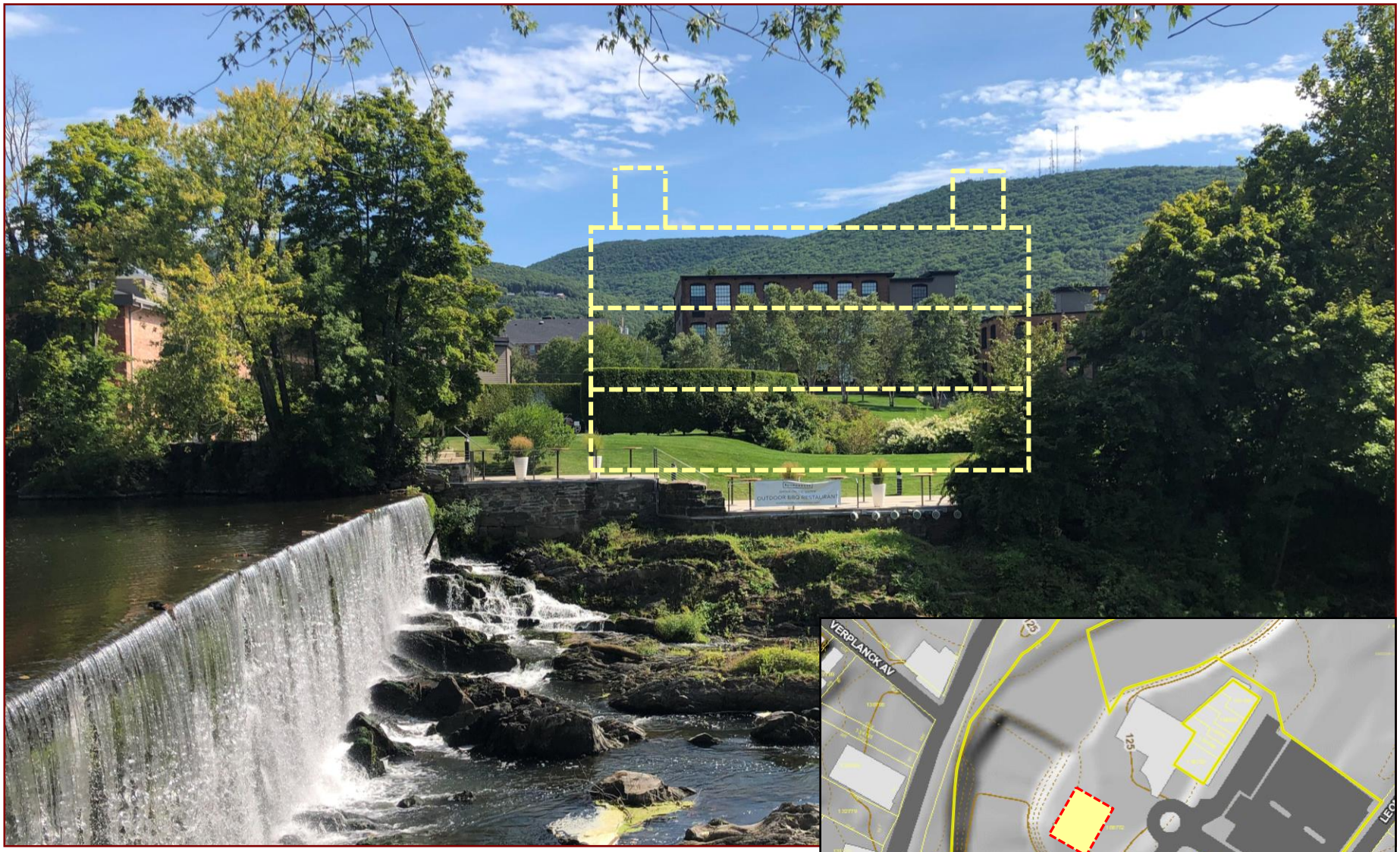
Section 4. Severability

The provisions of this Local Law are separable and if any provision, clause, sentence,

subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 5. Effective Date

This local law shall take effect immediately upon filing with the Office of the Secretary of State.





Beacon Falls Viewshed - Conceptual Example 1

General Business district allows commercial and multifamily uses, so a 3-story building could in theory be proposed east of the falls.

Viewshed protection measures can be enforced as part of the Site Plan review process, such as relocating the building to another part of the property away from a designated view.





Bayview Avenue Viewshed
Conceptual Example 2

32,234 sq. ft. parcel
at end of Stratford Avenue

R1-10 district requires a 10,000 sq. ft. minimum area, so the lot could be subdivided into two parcels with a new house blocking street views.

View protection conditions could be attached as part of subdivision approval.

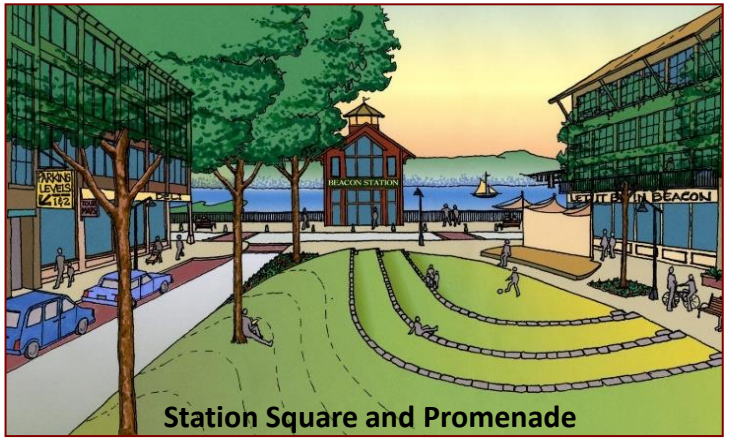


Station Area Conceptual Example 3

LWRP-designated viewshed could be improved by a public promenade with elevated and panoramic river views along the development frontage.

