COURTROOM
1 MUNICIPAL PLAZA
BEACON, NY 12508

RESCHEDULED FROM MARCH 14, 2023
BEGINS AT 7:30PM AFTER A HALF-HOUR WORKSHOP SESSION.

Len Warner
Karen Quiana
Kevin Byrne
Jill Reynolds
J. Randall Williams
David Jensen
Chair John Gunn

**March 28, 2023**
**7:00 PM**
**Planning Board Agenda**

## Regular Meeting

1. Continue Public Hearing on application for Special Use Permit and Site Plan Approval, hotel and event space, 1113 Wolcott Avenue, submitted by Prophecy Theater, LLC
2. Continue Public Hearing on application for Subdivision Approval, 12 Highland Place, submitted by Lori Joseph Builders, Inc.
3. Public Hearing on application for Site Plan Approval and Subdivision (lot merger) Approval, Mixed-Use Commercial and Residential, 393 Fishkill Ave, 397 Fishkill Ave, and 7 Conklin St, submitted by 397 Fishkill Ave LLC
4. Continue review of application for Concept Plan Approval, Beacon HIP Lofts and Studios, Front Street, submitted by Beacon HIP Lofts LLC and referred to Planning Board by City Council
5. Continue review of application for Site Plan Approval, 3-story Retail/Commercial, 536 Main Street, submitted by HRSM LLC
6. Review application for Subdivision Approval, 3-lot residential, 44 Kent Street, submitted by Hardy Homes, LLC
7. Review application for Site Plan Approval and Subdivision (lot merger) Approval, Mixed-Use Commercial and Residential, 152-158 Fishkill Ave, submitted by 152-158 Fishkill LLC

## Miscellaneous Business

## Architectural Review

1. Certificate of Appropriateness - Glen Avenue - Single Family House
2. Certificate of Appropriateness - Verplanck Ave - Single Family House

**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Continue Public Hearing on application for Special Use Permit and Site Plan Approval, hotel and event space, 1113 Wolcott Avenue, submitted by Prophecy Theater, LLC

**ATTACHMENTS**

Exhibit A - Response to Comments Memo prepared by Aryeh J. Siegel Architect dated February 28, 2023.pdf

Site Plan Set - Sheets 1-16.pdf

2-28-23 1113 Wolcott - Supplemental Planning Board Submission Cover Letter.pdf

Exhibit B - Response to Comments Memo prepared by Hudson Land Design dated February 28, 2023.pdf

Exhibit C - Response to Comments Memo prepared by Colliers Engineering dated February 27, 2023.pdf

Exhibit D - Acoustical Supplemental Report # 2 prepared by B. Laing Associates, dated February 28, 2023.pdf

Exhibit E - Hotel Event Space_Cafe Management Plan last revised February 28, 2023.pdf

Exhibit F - Alternative Analysis for Event Space Reductions in Hours, Capacity, Number and Types of Events dated February 28, 2023.pdf

Exhibit G - Revised Traffic & Parking Management Plan prepared by Colliers Engineering dated February 27, 2023.pdf

1113 Wolcott Public Comment Hunt.jpg

1113 Wolcott Public Comment Letters Noack and Hogue.pdf

Engineer Review 1113 Wolcott Ave 03-10-23.pdf

1113 Wolcott Public Comment Letters.pdf

Planner Review 1113 Wolcott Av 3.10.23.pdf

Traffic Review 1113 Wolcott Avenue_Rev 12.pdf

1113 Wolcott Public Comment Letter Kelly2.pdf

1113 Wolcott Public Comment Letter Bono2.pdf

1113 Wolcott Public Comment Letter Kelly.pdf

1113 Wolcott Public Comment Letter Bono.pdf

1113 Wolcott Public Comment Letter Doty.pdf

1113 Wolcott Public Comment Letter Bradford.pdf

1113 Wolcott Public Comment Letter Hammond Plaza Residents.pdf

1113 Wolcott Public Comment Letters Krepp.pdf

1113 Wolcott Public Comment Letters Skidmore and Carlin.pdf

1113 Wolcott Public Comment Letter Wais.pdf

1113 Wolcott Public Comment Letters Nowillo.pdf

1113 Wolcott Public Comment Letters Bloom.pdf

1113 Wolcott Public Comment Letter Borenstein.pdf

1113 Wolcott Public Comment Letter Hurtado.pdf

1113 Wolcott Public Comment Letter Simmons Bloom.pdf

1113 Wolcott Public Comment Letter Riley.pdf

1113 Wolcott Public Comment Letters RRV.pdf

1113 Wolcott Public Comment Letter Wall.pdf

1113 Wolcott Public Comment Letter Jaffe.pdf

1113 Wolcott Public Comment TV_RRV_HP Joint Letter.pdf

1113 Wolcott Public Comment Letters Pietrzak.pdf

1113 Wolcott Public Comment DeNat.png

1113 Wolcott Public Comment Letter DeCandia.pdf

1113 Wolcott Public Comment Letter Rivkind.pdf

1113 Wolcott Public Comment Zaccara.jpg

1113 Wolcott Public Comment Booth.jpg

The Noise Consultancy - Prophecy Theater - March 24 2023 (as submitted).pdf

Traffic Safety - CoB Planning Board Referral - March 2023 (003).pdf

Questions for Planning Board re Prophecy Theater March 2023.pdf

ARYEH SIEGEL
ARCHITECT

John Gunn - Planning Board Chairman
City of Beacon
One Municipal Plaza
Beacon, NY 12508

**Re: 1113 Wolcott Avenue, Beacon, New York**
*Site Plan Application – Responses to Comments*

February 28, 2023

Dear Chairman Gunn and Members of the Planning Board,

Below please find our responses to the comments included in John Clarke Planning and Design's Memorandum, dated February 10, 2023. Please refer to Hudson Land Design's response letter regarding Lanc & Tully's letter dated February 9, 2023.

**John Clarke Planning and Design Comment Responses:**

1. Comment acknowledged. Please refer to the response by Colliers Engineering

2. Comment acknowledged. Please refer to newly proposed updates to the hours and occupancy.

3. For the Sound Level Report: Comment acknowledged. Please refer to the report submitted by B. Laing Associates, the Applicant's acoustic consultant. The acoustic fence detail has been changed to a solid wood acoustic fence. Details for the fence have been provided in the drawing set.

4. Please refer to comments from Colliers Engineering

5. The Zoning Summary has been revised.

6. Trees in the parking area are noted to have a minimum 3" caliper.

7. Comment acknowledged.

**Lanc & Tully Comment Responses:**

**General Comments**

1. Comment acknowledged.

84 Mason Circle
Beacon, New York 12508
ajs@ajsarch.com
www.ajsarch.com
*Tel* 845 838 2490
*Fax* 845 838 2657

Please refer to Hudson Land Design's and Colliers Engineering letters for responses to additional engineering comments.

Sheet 1 of 15 - Site Plan

1. Hours of operation have been corrected to conform to the newly revised Hotel Event Space/Café Management Plan.
2. Comment acknowledged. A note will be added to the plan stating that the applicant shall comply with the final Traffic and Parking Management Plan, once that plan has been accepted by the Planning Board.
3. Dimensions have been corrected.

Sheet 3 of 15 - Existing Conditions & Demolition Plan

1. The plan now shows the existing hedges to be removed in the front of the property.

Please refer to Hudson Land Design's letter for additional responses.

Thank you. Please let me know if you have any questions.

Sincerely,

Aryeh Siegel
*Aryeh Siegel, Architect*

## Bulk Zoning Regulations Table

| | Mininum Lot Size Required | Actual Lot Size | Minumum Width | Actual Width | Minimum Depth | Actual Depth | Required Setbacks | | | Actual & Proposed Setbacks | | | Minimum Distance Between Buildings Same Lot | Allowable Building Height | Proposed Building Height | Maximum Building Coverage | Proposed Building Coverage |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Front | Side | Rear | Front | Side | Rear | | | | | |
| **Zoning District** | | | | | | | | | | | | | | | | | |
| **R1-40** | 40,000 sf | 99,316.8 sf | 150' | 197.67' at street | 150' | 518.34' varies | | | | | | | | | | 15% | 1% |
| *Existing Church Building* | | | | | | | 40' | 25' | 50' | 85.57' | 26.73' | 310.03' | NA | 2.5 stories / 35' | Existing | | |
| *Proposed Hotel Building* | | | | | | | 40' | 25' | 50' | 22.39'* | 12.15'* | 72.07' | NA | 2.5 stories / 35' | 2.5 Stories / 35' | | |
| | | | | | | | | | | | 133.97'* | | | | | | |

* Existing Condition to remain

## Location Map

Scale: 1" = 400'

## Site Plan

Scale: 1" = 20'

## Zoning Summary

| | |
|---|---|
| Zoning District: | R1-40 |
| Tax Map No.: | 5954-26-651901 |
| Lot Area: | 2.28 Acres |
| Building Footprint: | 10,279 square feet (existing church building + proposed hotel building) |
| Historical Overlay District: | Yes |
| Parking Overlay District: | No |
| Existing Use: | Church / Rectory |
| Proposed Use: | Hotel, Cafe accessory to the Hotel Use |