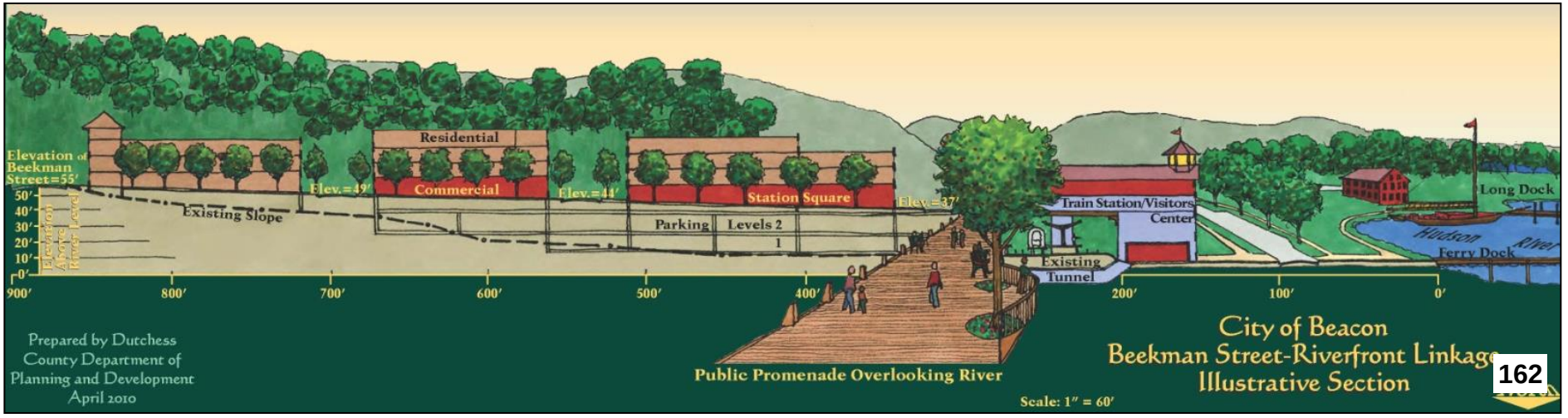


Existing River Street viewshed across MTA Parking Lot



Illustrative Sketch Plan, 2010







Mill Street off Route 52



Route 52 at State Street

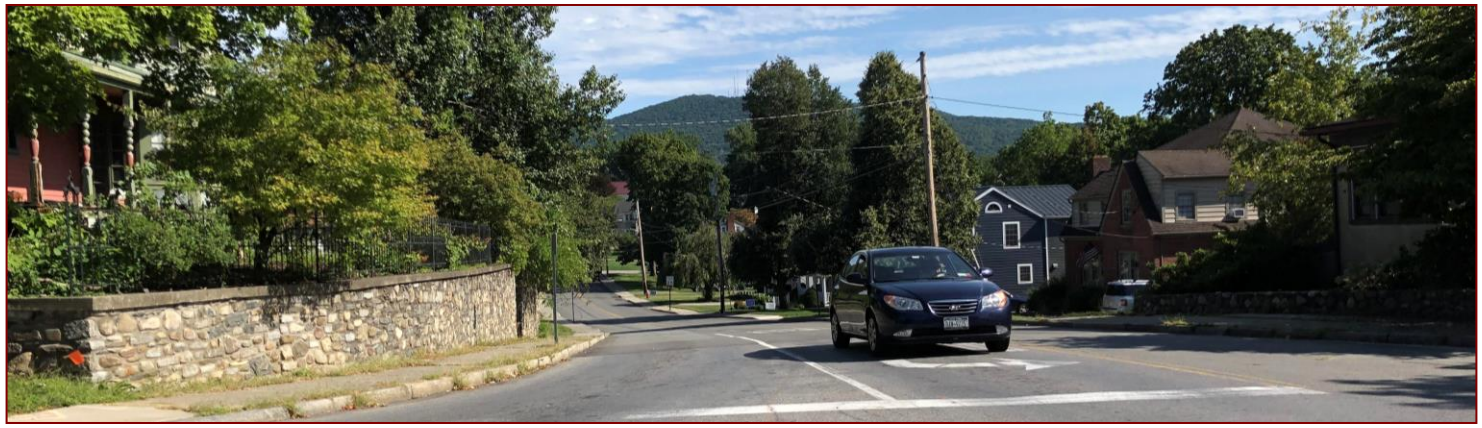


Matteawan Road at Tilden Avenue



Liberty Street North of JVF Elementary School

Verplanck Avenue



At Route 9D



At Willow Street



At Schenck Avenue









Near Beacon Falls

Churchill Street Bridge

View East across Bridge

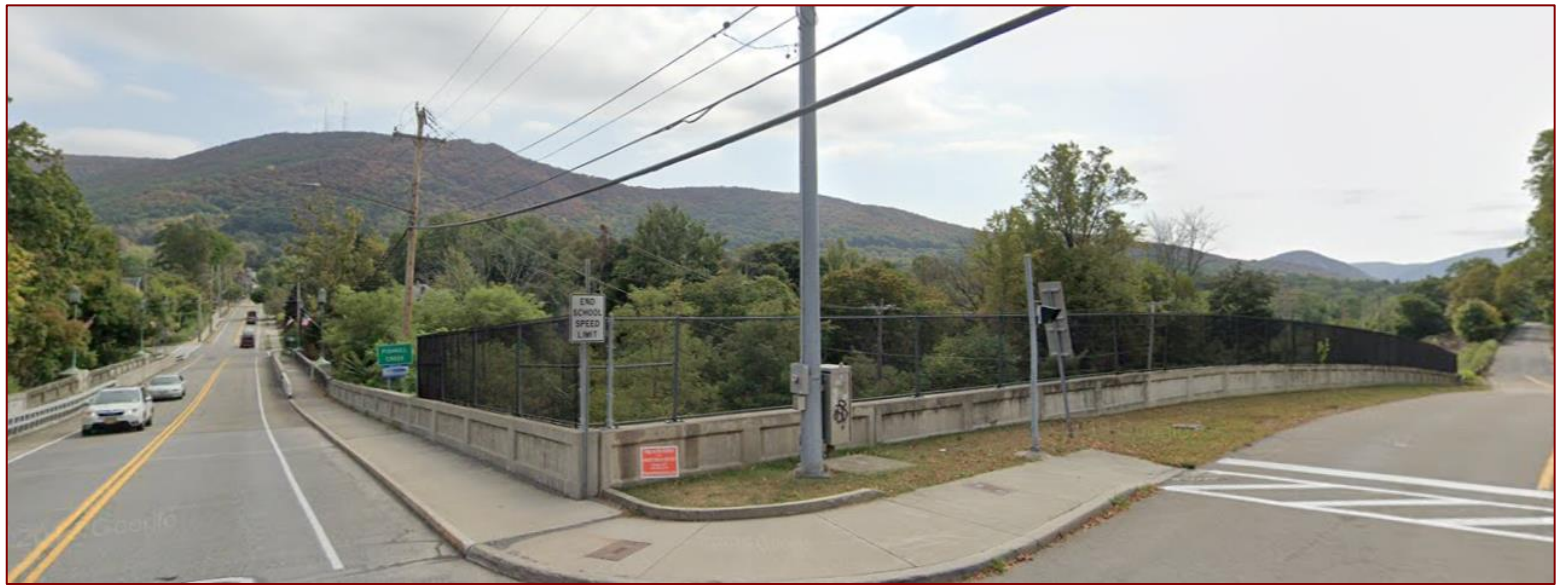






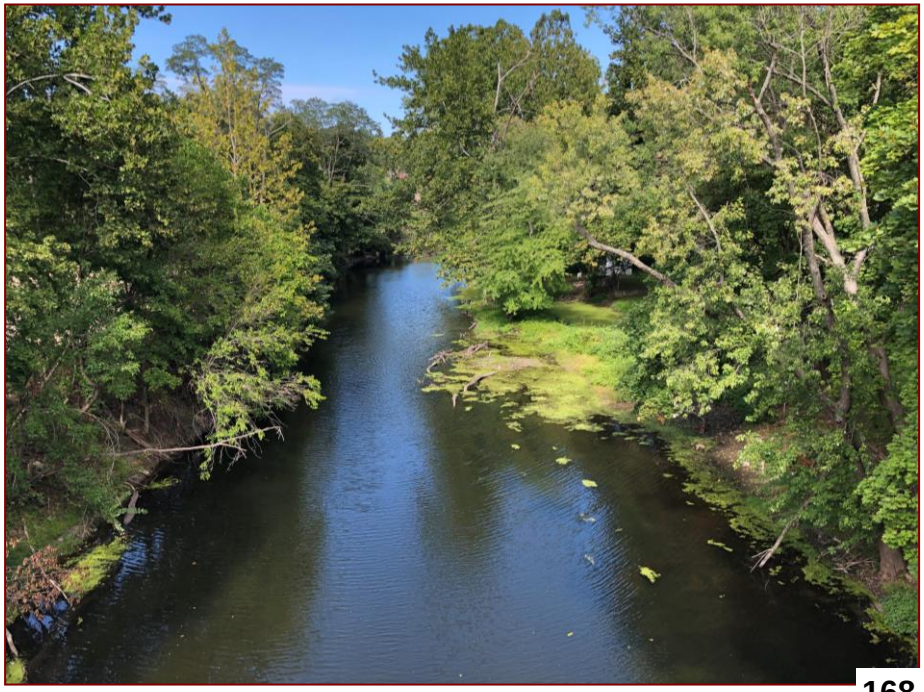
From Bridge – Views South and North of Fishkill Creek

Route 9D/ Wolcott Avenue



Route 9D and Tioronda Avenue





Route 9D Bridge – Views South and North of Fishkill Creek

Tioronda Avenue

At Top of Hill
Near Route 9D



About 600 feet
South of Route 9D



About 2,300 feet
South of Route 9D





View toward the Bridge from the Tunnel



View of the Falls

Near Madam Brett Park

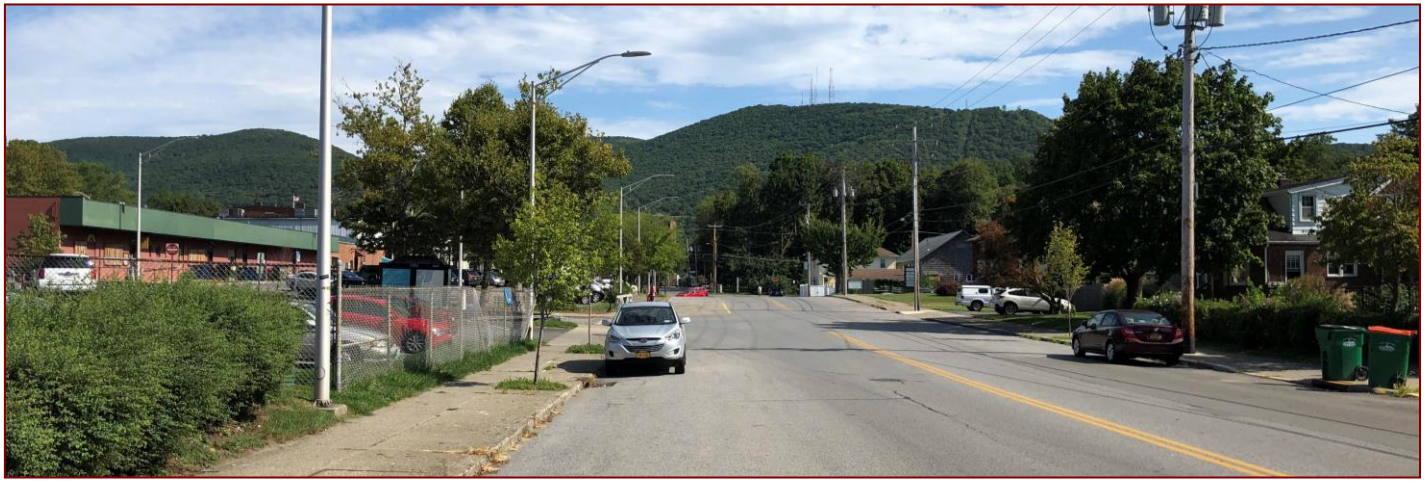


Tioronda Bridge



From the Bridge – View towards the River

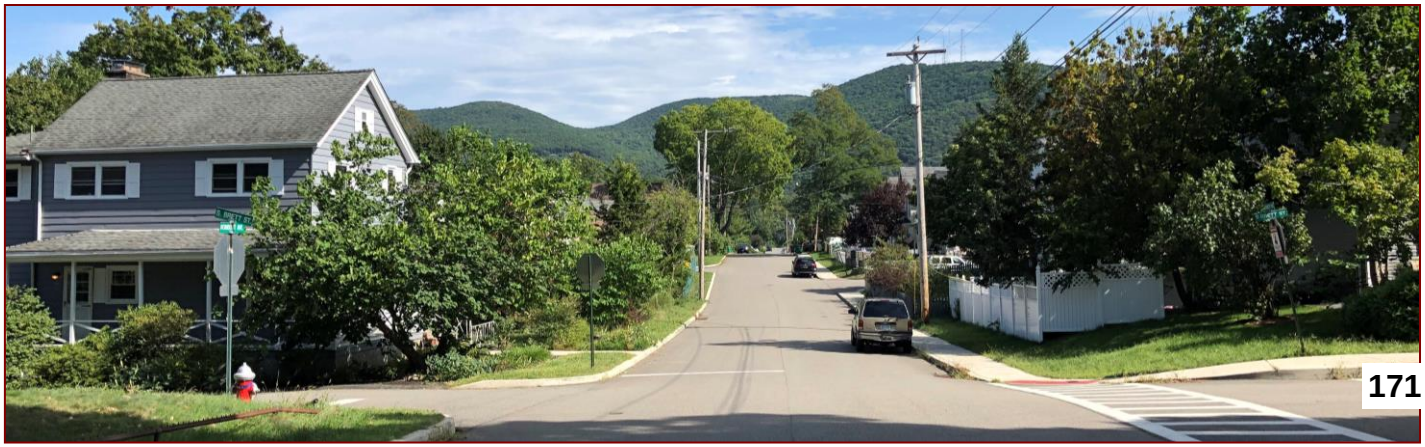
Henry Street
Near Veterans Place



Rombout Avenue
from S. Chestnut Street



Rombout Avenue
from S. Brett Street



Dewindt Street
Near S. Elm Street



Dewindt Street
East of Cliff Street





Bayview Avenue
Near Stratford Avenue



View from of Bayview Avenue Cul-de-Sac





Pete and Toshi Seeger Riverfront Park Looking South



View of Harbor from Train Platform



View South from Bridge over Train Tracks



View of River from Long Dock Park



scenichudson.org

View South from Long Dock Park



hvillustrated.com

View South from Denning's Point State Park

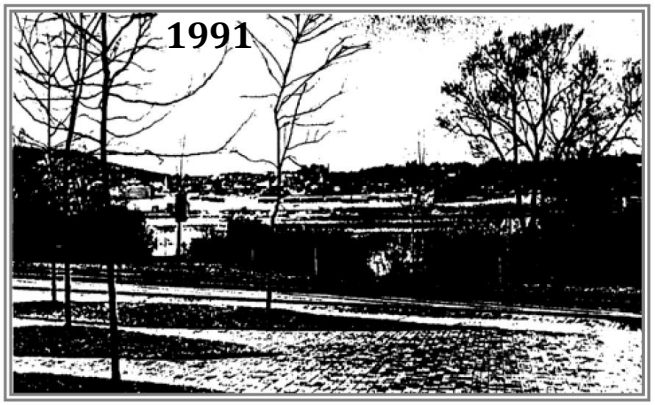
City of Beacon
Local Waterfront Revitalization Program (LWRP)