## Parking & Loading

| Use & Parking Requirements | 1964 Units | 1964 Parking Requirement | Proposed Units | Current Parking Requirement |
|---|---|---|---|---|
| **Church** | | | | |
| *1964 - 1 space per 5 seats* | 336 occupants | 68 parking spaces | | |
| **Rectory** | | | | |
| *1964 - 1 space per dwelling unit* | 1 dwelling unit | 1 parking space | | |
| *Conference / Event Space* | | | | |
| *1 space for each 4 seats or pew spaces or, in plance without seats, 1 space for each 100 square feet of floor space used for public assembly* | | | 100 occupants *(Note 5)* | 25 parking spaces |
| **Café** | | | | |
| *1 space for each 3 patron seats or 1 space for each 150 square feet of gross floor area, excluding kitchen and storage areas, whichever is greater* | | | 50 occupants | 17 parking spaces |
| **Hotel** | | | | |
| *Present - 1 space per room plus one space per employee for the maximum number of employees at any one time* | | | 30 rooms plus 6 employees maximum at any one time | 36 parking spaces |
| ***Total Required Parking Spaces*** | | ***69 Parking Spaces*** | | ***78 Parking Space*** *(Note 1 & Note 5)* |
| **Total Proposed Parking Spaces** | | | | **33 Parking Space** |

**Notes:**

1. Pursuant to the parking exception provided within Zoning Code Section 223-26.B and based on the church and rectory uses and associated parking requirements for the Premises in 1964, no parking is required to be provided when the proposed uses are less than 25% greater intensity that the parking required for the uses in 1964. The proposed occupancies generate an increase in the intensity of use of approximately 23%. Therefore, no parking is required.
2. 33 parking spaces are provided and are intended to serve the Hotel use.
3. The existing uses on the Property in 1964 was a rectory and church with 336 seats, which occupancy was confirmed by the City's Building Inspector on April 29, 2021.
4. Hours of Operation: Conferences/events on Friday, Saturday, Holiday Eves shall end at 8:30pm. Conferences/events on Sunday, Thursday, and Holidays preceding workdays events shall end at 7:30 pm. The café shall be open 7:00am – 8:30pm on Sunday – Thursday and 7:00 am to 9:00 pm on Friday and Saturday. The Hotel shall operate 24 hours per day, 7 days a week, 365 days a year.
5. The proposed uses on the Property include a hotel and accessory conference/event space and café. The Café will be closed to the public if there is a conference/event with more than 100 people. In those cases, the seating at the rear of the Conference/Event Space will be opened to a maximum seating capacity of 150 people. If there is an event with fewer than 100 people, the upper rows of seating will be gated off and will remain unused for the event, and the Café can remain open with a maximum occupancy of 50 people. In no case will there be more than 150 people total in the Event Space and Café at any time.
6. The cafe will be closed to the public for any event at the premises over 100 occupants.

| REVISIONS: | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 08/31/21 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 2 | 09/28/21 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 3 | 11/30/21 | REVISED PER PLANNING BOARD COMMENTS | AJS |
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| 6 | 02/22/22 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 7 | 04/26/22 | REVISED PER PLANNING BOARD COMMENTS | AJS |
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| 15 | 01/31/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 16 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |

## Index of Drawings


| | |
|---|---|
| Sheet 1 of 16 | Site Plan |
| Sheet 2 of 16 | Full Site Plan |
| Sheet 3 of 16 | Existing Conditions & Demolition Plan |
| Sheet 4 of 16 | Landscape & Lighting Plan |
| Sheet 5 of 16 | Hotel Building Plans & Elevations |
| Sheet 6 of 16 | Conference / Event Plans |
| Sheet 7 of 16 | Conference / Event Plans 2 |
| Sheet 8 of 16 | Conference Center Elevations |
| Sheet 9 of 16 | Grading & Utility Plan |
| Sheet 10 of 16 | Erosion & Sediment Control Plan |
| Sheet 11 of 16 | Vehicle Tracking Plan |
| Sheet 12 of 16 | Site Construction Details |
| Sheet 13 of 16 | Stormwater Construction Details |
| Sheet 14 of 16 | Water & Sewer Construction Details |
| Sheet 15 of 16 | Erosion & Sediment Control Details |
| Sheet 16 of 16 | Work Zone Traffic Control Plan |


# Special Use Permit Application

**Sheet 1 of 16 - Site Plan**


*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

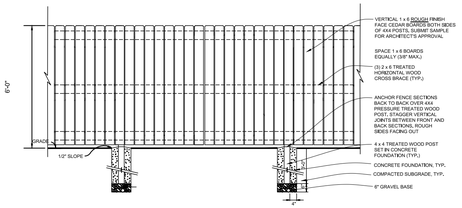
*Architect:*
**Aryeh Siegel, Architect**
84 Mason Circle
Beacon, New York 12508

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

*Surveyor:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

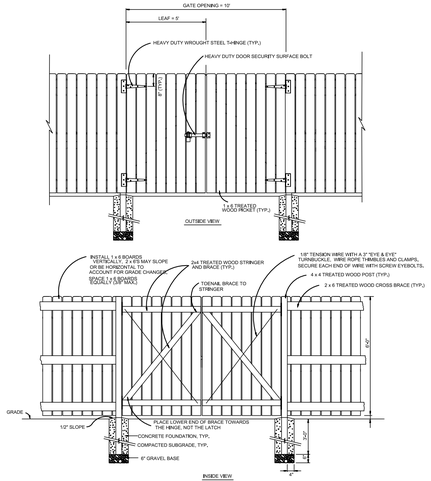

**1113 Wolcott Avenue**
Beacon, New York
Scale: 1" = 20'
June 29, 2021



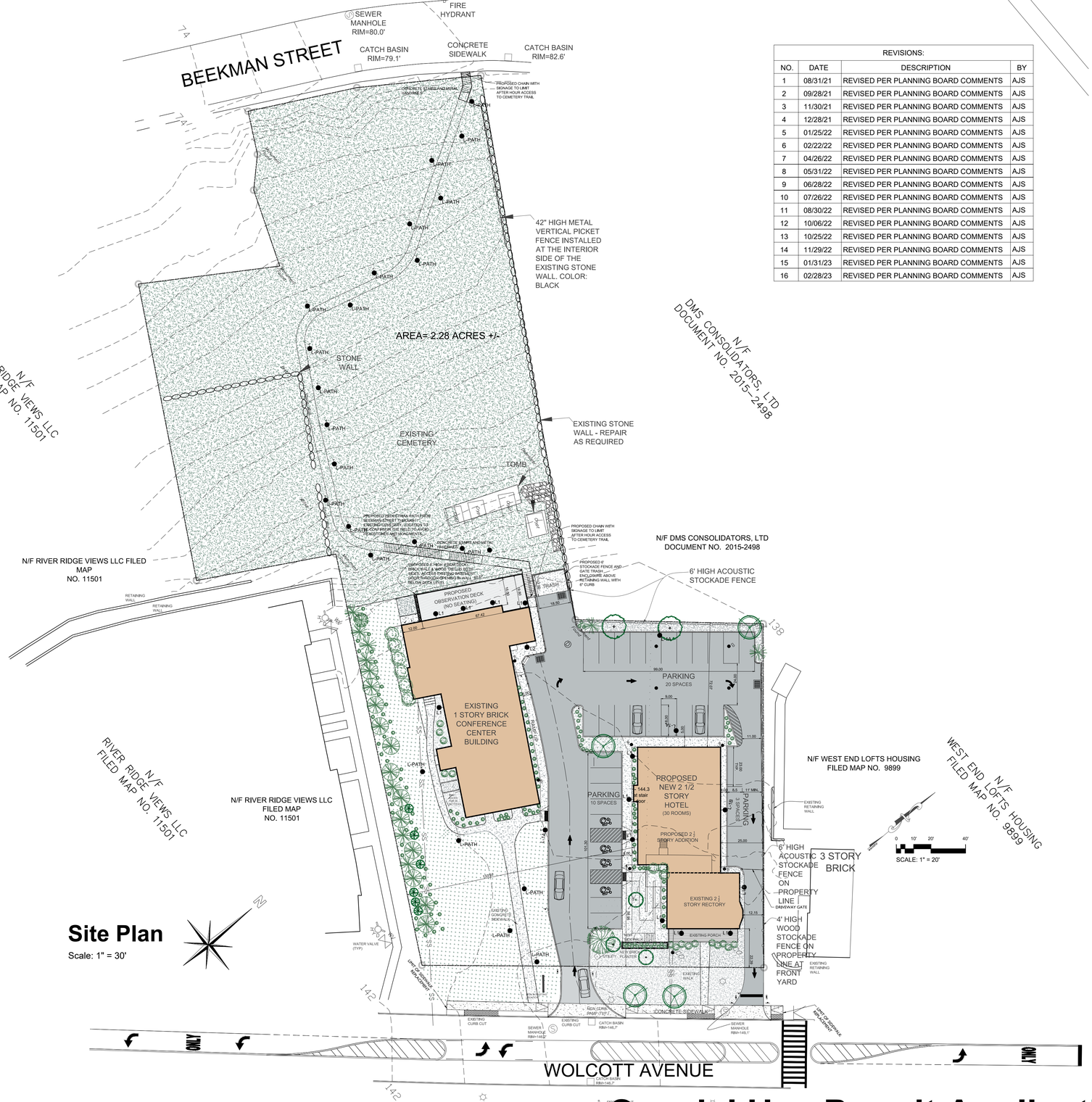

ACOUSTIC DOUBLE FACED WOOD FENCE DETAILS

SAME VIEW FROM BOTH SIDES

# Acoustic Fence Details




# Stockade Fence Details




## Site Plan

Scale: 1" = 30'

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| 16 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |

# Special Use Permit Application

**Sheet 2 of 16 - Full Site Plan**


*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

*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:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508


**1113 Wolcott Avenue**
Beacon, New York
Scale: 1" = 30'
June 29, 2021

DMS CONSOLIDATORS, LTD
DOCUMENT NO. 2015-2498

| REVISIONS: | | | |
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| 15 | 01/31/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |

CATCH BASIN RIM=79.1'
N 27°44'52" E 64.36'
N 34°22'48" E 72.03'
S 59°50'43" E 319.50'
306.3'
AREA= 2.28 ACRES +/-
STONE WALL
TOMB
N 41°16'37" E 108.64'
25.1'
S 50°07'23" E 198.84'
GARBAGE
CONCRETE SIDEWALK
RETAINING WALL
N/F
WEST END LOFTS HOUSING
FILED MAP NO. 9899
3 STORY BRICK
GRAVEL PARKING
REMOVE EXISTING GRAVEL DRIVEWAY
REMOVE EXISTING STAIR AND PORCH
2 STORY FRAME
15.7'
BLACKTOP PARKING
1 STORY BRICK CHURCH
REMOVE EXISTING ADDITIONS TO BUILDING
REMOVE EXISTING WALK
22.3'
AREA OF SIDEWALK REPLACEMENT
SEWER MANHOLE RIM=149.1'
REMOVE EXISTING S (TYP)
LIGHT POST (TYP)
UTILITIES
EXISTING SIGN
S40°23'53"W 197.67'
WOLCOTT AVENUE
CATCH BASIN RIM=146.7'
FIRE HYDRANT (TYP)
SEWER MANHOLE RIM=146.2'
CATCH BASIN RIM=146.7'
WATER VALVE (TYP)
N61°04'53"W 174.76'
N 32°45'07" E 82.36'
N68°54'53"W 46.42'
28.7'
S29°14'17"W 82.00'
N61°49'53"W 243.00'
85.6'
REMOVE BLACKTOP DRIVEWAY
CONCRETE SIDEWALK
RETAINING WALL
N/F
RIVER RIDGE VIEWS LLC
FILED MAP NO. 11501
N/F
RIVER RIDGE VIEWS LLC
FILED MAP NO. 11501

## Site Plan
Scale: 1" = 20'

# Special Use Permit Application

**Sheet 3 of 16 - Existing Conditions & Demolition Plan**

*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

*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:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
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*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**1113 Wolcott Avenue**
Beacon, New York
Scale: 1" = 20'
June 29, 2021

POLE MOUNTED LIGHT (L1A)

KING LUMINAIRE "K-595 ARISTOCRAT" POLE MOUNTED 3000K LED FIXTURE. LOW GLARE CUTOFF SHIELD, DARK SKY COMPLIANT. CRI 80-100 RANGE. COLOR: BLACK. PHOTOCELL CONTROL. OR APPROVED EQUAL. MOUNTING HEIGHT ON BLACK ALUMINUM POLE = 12 FEET

WALL MOUNTED HOUSE LIGHT (L1)

HUBBARDTON FORGE WALL MOUNTED FIXTURE. MODEL "Hood Outdoor Dark Sky Wall Sconce", 60W, 2700K. CRI 80-100 RANGE. COLOR: COASTAL BLACK, OR APPROVED EQUAL. MOUNTING HEIGHT = 7 FEET. NOTE THAT THE MANUFACTURER DOES NOT PROVIDE FOOTCANDLE DIAGRAMS FOR THIS FIXTURE

WALL MOUNTED HOUSE LIGHT (L2)

MATCH EXISTING BUILDING MOUNTED LIGHTS ON CHURCH. PROVIDE CUSTOM FABRICATED LIGHTING IF A SUITABLE MATCH CANNOT BE FOUND FROM AVAILABLE MANUFACTURERS.

PATH LIGHT (L-PATH)

VOLT Estate Colonial Brass Path Light. 25 watt, 2700K, COLOR: BRASS, OR APPROVED EQUAL. DARK SKY COMPLIANT. CRI 80-100 RANGE.30" HIGH POST MOUNTED. NOTE THAT THE MANUFACTURER DOES NOT PROVIDE FOOTCANDLE DIAGRAMS FOR THIS FIXTURE

NOTE: ALL EXTERIOR LIGHTING ON THE SITE SHALL BE DIRECTED AND/OR SHIELDED SO AS NOT TO CAUSE ANY OBJECTIONABLE GLARE OBSERVABLE FROM NEIGHBORING STREETS AND PROPERTIES. THE SOURCE (BULBS) OF SUCH LIGHTING SHALL NOT BE VISIBLE FROM SAID NEIGHBORING STREETS AND PROPERTIES. PHOTOMETRIC DIAGRAMS ARE SHOWN WITH SHIELDED CONDITIONS.

# Planting Schedule

| Symbol | Quantity | Type | Common Name | Botanical Name | Size | Planting Time |
|---|---|---|---|---|---|---|
| T-Ar | 4 | Tree | Red Maple | Acer rubrum | 7'-8' | Spring/Fall |
| T-Bp | 3 | Tree | Grey Birch | Betula populifolia | 7'-8' | Spring/Fall |
| T-Cc | 2 | Tree | Eastern Redbud | Cercis canadensis | 6'-7' | Spring/Fall |
| T-Cf | 1 | Tree | Flowering Dogwood | Cornus florida | 6'-7' | Spring/Fall |
| T-Ns | 2 | Tree | Blackgum | Nyssa sylvatica | 7'-8' | Spring/Fall |
| T-Ps | 12 | Tree | White Pine | Pinus strobus | 7'-8' | Spring/Fall |
| T-Pp | 1 | Tree | Wild Red Cherry | Prunus pensylvanica | 7'-8' | Spring/Fall |
| T-Qi | 2 | Tree | Bear Oak | Quercus illicifolia | 7'-8' | Spring/Fall |
| T-To | 14 | Tree | Arborvitae 'Nigra' | Thuja occidentalis 'Nigra' | 7'-8' | Spring/Fall |
| S-Am | 5 | Shrub | Black Chokeberry | Aronia melanocarpa | 3 Gallon | Spring/Fall |
| S-Cr | 7 | Shrub | Gray Dogwood American | Cornus racemosa | 3 Gallon | Spring/Fall |
| S-Hve | 15 | Shrub | Ozark Witch-hazel | Hamamelis vernalis | 3 Gallon | Spring/Fall |
| S-Hv | 9 | Shrub | Witch-hazel | Hamamelis virginiana | 3 Gallon | Spring/Fall |
| S-Ig | 64 | Shrub | Inkberry | Ilex glabra | 3 Gallon | Spring/Fall |
| S-Ra | 33 | Shrub | Low-grow Sumac | Rhus aromatica | 3 Gallon | Spring/Fall |
| H-S/F/W | 15 | Fern | Christmas Fern | Polystichum arostichoides | 1 Gallon | Spring, Summer or Fall |
| H-S/F/W | 20 | Herbaceous | White Wood Aster | Aster divaricatus | Plugs | Spring, Summer or Fall |
| H-S/F/W | 20 | Herbaceous | Wild Geranium | Geranium maculatum | Plugs | Spring, Summer or Fall |
| H-S/F/W | 20 | Herbaceous | Creeping Phlox | Phlox stolifera | Plugs | Spring, Summer or Fall |
| H-S/F/W | 20 | Herbaceous | Blue-stemmed Goldenrod | Solidago caesia | Plugs | Spring, Summer or Fall |
| H-S/F/W | 20 | Herbaceous | Blue Wood Aster | Symphyotrichum cordifolia | Plugs | Spring, Summer or Fall |
| H-S/F/W | 20 | Herbaceous | Frost Aster | Symphyotrichum pilosum | Plugs | Spring, Summer or Fall |
| V-Db | 25 | Vine | Climbing Hydrangea | Decumaria barbara | Plugs | Spring, Summer or Fall |
| V-Ls | 25 | Vine | Trumpet Honeysuckle | Lonicera sempervirens | Plugs | Spring, Summer or Fall |
| G-Ca | 100 | Grass | Appalachian Sedge | Carex appalachica | Plugs | Spring, Summer or Fall |
| G-Cp | 100 | Grass | Pennsylvania Sedge | Carex pennsylvanica | Plugs | Spring, Summer or Fall |
| G-Eg | 10 | Grass | Eco Grass | Eco Lawn | Seed | Spring/Fall |