Originally Adopted by City Council October 21, 1991
Amendment Added Harbor Management Plan March 7, 2011

Policy 25A
The following view sheds will be protected:

1. **Main Street and Route 9D**
2. **Beacon Street and Route 9D**
3. **Rombout Avenue and Route 9D**
4. **Route 9D and Wolcott Avenue**
5. **South Avenue and Route 9D**
6. **Dennings Avenue at South Avenue**
7. **Sargent Avenue at St. Lawrence Seminary**
8. **South Avenue 1/4 Mile West of Dennings Avenue**
9. **Paye Street**
10. **River Street and Beekman Street**
11. **Southwest View from Wolcott Avenue 200 Feet West of Bayview Avenue**
12. **West View from Wolcott Avenue 200 Feet West of Bayview Avenue**
13. **Northwest View from Wolcott Avenue 200 Feet West of Bayview Avenue**





View 1: Main Street and Route 9D





View 10: River Street and Beekman Street

View 2:
Beacon Street and Route 9D







View 3: Rombout Avenue and Route 9D





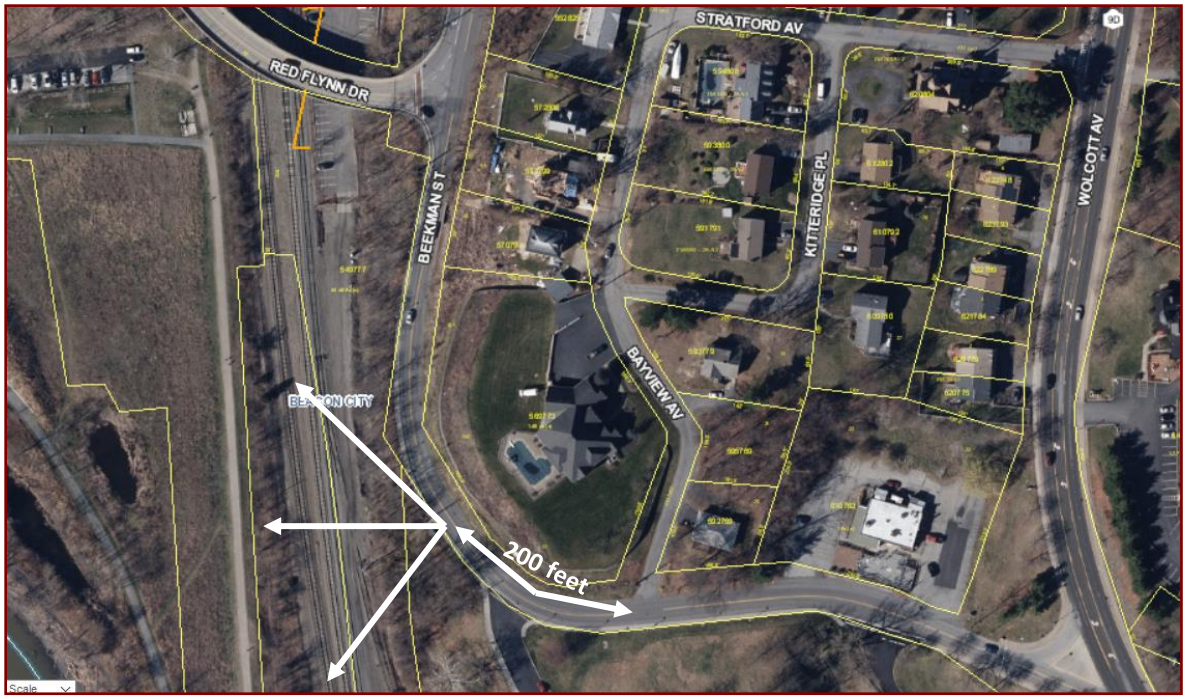




View 4:
Route 9D and Wolcott Avenue

(Southern Section of Beekman Street was at that time called Wolcott Avenue)