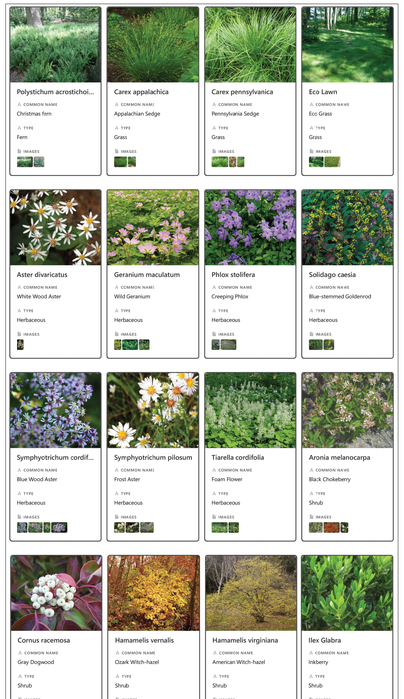
# Planting and Landscape Notes

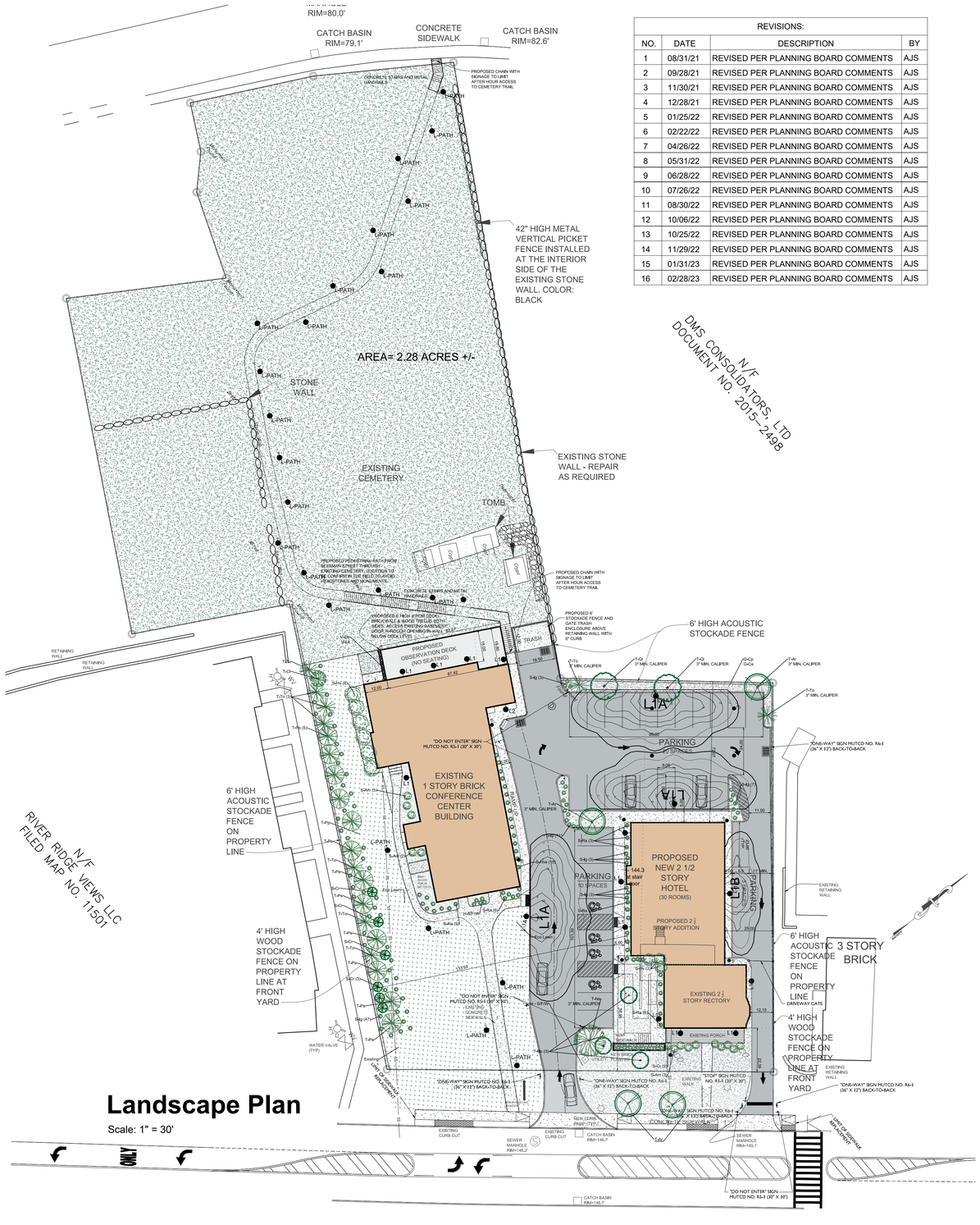
1. Contractors shall enter and exit site through pre-approved routes only.
2. No non-native plant species shall be introduced onto the site. All species shall be indigenous to the northeast region of North America.
3. If a straight specie is specified, no cultivars will be accepted without prior approval 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 to succeed.

POLE MOUNTED LIGHT (L1B)

GREENSHINE "L30" ARM MOUNTED 3000K LED FIXTURE. LOW GLARE CUTOFF SHIELD, DARK SKY COMPLIANT. CRI 80-100 RANGE. COLOR: BLACK. PHOTOCELL CONTROL. OR APPROVED EQUAL. MOUNTING HEIGHT ON BUILDING = 10 FEET

# Illustrated Plant List




# Landscape Plan

Scale: 1" = 30'

| REVISIONS: | | | |
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| NO. | DATE | DESCRIPTION | BY |
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| 2 | 09/28/21 | REVISED PER PLANNING BOARD COMMENTS | AJS |
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| 16 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |

# Special Use Permit Application

## Sheet 4 of 16 - Landscape and Lighting Plan

*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

*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:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**1113 Wolcott Avenue**
Beacon, New York
Scale: 1" = 30'
June 29, 2021

## Elevation: Side Facing Church

Scale: $\frac{3}{32}$" = 1'-0"

## Elevation: Rear

Scale: $\frac{3}{32}$" = 1'-0"

## Elevation: Side

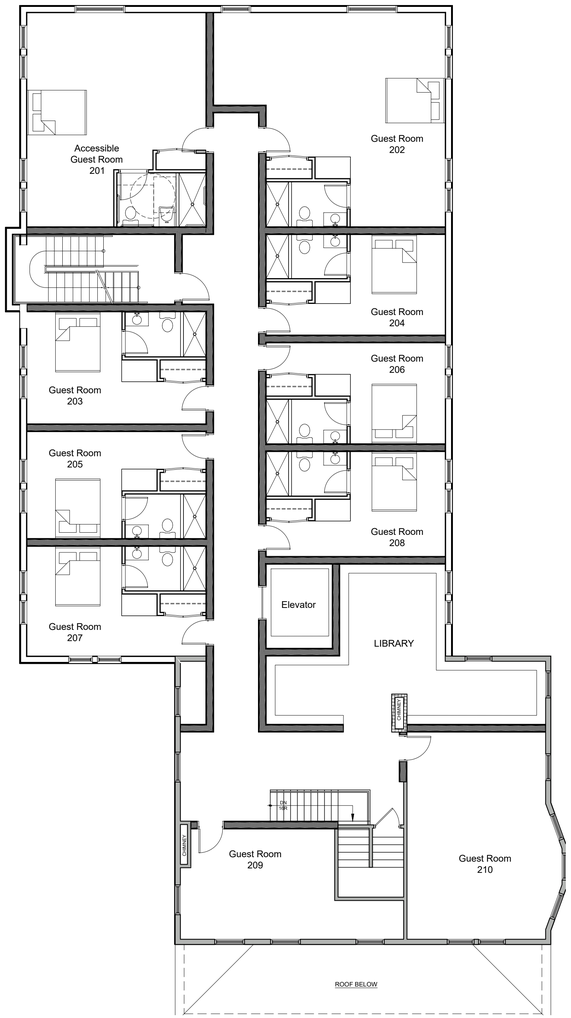
Scale: $\frac{3}{32}$" = 1'-0"

## Elevation: Front - Facing Wolcott

Scale: $\frac{3}{32}$" = 1'-0"

## 3rd Floor Plan: Hotel

Scale: $\frac{1}{8}$" = 1'-0"




## 2nd Floor Plan: Hotel

Scale: $\frac{1}{8}$" = 1'-0"

## 1st Floor Plan: Hotel

Scale: $\frac{1}{8}$" = 1'-0"

## View

## View

| REVISIONS: | | | |
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| 16 | 02/28/23 | NO CHANGE | AJS |

# Special Use Permit Application

**Sheet 5 of 16 - Hotel Plans & Elevations**

# 1113 Wolcott Avenue

Beacon, New York
Scale: AS NOTED
April 29, 2021

*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

*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:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