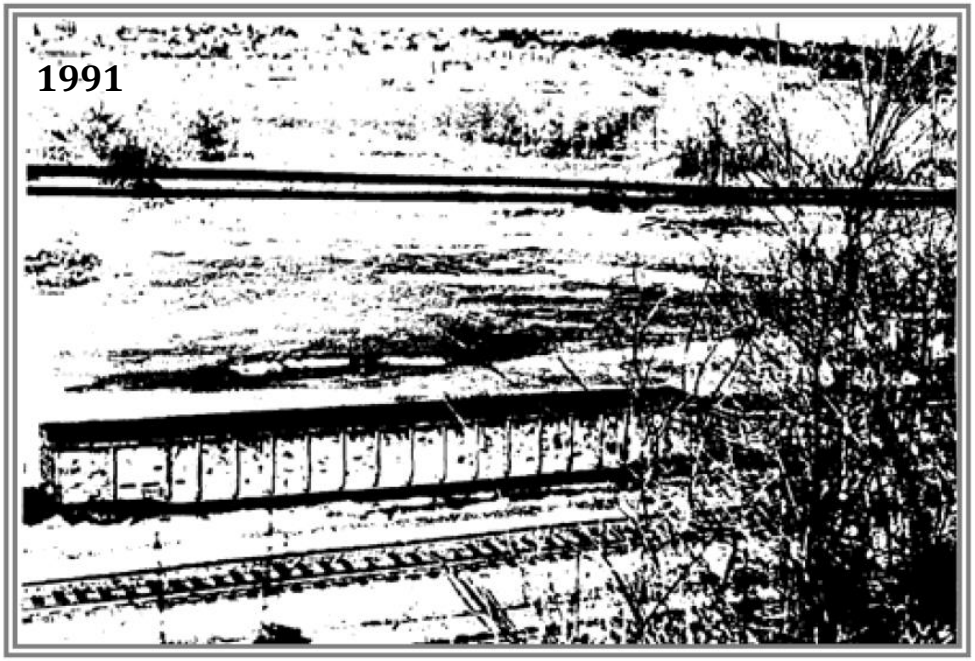






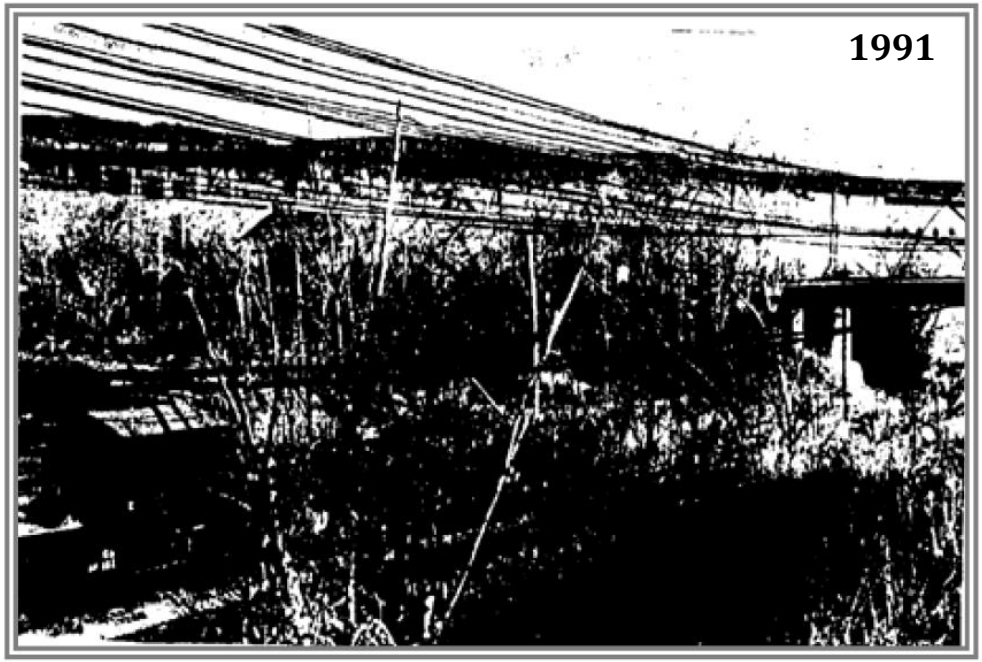


View 11: Southwest view from Wolcott Avenue 200 feet west of Bayview Avenue



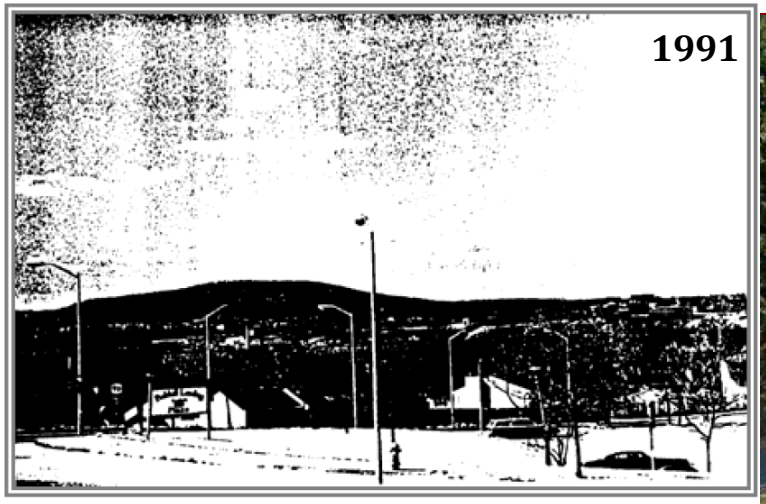


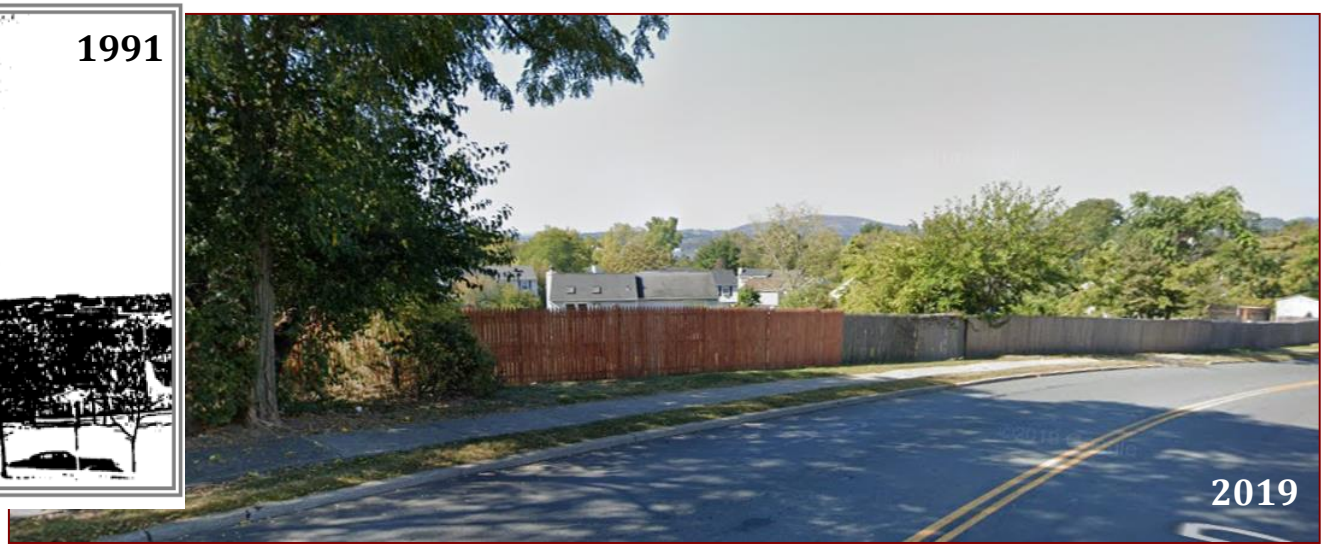
View 12: West view from Wolcott Avenue 200 feet west of Bayview Avenue





View 13: Northwest view from Wolcott Avenue 200 feet west of Bayview Avenue



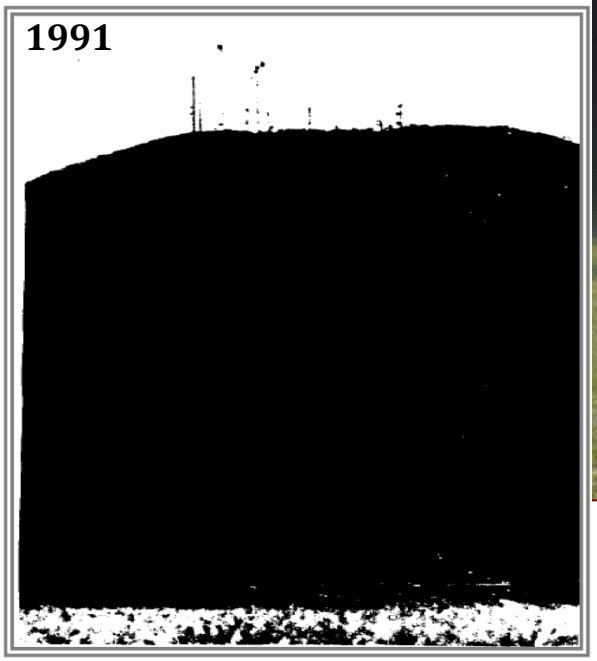


View 5:
South Avenue and Route 9D

View 6:
Denning's Avenue at South Avenue



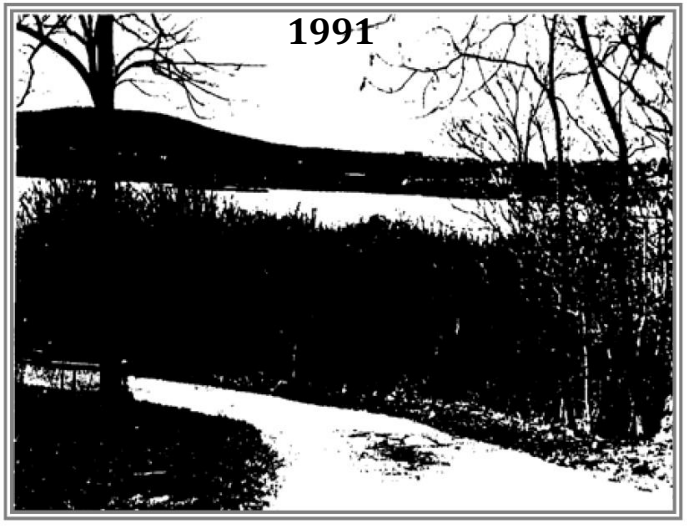


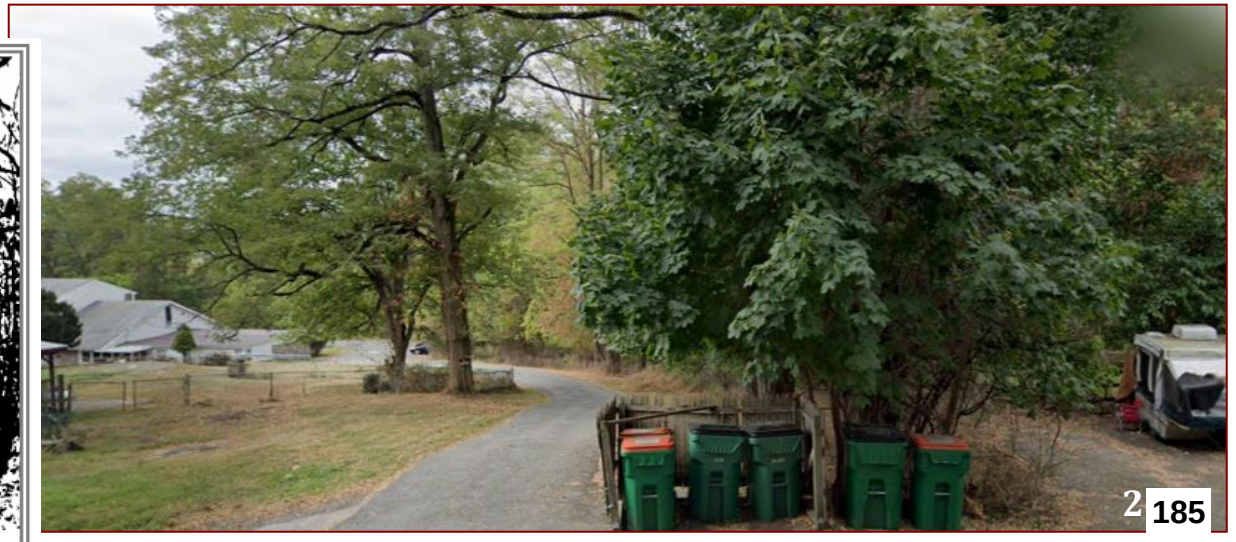




View 7:
Sargent Avenue at St. Lawrence Seminary

View 8:
South Avenue ¼ Mile West of Denning's Avenue







View 9:
Paye Street





Main Street

West End near Cliff Street



At Willow Street



Main Street **At Elm Street**



Near Walnut Street



Main Street **At Cedar Street**



Near Veterans Place

Main Street



Near Schenck Avenue



At South Side of
One East Main Street

Main Street at Churchill Street Curve



Historic Postcard View – Early 1900s



At Tioronda Avenue



In Front of Church



From East Side of Church





From East Main Street Bridge - Views South and North of Fishkill Creek

East Main Street



At Fountain Square



View West at Summit Street

Title:

Investment Policy

ATTACHMENTS

City of Beacon Investment Policy

City of Beacon
Investment Policy
Adopted 2/19/19

I. SCOPE

This investment policy applies to all moneys and other financial resources available for deposit and investment by the City of Beacon on its own behalf or on behalf of any other entity or individual.

II. OBJECTIVES

The primary objectives of the local government's investment activities are, in priority order:

- To conform with all applicable Federal, State and other legal requirements (legality);
- To adequately safeguard principle (safety);
- To provide sufficient liquidity to meet all operating requirements (liquidity) and
- To obtain a reasonable rate of return (yield).

III. DELEGATION OF AUTHORITY

The City Council's responsibility for administration of the investment program is delegated to the City Administrator and Director of Finance who shall establish written procedures for the operation of the investment program consistent with these investment policies. Such procedures shall include internal controls to provide a satisfactory level of accountability based upon records incorporating the description and amounts of investments, the funds for which they are held, the places where they are kept and other relevant information, including dates of sale or other dispositions and amounts realized. In addition, the internal control procedures shall describe the responsibility levels of authority for key individuals involve in the investment program.

IV. PRUDENCE

All participants in the investment process shall seek to act responsibly as custodians of the public trust and shall avoid any transaction that might impair public confidence in the City of Beacon to govern effectively.

Investments shall be made with prudence, diligence, skill, judgement and care, under circumstances then prevailing, which knowledgeable and prudent persons acting in the capacity would use, not for speculation, but for investment, considering the safety of the principal as well as the probable income to be derived.

All participants involved in the investment process shall refrain from personal business activity that could conflict with the proper execution of the investment program or which could impair their ability to make impartial investment decisions.

V. DIVERSIFICATION

It is the policy of the City of Beacon to diversify its deposit and investments by financial institution, by investment instrument, and by maturity scheduling.

The governing board shall establish appropriate limits for the amount of investments which can be made with each financial institution or dealer, and shall evaluate this listing at least annually.

VI. INTERNAL CONTROLS

The Director of Finance is responsible for establishing and maintaining internal control procedures to provide reasonable, but not absolute, assurance that deposits and investments are safeguarded against loss from unauthorized use or disposition, that transactions are executed in accordance with management's authorization, properly recorded, and managed in compliance with applicable laws and regulations.

VII. DESIGATION OF DEPOSITARIES

The banks and trust companies that are authorized for the deposit of moneys, and the maximum amount which may be kept on deposit at any time, are:

Depositary Name	Maximum Amount
M&T Bank	$40,000,000
Chase Bank	$40,000,000
Citizens Bank	$40,000,000

VII: SECURING DEPOSITS AND INVESTMENTS

All deposits and investments at a bank or trust company, including all demand deposits, certificates of deposit and special time deposits (hereinafter, collectively, "deposits") made by officers of the City of Beacon that are in the excess of the amount insured under the provisions of the Federal Deposit Insurance Act, including pursuant to the Deposit Placement Program in accordance with law shall be secured by:

1. A pledge of "eligible securities" with an aggregate "market value" (as provided by the GML Section 10) that is at least equal to the aggregate amount of deposits by the officers. See Schedule A of this policy for a listing of "eligible securities".
2. A pledge of a pro rata portion of a pool of eligible securities, having in the aggregate a market value at least equal to the aggregate amount of deposits from all such officers within the State at the bank or trust company.
3. An "eligible surety bond" payable to the government for an amount at least equal to 100 percent of the aggregate amount of deposits and the agreed-upon interest, if any, executed by an insurance company authorized to do business in New York State, whose claims-paying ability is rated in the highest category by at least two nationally recognized statistical organizations. The governing board shall approve the terms and conditions of the surety bond.