| REVISIONS: | | | |
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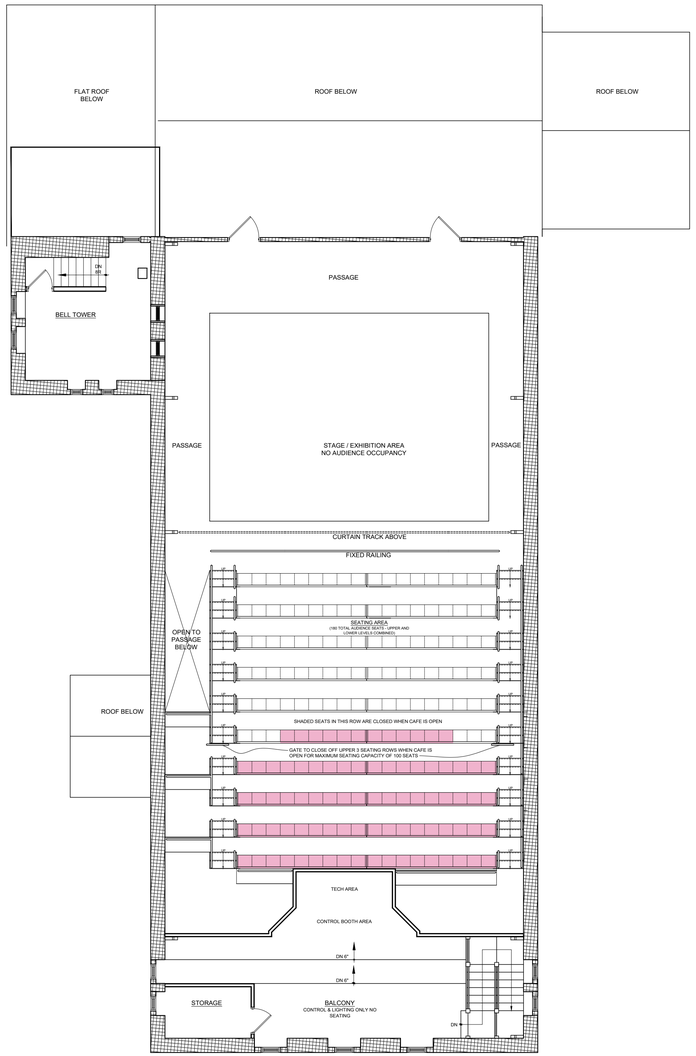
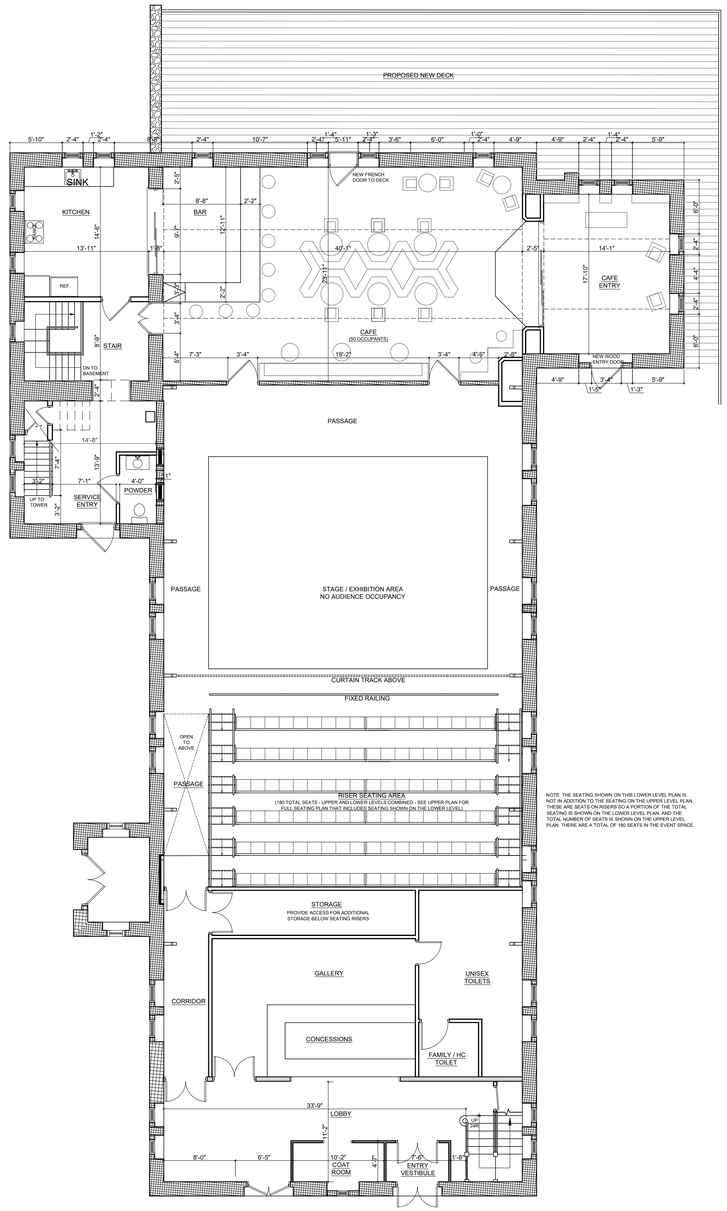


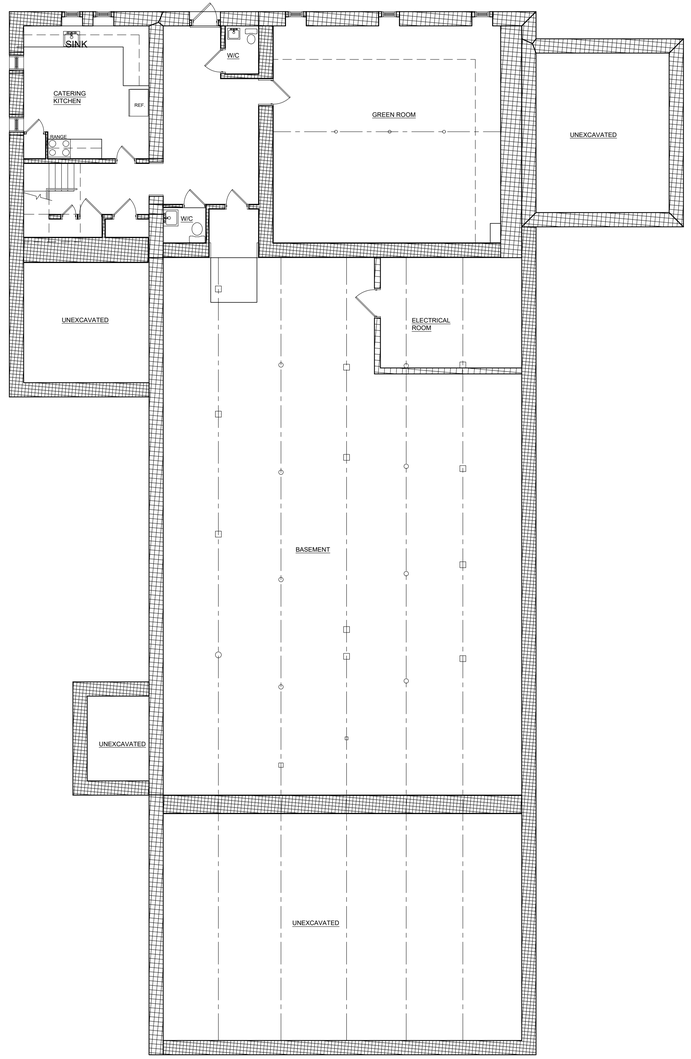

## Upper Level Plan: Conference Center: Stage and Seating Configuration

Scale: $\frac{1}{8}$" = 1'-0"




## Main Level Plan: Conference Center: Stage and Seating Configuration

Scale: $\frac{1}{8}$" = 1'-0"




## Basement Plan: Conference Center

Scale: $\frac{1}{8}$" = 1'-0"

# Special Use Permit Application

**Sheet 6 of 16 - Conference Center Plans - Stage and Seating Option**

*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

*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:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**1113 Wolcott Avenue**
Beacon, New York
Scale: $\frac{1}{8}$" = 1'-0"
April 29, 2021

| REVISIONS: | | | |
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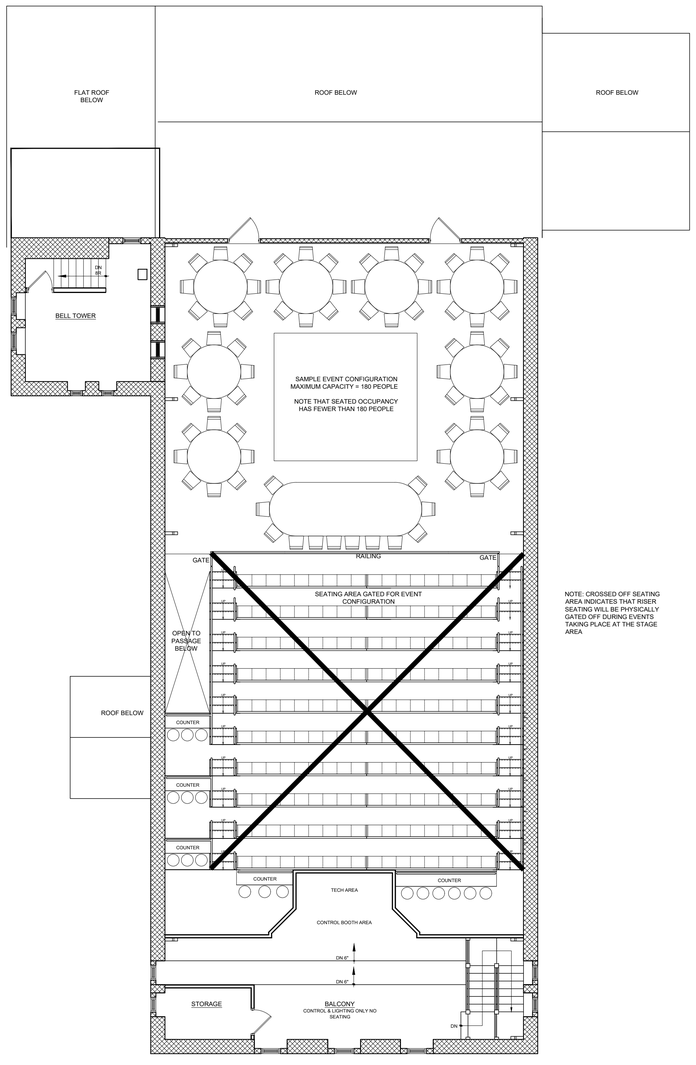
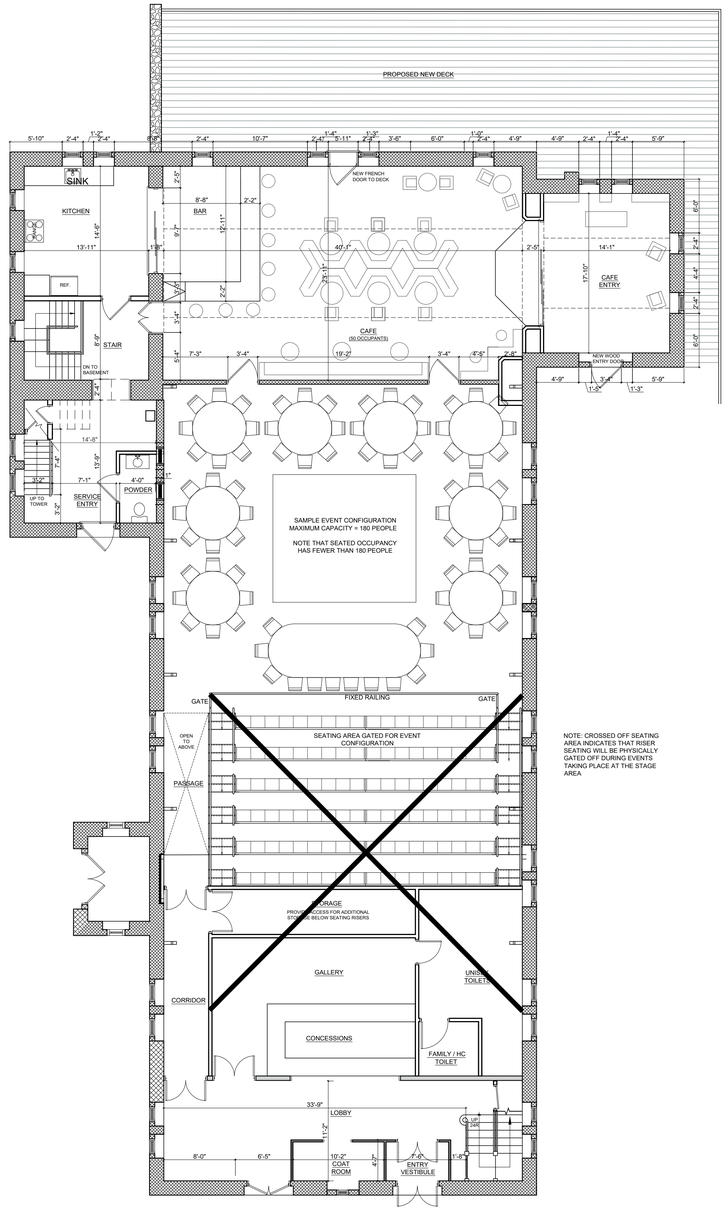