4. An “eligible letter of credit,” payable to the City of Beacon as security for the payment of 140 percent of the aggregate amount of deposits and the agreed-upon interest, if any. An “eligible letter of credit” shall be an irrevocable letter of credit issued in favor of the City of Beacon, for a term not to exceed 90 days, by a qualified bank (other than the bank where the secured money is deposited). A qualified bank is either one whose commercial paper and other unsecured short-term debt obligations (or, in the case of a bank which is the principal subsidiary of a holding company, whose holding company’s commercial paper and other unsecured short-term debt obligations) are rated in one of the three highest rating categories by at least one nationally recognized statistical rating organization, or one that is in compliance with applicable federal minimum risk-based capital requirements.
5. An “irrevocable letter of credit” issued in favor the City of Beacon by a federal home loan bank whose commercial paper and other unsecured short-term debt obligations are rated in the highest rating category by at least one nationally recognized statistical rating organization, as security for the payment of 100 percent of the aggregate amount of deposits and the agreed-upon interest, if any.

IX. COLLATERALIZATION AND SAFEKEEPING

Eligible securities used for collateralizing deposits made by officers of City of Beacon shall be held by (the depositary or a third party) bank or trust company subject to security and custodial agreements.

The security agreement shall provide that eligible securities (or the pro rata portion of a pool of eligible securities) are being pledged to secure such deposits together with agree-upon interest, if any and any costs of expenses arising out of the collection of such deposits upon a default. It shall also provide the conditions under which the securities (or pro rata portion of a pool of eligible securities) held may be sold, presented for payment, substituted or release and the events of default which will enable the local government to exercise its rights against the pledged securities.

In the event that the pledged securities are not registered or inscribed in the name of the City of Beacon, such securities shall be delivered in a form suitable for transfer or with an assignment in blank to the City of Beacon or the custodial bank or trust company. Whenever eligible securities delivered to the custodial bank or trust company are transferred by entities on the books of a federal reserve bank or other book-entry system operated by a federally regulated entity without physical delivery of the evidence of the obligations, the records of the custodial bank or trust company shall be required to show, at all times, the interest of the local government in the securities (or the pro rata portion of a pool of eligible securities) as set forth in the security agreement.

The custodial agreement shall provide that pledged securities (or the pro rata portion of eligible securities) will be held by the custodial bank or trust company or agent of, and custodian for, the City of Beacon, will be kept separated and apart from the general assets of the custodial bank or trust company and will not be commingled with or become part of the backing of any other deposit or other bank liability. The agreement shall also describe how the custodian shall confirm the receipt, substitution or release of the collateral and it shall provide for the frequency of revaluation of collateral by the custodial bank or trust company and for the substitution of collateral when a change d in the rating of a security causes ineligibility. The security and custodial agreement shall also include all other provisions necessary to provide the City of Beacon with a perfected security interest in the eligible securities and to

otherwise secure the local government's interest in the collateral, and may contain other provisions that the City Council deems necessary.

X. PERMITTED INVESTMENTS

As provided by General Municipal Law Section 11, the City Council of the City of Beacon authorizes the Director of Finance to invest moneys not required for immediate expenditure for terms not to exceed its projected cash flow needs in the following types of investments:

- Special time deposit accounts in, or certificates of deposited issued by, a bank or trust company located and authorized to do business in the State of New York;
- Through a Deposit Placement Program, certificates of deposit in one or more "banking institutions: as defined in Banking Law Section 9-r;
- Obligations of the United States of America;
- Obligations guaranteed by agencies of the United States of America, where the payment of principal and interest are guaranteed by the United States of America;
- Obligations of the State of New York;
- With approval of the State Comptroller, obligations issued pursuant to Local Finance Law Section 24.00 or 25.00 (i.e., Tax Anticipation Notes and Revenue Anticipation Notes) by any municipality, school district or district corporation in the State of New York other than the City of Beacon; and
- Obligations of the City of Beacon, but only with moneys in a reserve fund established pursuant to General Municipal Law Section 6-c, 6-d, 6-e, 6-f, 6-g, 6-h, 6-j, 6-k, 6-l, 6-m, or 6-n.

All investment obligations shall be payable or redeemable at the option of the City of Beacon within such times as the proceeds will be needed to meet expenditures for purposes for which the moneys were provided and, in the case of obligations purchase with the proceeds of bonds or notes, shall be payable or redeemable in any event at the option of the City of Beacon within two years of the date of purchase. Time deposit accounts and certificates of deposit shall be payable within such time as the proceeds will be needed to meet expenditures for which the moneys were obtained, and shall be secured as provided in Sections VIII and IX herein.

Except as may otherwise be provided in a contract with bondholders and noteholders, any moneys of the City of Beacon authorized to be invested may be commingled for investment purposes, provided that any investment of commingled moneys shall be payable or redeemable at the option of the City of Beacon within such time as the proceeds shall be need to meet expenditures for which such moneys were obtained, or otherwise specifically provided in General Municipal Law Section 11. The separate identity of the sources of these funds shall be maintained at all times and income received shall be credited on a pro rata basis to the fund or account from which the moneys were invested.

Any obligation that provides for the adjustment of its interest rate on set dates is deemed to be payable or redeemable on the date on which the principal amount can be recovered through demand by the holder.

XI. AUTHORIZED FINANCIAL INSTITUTIONS AND DEALERS

All financial institutions and dealers with which the City of Beacon transacts business shall be credit worthy, and have an appropriate level of experience, capitalization, size and other factors that make the financial institution or dealer capable and qualified to transact business with City of Beacon.

XII. PURCHASE OF INVESTMENTS

The Director of Finance is authorized to contract for the purchase of investments:

1. Directly, from an authorized trading partner
2. By participation in a cooperative investment agreement with other authorized municipal corporations pursuant to Article 5-G of the General Municipal Law and in accordance with Article 3-A of the General Municipal Law.

All purchase obligations, unless registered or inscribed in the name of the local government, shall be purchased through, delivered to and held in the custody of a bank or trust company. Such obligations shall be purchased, sold or presented for redemption or payment by such bank or trust company only in accordance with prior written authorization from the officer authorized to make the investment. All such transactions shall be confirmed in writing to the City of Beacon by the bank or trust company.

Any obligation held in the custody of a bank or trust company shall be held pursuant to a written custodial agreement as described in General Municipal Law Section 10 (3)(a). The agreement shall provide that securities held by the bank or trust company, as agent of, and custodian for, the City of Beacon, will be kept separate and apart from the general assets of the custodial bank or trust company and will not be commingled with or become part of the backing of any other deposit or other bank liability. The agreement shall describe how the custodian shall confirm the receipt and release of the securities. Such agreement shall include all provisions necessary to secure the local government's perfected interest in the securities and the agreement may also contain other provisions that the City Council deems necessary. The security and custodial agreements shall also include all other provisions necessary to provide the City of Beacon with the perfected interest in the securities.

The Director of Finance, where authorized, can direct the bank or trust company to register and hold the evidences of investments in the name of its nominee, or may deposit or authorize the bank or trust company to deposit, or arrange for the deposit of any such evidences of investments with a federal reserve bank or other book-entry transfer system operated by a federally regulated entity. The records of the bank or trust company shall show at all times, the ownership of such evidences of investments, and they shall be, when held in the possession of the bank or trust company, at all times, kept separate from the assets of the bank or trust company. All evidences of investments delivered to a bank or trust company shall be held by the bank or trust company pursuant to a written custodial agreement as set forth in General Municipal Law Section 10(3)(a), and as described earlier in his section. When any evidences of investments are so registered in the name of a nominee, the bank or trust company shall be absolutely liable for any loss occasioned by the acts of such nominee with respect to such evidences of investments.

XIII. COURIER SERVICE

The Director of Finance may, subject to the approval of the City Council by resolution, enter into a contract with a courier service for the purpose of causing the deposit of public funds with a bank or trust company. The courier service shall be required to obtain a surety bond for the full amount entrusted to the courier, payable to the City of Beacon and executed by an insurance company authorized to do business in the State of New York, with a claims paying ability that is rated in the highest rating category by at least two nationally recognized statistical rating organizations, to insure against any loss of the public deposits entrusted to the courier service of failure to deposit the full amount entrusted to the courier service.

The City of Beacon may agree with the depositary bank or trust company that the bank or trust company will reimburse all or part of, but not more than, the actual cost incurred by the City of Beacon in transporting items for deposit through a courier service. Any such reimbursement agreements shall apply only to a specified deposit transaction, and may be subject to such terms, conditions and limitations as the bank or trust company deems necessary to ensure sound banking practices, including, but not limited to, any terms, conditions or limitations that may be required by the Department of Financial Services or other federal or State authority.

XIV. ANNUAL REVIEW AND AMENDMENTS

The City of Beacon shall review this investment policy annually, and it shall have the power to amend this policy at any time.

XV. DEFINITIONS

The terms “public funds,” “public deposits,” “bank,” “trust company,” “eligible securities,” “eligible surety bond,” and “eligible letter of credit” shall have the same meanings as set forth in General Municipal Law Section 10.

Schedule A

Schedule of Eligible Securities for Collateralizing Deposits and Investments in Excess of FDIC Coverage (see Investment Policy, Section VIII)

Eligible Securities for Collateral	**For purposes of determining aggregate "market value," eligible securities shall be valued at these percentages of "market value".**
(i) Obligations issued, or fully insured or guaranteed as to the payment of principal and interest, by the United States of America, an agency thereof or a United States government-sponsored corporation	100%
(ii) Obligations partially insured or guaranteed by any agency of the United States of America, at a proportion of market value of the obligation that represents the amount of the insurance or guaranty.	100%
(iii) Obligations issued or fully insured or guaranteed by the State of New York, obligations issued by a municipal corporation, school district or district corporation of this State or obligations of any public benefit corporation which under a specific State statue may be accepted as security for deposit of public moneys.	100%

Title:

Procurement Policy

ATTACHMENTS

Procurement Policy

CITY OF BEACON
PROCUREMENT POLICY
ADOPTED 1.22.19

SECTION 1. PURCHASING TERMINOLOGY

Generally, local governments are required to advertise for **Competitive Bids** when procurements exceed certain dollar thresholds. **Purchase Contracts** involving expenditures in excess of $20,000 and **Public Works Contracts** involving expenditures in excess of $35,000 are generally subject to competitive bidding under General Municipal Law § 103. When using competitive bidding, contracts are awarded to the "lowest responsible bidder" after public advertisement for sealed bids. As further discussed below, the City may elect to award **Purchase Contracts**, which exceed the monetary threshold, on the basis of "best value," as an alternative to awarding contracts to the "lowest responsible bidder."

A **Purchase Contract** is an agreement between the City and a Vendor, supported by consideration, for the purchase of goods, equipment, work or services. Services, other than those necessary for the completion of public works contracts governed by the prevailing wage requirements of Article 8 of the Labor Law.

A **Public Works Contract** involves services and materials used for a public works related jobs, for example blacktopping in connection with a paving project or building construction.

When procurement is not subject to bidding requirements, the law generally requires that the procurement policy provide that alternative proposals or quotations be obtained by use of written **requests for proposals (RFPs)**, written quotations, verbal quotations or any other method that furthers the purpose of the law. An **RFP** generally is a document that provides detailed information concerning the type of service to be provided including minimum requirements and, where applicable, evaluation criteria that will govern the contract award. Potential service providers typically are supplied with copies of the **RFP** and are requested to submit proposals by a specified date. Proposals can be solicited via public advertisement, or a comprehensive list of potential vendors can be compiled with vendors contacted directly and provided with the **RFP**. An **RFP** can provide a mechanism for fostering increased competition for professional services and can ensure that these contracts are awarded in the best interests of the taxpayers.

SECTION 2. METHODS OF PROCUREMENT

A. Purchase Contracts

In the process of procurement for commodities or services on behalf of the City of Beacon, every effort shall be made to obtain the required number of proposals or quotations laid out below. If the required number of proposals or quotations cannot be obtained, the Purchaser shall document the attempts made to obtain the proposals. The City is not responsible for purchases made without a purchase order or without the proper documentation and approvals. Checks will not be processed unless this procurement policy is followed.

All awards shall be made to the lowest responsible bidder or by using the Best Value Procurement Method set forth herein. If the lowest bidder is deemed not responsible, facts supporting that judgment shall be documented and filed with the records supporting the procurement.

Up to $999.99	Discretion of Department Head
$1,000 - $ 3,999.99	2 verbal quotations must be attached to the requisition.
$4,000 - $19,999.99	3 written, faxed or email quotations or requests for proposals must be attached to the requisition.
$20,000 and above	Formal Competitive Bid Required

B. Public Works Contracts

In the process of procurement for commodities or services on behalf of the City of Beacon, every effort shall be made to obtain the required number of proposals or quotations laid out below. If the required number of proposals or quotations cannot be obtained, the Purchaser shall document the attempts made to obtain the proposals. All quotes (written or telephone) shall be documented and attached to all requisitions. The City is not responsible for purchases made without a purchase order or without the proper documentation and approvals. Checks will not be processed unless this procurement policy is followed.

All awards shall be made to the lowest responsible bidder. If the lowest bidder is deemed not responsible, facts supporting that judgment shall be documented and filed with the records supporting the procurement.

Public Works Contract Cont.

Up to $999.99	Discretion of Department Head
$1,000 - $ 3,999.99	2 verbal quotations must be attached to the requisition.
$4,000 - $34,999.99	3 written, faxed or email quotations or requests for proposals must be attached to the requisition.
$35,000 and above	Formal Competitive Bid Required

C. Professional Services

Professional services are not required to be competitively bid. Professional services generally include services rendered by attorneys, engineers, and certain other services requiring specialized or technical skills, expertise or knowledge, the exercise of professional judgment or a high degree of creativity. Departments must procure such services in accordance with the procedures below. Requests for deviation from the process must be documented and approved by the City Administrator or his/her designee. There is no requirement in General Municipal Law on the frequency of solicitation. Periodic solicitation can be made at reasonable intervals. RFPs are traditionally used as a means of obtaining the services of: attorneys, architects, engineers, surveyors, planners, accountants, underwriters, fiscal consultants and other professionals. An evaluation of proposals can consider price in addition to other factors such as experience, staffing and suitability for needs and may include negotiations on a fair and equal basis.

SECTION 3. BEST VALUE

In accordance with section 27 of the Municipal Home Rule Law and pursuant to General Municipal Law § 103, on May 5, 2014, the City Council enacted Chapter 53 "Purchasing" to exercise its authority to adopt standards permitting the City and its bodies, officers and agents, to apply the "best value" standard for awarding purchase contracts. Best value is defined in New York State Finance Law § 163.

Any purchase contract awarded by the City shall be awarded on the basis of lowest responsible bidder unless the City Administrator or his/her designee authorizes an award on the basis of "best value." "Best value" is defined as "the basis for awarding contracts for services to the offerer which optimizes quality, cost and efficiency, among responsive and responsible offerers." The head of the contracting Department shall, before award of the contract, prepare and submit to the City Administrator or his/her designee a written statement detailing the reasons it is in the best interests of the City of Beacon and its taxpayers to make an award on the basis of best value instead of lowest responsible bidder.

The City Administrator or his/her designee shall consider the contracting Department's submission and shall make a written determination, issued to the contracting Department, with respect to which standard shall be applied to the contract under review.

Factors which must be considered in awarding a purchase contract on the basis of best value are:

(a) The need for the costlier option as compared with all lower bids, supported by specific facts;

(b) The cost of the option chosen as compared with all lower bids;

(c) The reputation of the bidder chosen for providing quality goods or services;

(d) The durability, estimated life and estimated cost of maintenance of the goods; and

(e) Such other considerations as the City Administrator or his/her designee shall deem relevant and material to the letting of the contract.

The bid award shall be accompanied by a written statement discussing these factors and explaining how the award is expected to result in savings for the City over time. Wherever possible, such statements shall also include objective and quantifiable analyses comparing the bid accepted to all less expensive options.

SECTION 4. LOCAL BUSINESS CONSIDERATION FOR QUOTATION

This consideration applies to formal written quotations, where the annual acquisition costs are estimated to be between $5,000 and $19,999. This Section does not apply for any contract to be awarded pursuant to the public bidding process required by General Municipal Law § 103. For this purpose, a "local business" shall refer to any operating, commercial entity located physically within the geographic borders of the County of Dutchess that employs at least one full- time employee.

When a formal written quotation is used and the lowest responsible and responsive bidder is not a local business, the lowest responsible and responsive local business bidder (if applicable or available), who is within 10% of the lowest responsible and responsive bidder, shall be provided with notice and an opportunity to reduce its bid to match that of the lowest responsible and responsive bidder. Notice shall be by telephone and either facsimile or electronic mail. The local business shall have three business days after the date of such notice to match the lowest bid in writing. Should the local business so match, it will be deemed the lowest responsible and responsive bidder and receive the award. Should the lowest responsible and responsive local business bidder decline to match, the next lowest responsible and responsive local bidder who is within 10% of the lowest responsible and responsive bidder will be given the same notice and opportunity to match the bid of the lowest responsible and responsive bidder as outlined above. This process shall continue as necessary until an award is made either to a responsible and responsive local business bidder who is within 10% of the lowest responsible and responsive bidder, or the lowest responsible and responsive bidder itself.

In instances where a local business and a non-local business submit equivalent lowest responsible and responsive bids, the City Administrator or his/her designee shall give preference to the local business.

In the event the only bidders are local, the bid will be awarded to the lowest responsible and responsive bidder. In the event there are two or more local businesses within 10% of the lowest bid and whose bid is tied, the award shall be determined by a lottery.

The lowest responsible and responsive bidder shall meet the requirements as set forth in the formal quotation and as determined by the City Administrator or his/her designee.

SECTION 5. EMERGENCY PURCHASES AND EMERGENCY PUBLIC WORKS CONTRACTS

The term "Emergency purchase" is defined in General Municipal Law § 103(4) as follows:

> In the case of a public emergency arising out of an accident or other unforeseen occurrence or condition whereby circumstances affecting public buildings, public property or the life, health, safety or property of the inhabitants of a political subdivision or district therein, require immediate action which cannot await competitive bidding or competitive offering, contracts for public work or the purchase of supplies, material or equipment may be let by the appropriate officer, board or agency of a political subdivision or district therein

Consequently, unless the situation threatens lives, health or public property, the purchase of services or products must go through normal channels. In cases of emergency, the procurement of goods or services will be at the discretion of the proper department head and if possible, in consultation with the City Administrator or his/her designee. The following procedure will be used:

a) Contact the vendor immediately and arrange the purchase or service.
b) Notify the City Administrator in writing as soon as possible when the emergency purchases or services are necessary.
c) If an emergency occurs and there is a need for a part or service, please fill out the requisition and give to the purchase order entry clerk on the next business day.

d) Documentation as to the nature of the emergency shall be sent to the Director of Finance within five working days of the procurement.

e) If advertising for bids and awarding the contract was required pursuant to General Municipal Law §103, then the City Council must consider at its next meeting, a resolution approving of the award of the contract without complying with the public bidding requirements due to an emergency.

SECTION 6. PIGGY-BACKING

In addition to the procedures and guidelines stated herein, in accordance with General Municipal Law § 103(16), effective November 13, 2013, the City may make purchases through bids solicited by the United States of America or any agency thereof, or by any state or any other political subdivision or district. Prior to such purchase, the Department making the purchase will ensure that a piggyback purchase qualifies as follows:

a) **The original contract must have been made expressly available for use by other governments,** such as by inclusion of language in the contract stating that it is offered for use by other governmental entities.

b) The original contract was awarded on the basis of the lowest responsible bidder or best value standard consistent with New York State Law. The Department head must confirm that the contract was properly let on one of these bases through inquiry into the procedure used when the contract was first awarded. Documentation demonstrating proper procedure should be obtained whenever possible;

The original contract must be attached to the purchase requisition. Any documentation from the agency allowing the City to piggy-back off the original contract must also be provided with the requisition before it can be processed and provided to the City Council for review when it awards a contract pursuant to the piggybacking method.