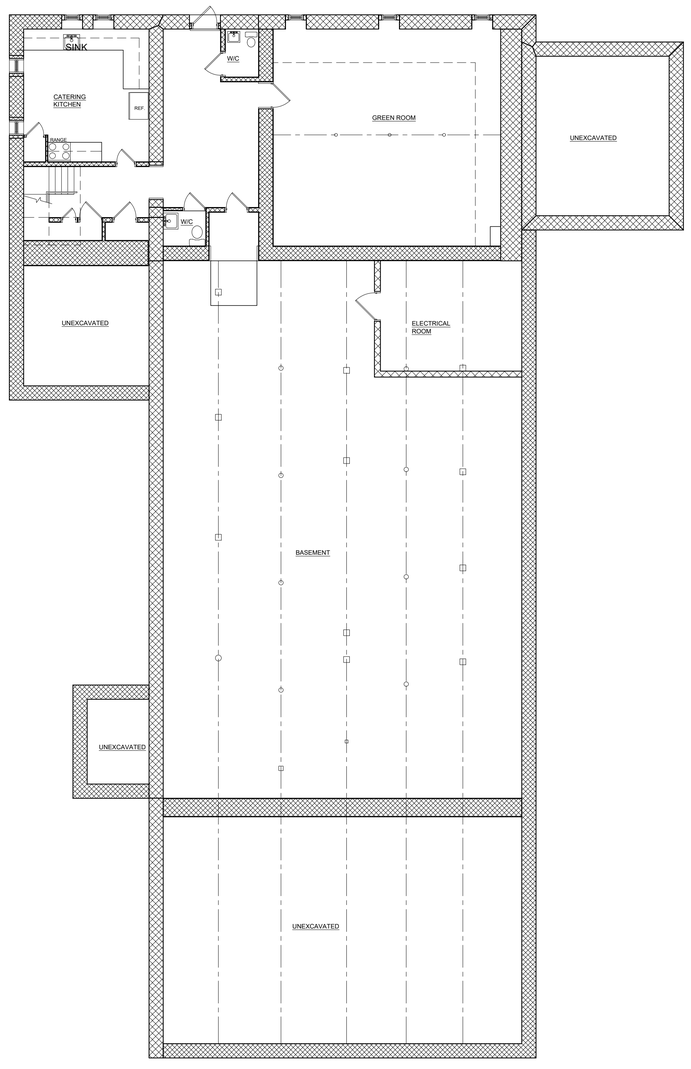

## Upper Level Plan: Conference Center: Event Configuration

Scale: $\frac{1}{8}$" = 1'-0"




## Main Level Plan: Conference Center: Event Configuration

Scale: $\frac{1}{8}$" = 1'-0"




## Basement Plan: Conference Center

Scale: $\frac{1}{8}$" = 1'-0"

# Special Use Permit Application

**Sheet 7 of 16 - Conference Center Plans - Event Configuration Option**

*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

*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:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**1113 Wolcott Avenue**
Beacon, New York
Scale: $\frac{1}{8}$" = 1'-0"
April 29, 2021

| REVISIONS: | | | |
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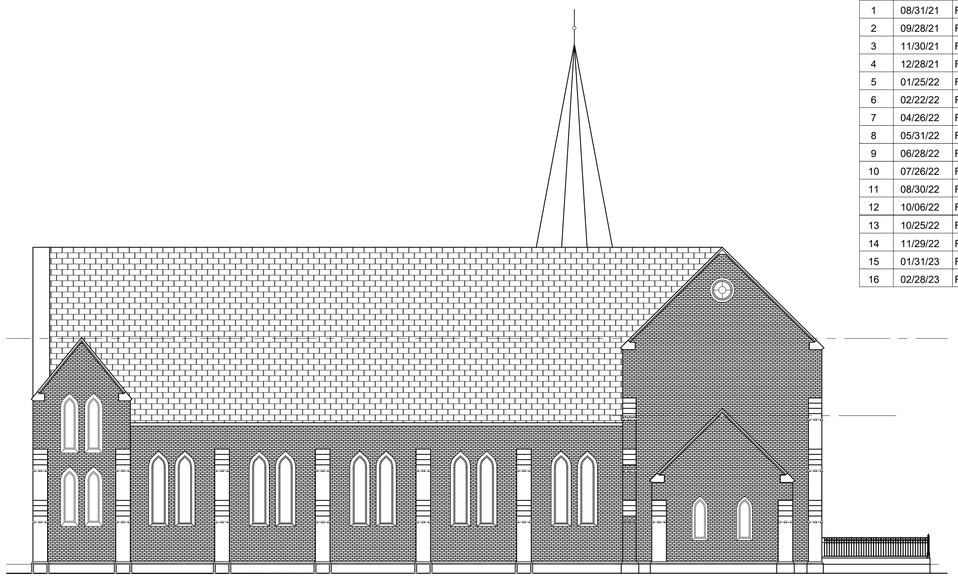
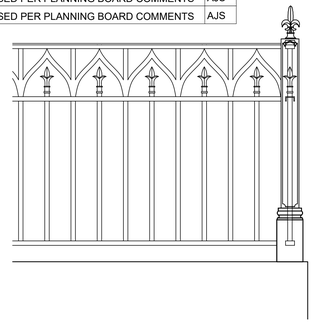


## Elevation: Conference Center Building - North

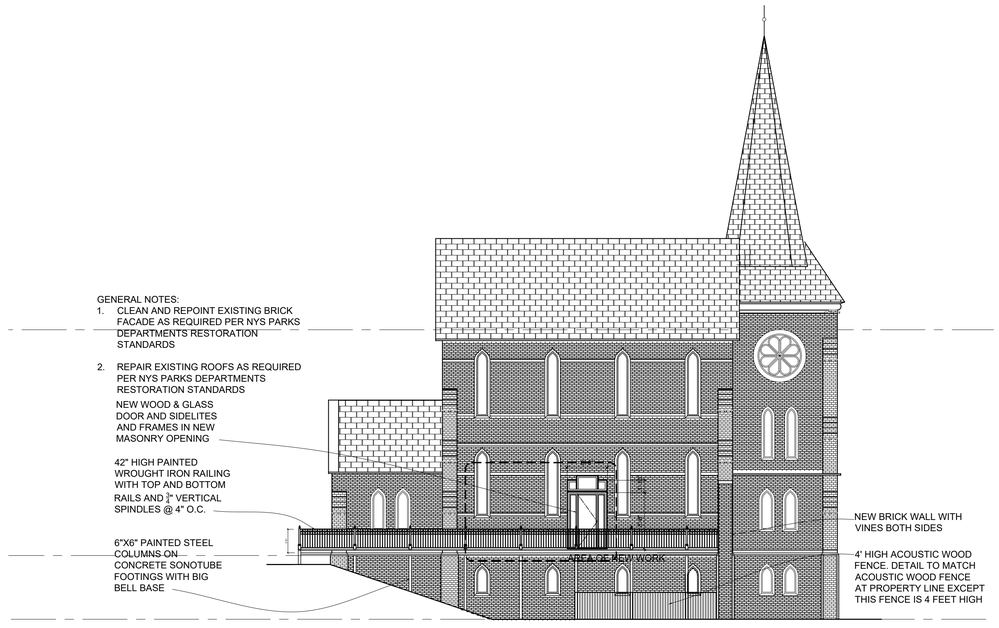
Scale: $\frac{3}{32}$" = 1'-0"



## Enlarged View: Railing

Scale: 1" = 1'-0"

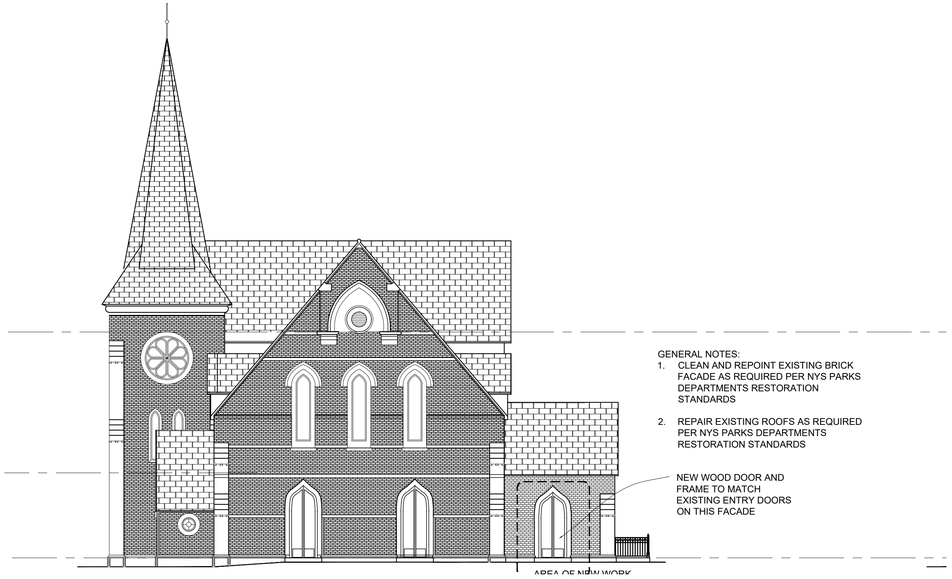
NOTE: THE RAILING CONFIGURATION WILL BE SIMILAR TO THE RAILING SHOWN, BUT MAY DIFFER IN FINAL DETAILING DEPENDING ON THE FABRICATOR SELECTED.




ELEVATION: WEST

## Elevation: Conference Center Building - West

Scale: $\frac{3}{32}$" = 1'-0"




## Elevation: Conference Center Building - East

Scale: $\frac{3}{32}$" = 1'-0"

## Elevation: Conference Center Building - South

Scale: $\frac{3}{32}$" = 1'-0"

# Special Use Permit Application

**Sheet 8 of 16 - Conference Center Elevations**

*Owner:*
**Prophecy Theater, LLC**
36 South Brett Street
Beacon, NY 12508

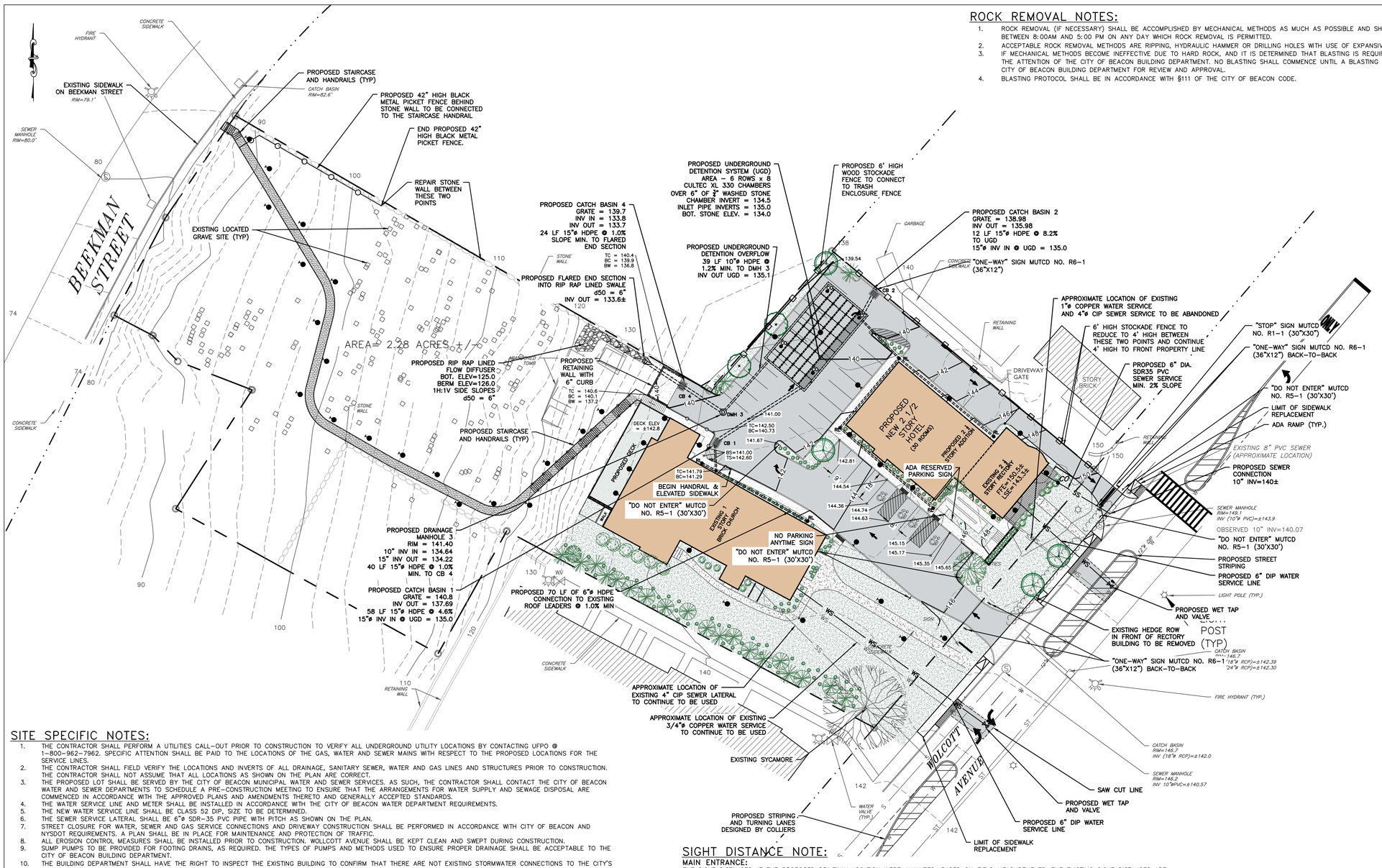
*Architect:*
**Aryeh Siegel, Architect**
84 Mason Circle
Beacon, New York 12508

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

*Surveyor:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**1113 Wolcott Avenue**
Beacon, New York
Scale: $\frac{3}{32}$" = 1'-0"
April 29, 2021




## ROCK REMOVAL NOTES:

1. ROCK REMOVAL (IF NECESSARY) SHALL BE ACCOMPLISHED BY MECHANICAL METHODS AS MUCH AS POSSIBLE AND SHALL ONLY BE PERMITTED BETWEEN 8:00AM AND 5:00 PM ON ANY DAY WHICH ROCK REMOVAL IS PERMITTED.
2. ACCEPTABLE ROCK REMOVAL METHODS ARE RIPPING, HYDRAULIC HAMMER OR DRILLING HOLES WITH USE OF EXPANSIVE TOOLS AND/OR WEDGES.
3. IF MECHANICAL METHODS BECOME INEFFECTIVE DUE TO HARD ROCK, AND IT IS DETERMINED THAT BLASTING IS REQUIRED, IT SHALL BE BROUGHT TO THE ATTENTION OF THE CITY OF BEACON BUILDING DEPARTMENT. NO BLASTING SHALL COMMENCE UNTIL A BLASTING PROTOCOL IS SUBMITTED TO THE CITY OF BEACON BUILDING DEPARTMENT FOR REVIEW AND APPROVAL.
4. BLASTING PROTOCOL SHALL BE IN ACCORDANCE WITH §111 OF THE CITY OF BEACON CODE.

## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING STREAM
- EXISTING WETLAND BOUNDARY
- 100' WETLAND BUFFER
- 250 EXISTING MAJOR CONTOUR
- 252 EXISTING MINOR CONTOUR
- EXISTING TREE LINE
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- SS EXISTING SEWER SERVICE LINE
- S EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- CO EXISTING SEWER CLEAN OUT
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- WV EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- RL EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- S PROPOSED SEWER LINE
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- CO PROPOSED SEWER CLEAN OUT
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- W PROPOSED WATER LINE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- WV PROPOSED WATER SHUT OFF VALVE
- PROPOSED WATER VALVE

## INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES

CATCH BASINS AND PIPING:

ALL CATCH BASINS SHALL BE INSPECTED AFTER EACH STORM EVENT FOR SEDIMENT ACCUMULATION, AND DEBRIS, AND REMOVE AS NECESSARY. WHEN SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN SUMP REACHES 1/2 OF THE SUMP DEPTH, IT SHALL BE REMOVED. ASSOCIATED PIPING SHALL BE INSPECTED ANNUALLY AND ACCUMULATED SEDIMENT SHALL BE REMOVED AS NEEDED.

RIP RAP OUTLET PROTECTION AND FLOW DIFFUSER:

RIP RAP OUTLET PROTECTION SHALL BE INSPECTED AFTER EACH STORM AND CLEARED OF ANY SEDIMENT AND/OR DEBRIS. IF THE RIP RAP STONE BECOMES SILTED WITH SEDIMENT, IT MAY REQUIRE REMOVAL OF THE RIP RAP STONE SO THAT THE SEDIMENT CAN BE REMOVED PROPERLY. REPLACE RIP RAP STONE AS REQUIRED.

UNDERGROUND DETENTION:

BEST MANAGEMENT PRACTICE FOR MAINTAINING OPTIMUM PERFORMANCE OF THE UNDERGROUND INFILTRATION SYSTEM IS A COMBINATION OF THE FOLLOWING:

1. PROPER MAINTENANCE OF THE INLET ROW,
2. REMOVAL OF ACCUMULATED SEDIMENT FROM THE UPSTREAM CATCH BASIN AND STORMWATER COLLECTION SYSTEM, AND
3. MAINTAINING THE SITE IMPERVIOUS AND LAWN AREAS IN A STABLE CONDITION. ANY FUTURE LAND DISTURBANCE ASSOCIATED WITH MAINTENANCE OF THE BUILDINGS AND GROUNDS SHALL CAREFULLY PREPARE AN EROSION AND SEDIMENT CONTROL PLAN TO LIMIT TRANSPORT OF SEDIMENT LADEN RUNOFF TO THE COLLECTION SYSTEM.