SECTION 7. EXCEPTIONS TO BIDDING

In all circumstances where a purchase is exempt from the bidding process, documentation supporting the details, must be provided with the requisition before it can be processed.

a) Purchases through the New York State Office of General Services

Certain State contracts for the procurement of commodities, equipment, materials, supplies, services, technology, and food products are made available to local governments through the New York State Office of General Services (OGS). Under General Municipal Law § 104 the City may make purchases at the same prices under the same terms as the State. All acquisitions must follow the State's required

procedures and any additional competitive procurement processes prior to the purchase of any goods or services. The entire state contract must be attached to the purchase requisition; the contract must include the item(s), vendor and price.

b) Purchases through Preferred Sources

New York State has enacted legislation to advance "special social and economic goals," which accords certain providers with "preferred source" status. Procurements of commodities and/or services, when available in the "form, function and utility" required by the City, are required to be made from preferred sources and are not subject to competitive procurement requirements. Preferred sources include: Correctional Industries Program of the Department of Corrections and Community Supervisions (Corcraft); approved qualified, nonprofit agencies for the blind; approved special employment programs for mentally ill persons; approved qualified charitable nonprofit agencies for other severely disabled persons; and certain approved qualified veterans' workshops.

c) Sole Source

In cases where a reasonably exhaustive and documented search discloses that a good or service is available from only one vendor or in cases where there is common knowledge of the existence of a monopolistic situation for a particular good or service being sought, that good or service may be purchased from a single identified vendor without competitive bidding or solicitation of quotations. The requesting department must complete and submit a Sole Source Justification form with the City Administrator or his/her designee. Determination of sole source status shall be at the discretion of the City Administrator or his/her designee.

d) Insurance

Insurance coverage (i.e., health, fire, liability and workers' compensation) is not subject to competitive bidding. All agreements for insurance coverage will be investigated by the City Administrator or his/her designee. If competition is available in the market, RFPS will be requested, evaluated and an award made. If no competition is available a contract will be negotiated between the City and the respective carrier.

SECTION 8. TRAVEL REIMBURSEMENT

Employees attending a convention, conference or school must also submit a requisition (course, travel, meal reimbursement, lodging, etc.) along with an Authorization to Attend Form. This must be completed and signed by the City Administrator and then attached to each requisition. A copy of the course description should be attached to the requisition. All vouchers for reimbursement should be turned in within two weeks of completion.

APPENDIX A

GREEN PURCHASING POLICY

The City of Beacon recognizes the necessity of local governments leading the way to reduce or limit the environmental impacts of our operations and conserve our resources, therefore, the City hereby adopts the following green purchasing policy:

Energy Use: Priority shall be given to products which consume the least amount of energy in their manufacture, use and disposal. Where possible, Energy Star qualification and/or an equivalent elevated measure of efficiency should be a minimum requirement in any energy consuming equipment, device, vehicle or appliance purchase. Please see vehicle purchase policy for further details on vehicle requirements.

Sustainability of Materials: Priority shall be given to products which are made from sustainable materials, and/or contain a significant level of recycled or reprocessed material and which are manufactured locally, and/or which are packaged to reduce transportation costs.

Packaging: Priority shall be given to products which are minimally packaged using recycled, recyclable or biodegradable packaging materials.

Environmental Impacts: Priority shall be given to products which reduce impacts on the environment during manufacture, use or disposal.

Health Impacts: Priority shall be given to products which reduce or eliminate health risks to employees and/or citizens in their manufacture, use or disposal. In particular, products that are on California's list of Proposition 65 regulated chemicals and those that contain Chlorine, PVC, and/or emit unhealthy levels of chemical emissions during use should be avoided, if possible.

In addition, bid documents and requests for proposals shall be drafted to encourage environmentally preferable purchases and service by incorporating bidding specifications that procure goods and services with a reduced environmental impact where appropriate.

Nothing in this policy shall be construed as requiring the procurement of products or services that do not perform adequately for the intended use or not available at a reasonable price in a reasonable period of time.

APPENDIX B

CITY OF BEACON GREEN FLEET AND EQUIPMENT POLICY

1. BASIS FOR POLICY

a. Energy costs represent a significant amount of spending for the City of Beacon government and the City desires to be a leader in environmental stewardship.

b. The City of Beacon recognizes that energy use associated with the operation of its motor vehicle fleets exacerbates local air quality problems and results in greenhouse gas emissions that contribute to global climate change. While the operation and maintenance of the City vehicle fleet is essential to the ability to provide a wide range of services to the public, the fleet represents a significant environmental and financial cost to the City of Beacon.

c. The transportation sector makes up nearly 70% of Beacon's community-wide greenhouse gas emissions according to a GHG inventory conducted by the City.

d. The City wishes to lead by example when it comes to climate action and contribute to community-wide greenhouse gas reductions through its own operations.

e. The City's vehicle fleet consumes approximately 35,320 gallons of gasoline and 27,070 gallons of diesel annually, amounting to the equivalent of 586 metric tons of carbon dioxide.

f. The City recognizes that improving the efficiency of its fleet can lead to significant long-term monetary savings.

g. The City has already purchased one plug-in hybrid electric vehicle and installed multiple electric vehicle charging stations with plans for more underway.

h. The City of Beacon wishes to exercise its power as a participant in the marketplace to ensure that purchases and expenditures of public monies are made in a manner consistent with the policy of improving local air quality emissions and reducing greenhouse gas emissions.

i. The City wishes to establish a green City vehicle fleet and equipment policy, which would support the objectives of fuel-efficient, low- emission and low-cost fleet and equipment operations.

2. FLEET INVENTORY

a. In order to establish a baseline of data so that the Green Fleet and Equipment Policy can be established, implemented, and monitored, the Highway Superintendent, in conjunction with the Climate Smart Coordinator, shall develop an inventory and analysis of the fleet vehicles and equipment within each department or agency. This inventory shall be based off of the current inventory in the asset management plan and include:

   i. Number of vehicles classified by model year, make, model, engine size, VIN, drivetrain type (2-wheel drive or 4-wheel drive), and the rated vehicle weight and classification (light-duty, medium duty, heavy-duty);

   ii. Miles per gallon (or gallon equivalent) per vehicle;

   iii. Type of fuel (or power source) used;

   iv. Average cost per gallon (or gallon equivalent) of fuel;

   v. Average fuel cost per mile;

   vi. Annual miles driven per vehicle;

   vii. Total fuel (or power consumption) per vehicle; and

   viii. Vehicle function (tasks associated with vehicle's use).

b. Once the Fleet and Equipment Inventory from each dept. is submitted, an analysis on vehicular use will be performed by the Highway Superintendent, in conjunction with the Climate Smart Coordinator. The analysis will examine:

   i. Is vehicular use necessary

   ii. Is the smallest, most efficient vehicle being used to carry out necessary tasks; and

   iii. Can sustainable fuel vehicles adequately replace existing vehicles and accomplish substantially the same tasks?

3. GREEN FLEET AND EQUIPMENT POLICY

a. It is the policy of the City of Beacon:

   i. To purchase, lease, or otherwise obtain the most energy-efficient and cost-effective vehicles possible that meet the operational needs of the City.

   ii. To purchase vehicles that are appropriately sized for the purposes for which they are intended.

   iii. To manage and operate its fleet in a manner that is energy efficient and minimizes emissions.

b. To prioritize the development of further Green Fleet Infrastructure.

4. GOALS

a. It is the goal of this policy to reduce the greenhouse gas emissions from the City of Beacon fleet by more than New York State's emission reduction goal of 40% by 2030 through the combination of procurement, operations and technology, relative to the baseline established for year 2012 in the City's greenhouse gas inventory.

b. It is also the goal of this policy to save the City money over time, as electric vehicles are generally cheaper to operate and maintain.

5. GREEN FLEET POLICY STRATEGIES

a. In order to accomplish the goals above, the following policy strategies shall be implemented:

   i. To support the growth of its Electric Vehicle (EV) Infrastructure the City will work to broaden its EV charging network over time, taking advantage of grant opportunities and incentives.

   ii. The City shall prioritize the procurement of electric equipment when such an option is available for the given application at a cost of purchase and operation not substantially higher compared to conventional (gasoline or diesel) equipment and where service levels are not negatively impacted.

iii. The City shall require the purchase of Plug in Hybrid Electric Vehicles (PHEV) or Electric Vehicles (EV) for Light-Duty Vehicles (sedans, vans, SUVs). Department heads may submit a written request to the City Council to waive this requirement. Waivers may be approved by the City Council by written resolution where a PHEV or EV option for a given application is unavailable or cost prohibitive.

iv. The City shall prioritize the procurement of PHEV or EV) models for Medium and Heavy-Duty Vehicles when such an option is available for the given application at a cost of purchase and operation not substantially higher compared to conventional (gasoline or diesel) fuel vehicles and where service levels are not negatively impacted.

v. Review all vehicle procurement specifications and modify them as necessary to ensure that the specifications are written in a manner flexible enough to allow the purchase or lease of green vehicles.

vi. Review the fleet inventory to identify older vehicles that are used infrequently (or not at all), as well as those vehicles that are disproportionately inefficient, and schedule their elimination or replacement.

6. APPLICABILITY

a. New emergency vehicles purchased under this policy must provide comparable performance, safety, and fuel availability during emergencies as conventionally powered emergency vehicles

b. The additional cost of purchasing an electric or other lower emission vehicle that complies with this requirement of this policy will be analyzed against the reduction of fuel, maintenance requirement, and other costs incurred during the operating life of such vehicle.

c. Wherever possible, grant funding will be used to help pay for the purchase of vehicles or equipment that complies with this policy, or that supports the deployment of appropriate sustainable technologies across the City fleet.

7. REPORTING

a. Annually, the Highway Superintendent, in conjunction with the Climate Smart Coordinator, will provide a report to the Mayor and City Administrator

documenting the fuel use and emissions associated with the City of Beacon fleet and will include measured performance against stated goals.

b. The report will summarize any activities related to the implementation of this policy.

c. The annual report shall include, but not be limited to:

   i. Documentation of the fuel use and emissions associated with the City of Beacon fleet;

   ii. An assessment of whether or not the goals set forth in the policy have been attainable; and if not, the reasons relevant;

   iii. Recommendations regarding actions to be taken in order to meet the goals set forth in the policy; and

   iv. Recommendations as to specific changes or modifications to the policy that would promote the goals of the policy.

City of Beacon City Council Agenda
01/11/2021

Title:

City Council Rules and Procedures

ATTACHMENTS

City Council Rules and Procedures

CITY OF BEACON, NEW YORK
ONE MUNICIPAL PLAZA
BEACON, NEW YORK 12508

CITY OF BEACON
CITY COUNCIL
RULES OF PROCEDURE[1]
FOR PUBLIC MEETINGS

1. MEETINGS: The City Council shall hold its regular meetings on the first (1st) and third (3rd) Monday of each month. Workshop meetings shall be held on the Monday before each regular meeting of the City Council, except that once a quarter, on 30-day notice, the Council may hold its workshop meeting on the Saturday before the Monday of a workshop meeting. If any meeting falls on a holiday, the workshop shall be rescheduled for the next work day. Special meetings of the City Council shall consist of all meetings other than regular or workshop meetings at which four (4) or more members of the Council are present. A special meeting may be held on the call of the Mayor or by four or more members of the Council, upon no less than twenty-four (24) hours (except if less notice is required by an emergency situation, then notice shall be as practicable) written notice via e-mail and telephone call to all Council Members and the Mayor.

2. LOCATION OF MEETING AND CHANGES: Unless otherwise announced, all meetings of the City Council shall be held at 7 p.m. in the Court Room at the Municipal Center located at One Municipal Plaza, Beacon, New York. Any changes in the date, time or location of the Council's meetings shall be determined by the Mayor and Council and noticed in accordance with lawful requirements.

3. QUORUM REQUIRED TO ACT: A majority of the whole number of the City Council, including vacancies, abstentions and any members disqualified, shall constitute a quorum. Therefore, a quorum of the seven (7) member City Council is four (4) members. A quorum shall be necessary to take any formal action and to exercise any power, authority or duty of the City Council. No member shall withdraw from a meeting of the Council without the permission of the Mayor when required to maintain a quorum.

[1] These Rules of Procedure are in addition to any requirements imposed upon the City Council by relevant State or Local Laws.

4. EXECUTIVE SESSIONS: In accordance with Article 7 of the Public Officers Law, all meetings of the City Council shall be open to the public; provided that the Council may enter into an executive session, as defined by Article 7 of the Public Officers Law, to discuss those topics or items for which the Public Officers Law allows for a closed session.

   The decision to enter into an executive session for the purposes and in the manner as set forth in Article 7 of the Public Officers Law must be submitted by a motion calling for an executive session setting forth the general subject matter to be considered. The motion to enter into an executive session, its general subject matter thereof and the vote on the motion shall be recorded in the minutes of the open session. Attendance at an executive session shall be permitted to any member of the City Council and any other persons it authorizes.

5. APPOINTMENTS: For a "senior" personnel appointment" – i.e., a) City Administrator; b) department head; c) new consultant for planning, engineering or city attorney; d) promotion to Police or Fire Lieutenant or Captain; and e) such other personnel as the Council may decide – following announcement of the Mayor's appointment, the Council may defer a vote on such appointment for an additional period to allow time for public comment and/or Council discussion. Any Council member is free to discuss the individual being appointed/promoted; recognizing that certain matters discussed concerning the decision to hire the individual, including personnel files, may not be discussed in public and any Council member who wishes to discuss the particulars of a specific employee shall first confirm the discussion of same is appropriate with the City Administrator.

6. VOTING: A quorum, as defined in section 5 of these Rules, shall be required to perform and exercise any power, authority or duty of the Council.

   a. Abstentions and Absences: Abstentions and absences shall be considered a negative vote for the purposes of determining the final vote on a matter submitted to a vote.

   b. Silence: In any vote other than by roll call, silence by any member shall be understood as a positive vote on a matter submitted to a vote.

   c. Questions: The answer to a question submitted to the Council shall be made by counting the "ayes" and "nays" by roll call or in response to a question seeking all members in favor and all opposed.

   d. Roll Call Voting: Roll call voting shall be taken with respect to the following actions:

      1) All matters involving expenditure of money or raising of taxes.

2) All budget transfers of monies, except transfers within a City department.

3) Adoption of all local laws and ordinances to be filed with the New York State Department of State.

4) Any other actions specified by these Rules or in the City of Beacon City Charter or City of Beacon City Code, or any other applicable state or local law or when requested by a Member of the Council.

7. ORDER OF BUSINESS – MEETING AGENDA: The following is the order of business at all regular and special meetings of the City Council and shall be followed to the greatest extent possible where applicable:

   a. Call to order
   b. Pledge of Allegiance
   c. Public Comment
   d. Community Segment
   e. Public Hearings
   f. Reports
   g. Appointments
   h. Local Laws & Ordinances
   i. Resolutions
   j. Budget Amendments
   k. Approval of Minutes
   l. Announcement of Next Workshop and Regular Meeting
   m. Second Public Comment
   n. Adjournment

   The regular order of business at a meeting may at any time be suspended by majority vote of the Council.

8. GENERAL RULES OF PROCEDURE & STANDARD OF CONDUCT

   a. PRESIDING OFFICER. The Mayor shall determine who presides at all meetings of the City Council. In the Mayor's absence, the Acting Mayor shall determine who presides at the meeting. In the event the Mayor has failed to appoint an Acting Mayor, or where such member is absent from the meeting, the Council shall determine who presides at the meeting.

b. GUIDELINES FOR COUNCIL MEMBERS:

1) Conflict of Interest. A member prevented from voting by a conflict of interest shall leave the city council table during the debate, shall not vote on the matter, and shall otherwise comply with the state law and city ordinances concerning conflicts of interest.

2) Non-Disclosure of Confidential Information. "Confidential information" for this rule means 1. specific information, rather than generalized knowledge, received by a council member as a result of his or her position that is not available to the general public on request; or 2. information furnished to a council member under circumstances as to suggest the information is confidential, including when the provider of the information identifies the information as confidential; or 3. information made confidential by law, including specific intelligence information and specific investigative records compiled by investigative, law enforcement, and penology agencies, the nondisclosure of which is essential to effective law enforcement or for the protection of any person's right to privacy; or 4. Discussions held in Executive Session. No council member may disclose confidential information or otherwise use such information for his or her personal gain or benefit or the gain or benefit of another. No council member may disclose confidential information to any person not entitled or authorized to receive the information.

c. GUIDELINES FOR COMMUNITY SEGMENTS: Speakers are invited to speak by prior arrangement with the Mayor's office and are placed on the agenda at the Presiding Officer's discretion.

d. GUIDELINES FOR PUBLIC COMMENT SEGMENTS:

1) There shall be two (2) segments during each regular meeting of the City Council dedicated to public comment, one at the beginning of the meeting and another at the end.

2) A speaker shall be allowed to speak at either the first public comment segment or the second, but not both, unless at the discretion of the Presiding Officer.

3) Those who would like to speak during either of the public comment segments should sign up on the sheet provided at the meeting and shall be allowed to speak on a first-come, first-serve basis.

4) The total time for all speakers at any one public comment segment shall not exceed thirty (30) minutes unless approved by a majority vote of the Council.

5) The Presiding Officer may appoint a timekeeper for purposes of the public comments segments.

6) Conduct of Speakers: All persons speaking before the Council shall conform to the following standards of conduct:

   a) Speakers must step to the podium to address the Council and complete the sign-in sheet placed at the podium, unless they have signed in at the sign-in sheet placed at the table.

   b) Before addressing the Council, a speaker must give their name, address and organization (if any) for the record.

   c) A speaker's individual time to speak during the public comment session may not exceed three (3) minutes unless, in the Presiding Officer's sole discretion, additional time is granted.

   d) Speakers shall address all members of the Council, and shall avoid speaking to any one member directly or to the general public present at the meeting.

   e) A speaker's individual time to speak at a public hearing may not exceed five (5) minutes.

   f) Speakers shall observe commonly accepted rules of courtesy, decorum, dignity and good taste.

   g) A speaker may speak on any issue which is properly up for discussion on the agenda or which the City has the ability to act upon, provided that a speaker may not speak on any issue which has already been discussed at an earlier public hearing during the meeting or one that is to be discussed at a later public hearing during the meeting.

   h) Any statements, comments or remarks made by a Speaker (1) shall not concern the motives of a member of the Council and (2) shall not constitute a personal and/or political attack or criticism of any member of the Council, any officer of the City or any employee of the City or the public.

   i) The audience shall be respectful of all speakers and shall refrain from comments and gestures, private discussions, cell phone use or otherwise interfere with the meeting.

   j) Any speaker who fails to conform their conduct to a) through i) above shall be directed by the Presiding Officer to cease speaking and yield the

floor.

7) The Presiding Officer may make all speakers aware of the guidelines for public comment.

8) Copies of the guidelines for public comment shall be made available to the audience along with a copy of the agenda.

9) Interested parties, or their representatives, not in attendance may address the Council by written submission.

10) Debate or discussion between audience members and the speaker having the floor shall not be permitted.

11) Debate or discussion with the speaker on the part of a member of the Council, the Mayor, the City Administrator, City Attorney, a guest at the Council table, or any other City employee in the audience, who has information pertinent to the discussion shall not be permitted, except in the Presiding Officer's discretion.

9. ROBERT'S RULES OF ORDER REVISED FOR DELIBERATIVE ASSEMBLIES TO BE USED. All questions of order or procedure of the Council not herein provided for shall be decided in accordance with Robert's Rules of Order Revised for Deliberative Assemblies.

10. COUNCIL COMMUNICATION. The City Administrator oversees the day-to-day operations of the City, including management of all city officers, employees, vendors and contractors. Council members lack the authority to give orders, directions or instructions, either publicly or privately, to any City officer, employee, vendor or contractor. Any communication, whether written, electronic or verbal, with officers and employees of the City and members of the Council are to be expressed in a respectful and courteous manner.

    During a meeting of the City Council, any Council member statements should be confined to the question before the Council, and should not involve a personal attack or criticism of any member of the Council, any officer or employee of the City, or any member of the public.

11. RECORDING OF PROCEEDINGS OF MEETINGS. No person shall record the proceedings of the meetings of the City Council, or any part thereof, by electronic or any other type of recorder, nor with a "steno-type" or similar machine, nor by motion picture, television or any other type of camera or visual record, without having previously made application, in writing, to the City Council at least two (2) business days in advance of the meeting for which permission is requested and without having received written permission therefore. Permission shall be granted

upon a finding that the recording and/or broadcasting will not be disruptive or obtrusive of the public meeting and reasonable conditions may be imposed upon the granting of the application. This rule shall not be construed to prohibit the use of a hand held audio recording device or video device which does not interfere with the meeting, or the making of notes by any person or persons at such meetings, whether or not such notes shall constitute a complete transcript of the proceedings, nor shall this rule apply to the City Clerk or to members of the City Council.

12. AMENDMENTS: The foregoing Rules of Procedure may be amended from time to time by a majority vote of the Council.

Dated: Beacon, New York
January 6, 2020