THE CULTEC SYSTEM SHALL BE EQUIPPED WITH AN INSPECTION PORT LOCATED ON THE INLET ROW. THE INSPECTION PORT IS A CIRCULAR CAST BOX PLACED IN A RECTANGULAR CONCRETE COLLAR. WHEN THE LID IS REMOVED, A 6-INCH PIPE WITH A SCREW-IN PLUG WILL BE EXPOSED. REMOVE THE PLUG. THIS WILL PROVIDE ACCESS TO THE CULTEC CHAMBER ROW BELOW. FROM THE SURFACE, THROUGH THIS ACCESS, THE SEDIMENT MAY BE MEASURED AT THIS LOCATION. A STADIA ROD MAY BE USED TO MEASURE THE DEPTH OF SEDIMENT IF ANY IN THIS ROW. ADDITIONALLY, CCTV INSPECTION OF THIS ROW CAN BE DEPLOYED THROUGH THIS ACCESS PORT TO DETERMINE IF ANY SEDIMENT HAS ACCUMULATED. IF THE DEPTH OF SEDIMENT IS IN EXCESS OF 3 INCHES, THEN THIS ROW SHOULD BE CLEANED WITH HIGH PRESSURE WATER THROUGH A CULVERT CLEANING NOZZLE. THIS WOULD BE CARRIED OUT THROUGH THE UPSTREAM STRUCTURES. THE INLET ROW IS PLACED ON A POLYETHYLENE LINER TO PREVENT SCOURING OF THE WASHED STONE BENEATH THIS ROW. THIS FACILITATES THE FLUSHING OF THIS ROW WITH HIGH PRESSURE WATER THROUGH A CULVERT CLEANING NOZZLE. THE NOZZLE IS DEPLOYED THROUGH THE UPSTREAM STRUCTURE AND EXTENDED TO THE END OF THE ROW. THE WATER IS TURNED ON AND THE INLET ROW IS BACK-FLUSHED INTO THE STRUCTURE WHERE IT IS REMOVED BY USING A VACUUM TRUCK.

MAINTENANCE GUIDELINES:

1. THE OWNER SHALL KEEP A MAINTENANCE LOG WHICH SHALL INCLUDE DETAILS OF ANY EVENTS WHICH WOULD HAVE AN EFFECT ON THE SYSTEM'S OPERATIONAL CAPACITY.
2. THE OPERATION AND MAINTENANCE PROCEDURE SHALL BE REVIEWED PERIODICALLY AND CHANGED TO MEET SITE CONDITIONS.
3. MAINTENANCE OF THE STORMWATER MANAGEMENT SYSTEM SHALL BE PERFORMED BY QUALIFIED WORKERS AND SHALL FOLLOW APPLICABLE OCCUPATIONAL HEALTH AND SAFETY REQUIREMENTS.
4. DEBRIS REMOVED FROM THE STORMWATER MANAGEMENT SYSTEM SHALL BE DISPOSED OF IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS.

SUGGESTED MAINTENANCE SCHEDULE (TO BE RE-ASSESSED BY THE OPERATOR PERIODICALLY BASED ON SITE CONDITIONS AND EVALUATION OF SYSTEM FUNCTIONALITY):

1. YEAR 1: INSPECT INLETS AND OUTLETS MONTHLY FOR ANY CLOGGING, AND REMOVE DEBRIS AS MAY BE NECESSARY. INSPECT THE SURFACE AROUND THE CHAMBERS FOR ANY DEPRESSIONS.
2. YEAR 2 AND AFTER: INSPECT INLETS AND OUTLETS EVERY SPRING AND FALL FOR ANY CLOGGING, AND REMOVE DEBRIS AS MAY BE NECESSARY. INSPECT THE SURFACE AROUND THE CHAMBERS FOR ANY DEPRESSIONS.
3. 2 YEARS AFTER COMMISSIONING: INSPECT THE INTERIOR OF THE STORMWATER MANAGEMENT CHAMBERS THROUGH INSPECTION PORT FOR DEFICIENCIES USING CCTV OR COMPARABLE TECHNIQUE.
4. 9 YEARS AFTER COMMISSIONING, AND EVERY 9 YEARS THEREAFTER (OR AS MAY BE NEEDED): CLEAN STORMWATER MANAGEMENT CHAMBERS AND FEED CONNECTORS OF ANY DEBRIS. INSPECT THE INTERIOR OF THE STORMWATER MANAGEMENT CHAMBERS THROUGH INSPECTION PORT FOR DEFICIENCIES USING CCTV OR COMPARABLE TECHNIQUE.
5. 45 YEARS AFTER COMMISSIONING: A PROFESSIONAL ENGINEER SHALL ASSESS THE REMAINING LIFE EXPECTANCY OF THE STORMWATER MANAGEMENT CHAMBERS AND RECOMMEND ACTIONS TO REHABILITATE, RESTORE OR REPLACE THE STORMWATER MANAGEMENT CHAMBERS AS MAY BE REQUIRED.
6. ANNUALLY: CONFIRM THAT NO UNAUTHORIZED MODIFICATIONS HAVE BEEN PERFORMED TO THE SITE THAT MAY IMPACT THE ADEQUATE FUNCTIONING OF THE SYSTEM.
7. PERIODICALLY: MONITOR WATER LEVELS IN THE CHAMBER SYSTEM FOLLOWING SIGNIFICANT STORM EVENTS. DEWATERING OF THE SYSTEM SHOULD TAKE NO LONGER THAN 24 HOURS.

THE FACILITY OWNER SHALL PROVIDE FOR THE PERIODIC INSPECTION OF THE STORMWATER FACILITIES IN ACCORDANCE WITH THE SWPPP, AND SHALL HAVE THE FACILITIES INSPECTED ON A YEARLY BASIS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK, TO DETERMINE THE CONDITION AND INTEGRITY OF THE STORMWATER CONTROL MEASURES. THE INSPECTING PROFESSIONAL SHALL PREPARE AND SUBMIT TO THE CITY OF BEACON WITHIN 30 DAYS OF THE INSPECTION BUT NOT LATER THAN JUNE 1 OF EACH YEAR, A WRITTEN REPORT OF THE FINDINGS INCLUDING RECOMMENDATIONS FOR THOSE ACTIONS NECESSARY FOR THE CONTINUATION OF THE STORMWATER CONTROL MEASURES.

## UNDERGROUND DETENTION INFILTRATION NOTES:

1. INFILTRATION TESTING SHALL BE CONDUCTED AT THE PROPOSED BOTTOM OF THE UNDERGROUND DETENTION SYSTEM DURING CONSTRUCTION TO VERIFY IF THE EXISTING SUB SOILS HAVE INFILTRATIVE CAPACITY. THE INFILTRATION RESULTS SHALL BE PROVIDED TO THE CITY OF BEACON BUILDING DEPARTMENT. THE RESULTS OF THE TESTING SHALL ALSO BE PROVIDED TO THE CITY ENGINEER AND ANY INFILTRATION TESTING CONDUCTED SHALL BE COORDINATED WITH THE CITY ENGINEER FOR JOINT TESTING.

## SNOW REMOVAL AND STORAGE NOTES:

1. SNOW SHALL BE REMOVED WITHIN 8 HOURS AFTER A SNOW EVENT.
2. THE PEDESTRIAN PATH THROUGH THE CEMETERY SHALL BE MAINTAINED NO KEPT CLEAR OF SNOW AND ICE DURING THE WINTER MONTHS.

## SITE SPECIFIC NOTES:

1. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962. SPECIFIC ATTENTION SHALL BE PAID TO THE LOCATIONS OF THE GAS, WATER AND SEWER MAINS WITH RESPECT TO THE PROPOSED LOCATIONS FOR THE SERVICE LINES.
2. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND INVERTS OF ALL DRAINAGE, SANITARY SEWER, WATER AND GAS LINES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT.
3. THE PROPOSED LOT SHALL BE SERVED BY THE CITY OF BEACON MUNICIPAL WATER AND SEWER SERVICES. AS SUCH, THE CONTRACTOR SHALL CONTACT THE CITY OF BEACON WATER AND SEWER DEPARTMENTS TO SCHEDULE A PRE-CONSTRUCTION MEETING TO ENSURE THAT THE ARRANGEMENTS FOR WATER SUPPLY AND SEWAGE DISPOSAL ARE COMMENCED IN ACCORDANCE WITH THE APPROVED PLANS AND AMENDMENTS THERETO AND GENERALLY ACCEPTED STANDARDS.
4. THE WATER SERVICE LINE AND METER SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BEACON WATER DEPARTMENT REQUIREMENTS.
5. THE NEW WATER SERVICE LINE SHALL BE CLASS 52 DIP, SIZE TO BE DETERMINED.
6. THE SEWER SERVICE LATERAL SHALL BE 6"ø SDR-35 PVC PIPE WITH PITCH AS SHOWN ON THE PLAN.
7. STREET CLOSURE FOR WATER, SEWER AND GAS SERVICE CONNECTIONS AND DRIVEWAY CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF BEACON AND NYSDOT REQUIREMENTS. A PLAN SHALL BE IN PLACE FOR MAINTENANCE AND PROTECTION OF TRAFFIC.
8. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION. WOLCOTT AVENUE SHALL BE KEPT CLEAN AND SWEPT DURING CONSTRUCTION.
9. SUMP PUMPS TO BE PROVIDED FOR FOOTING DRAINS, AS REQUIRED. THE TYPES OF PUMPS AND METHODS USED TO ENSURE PROPER DRAINAGE SHALL BE ACCEPTABLE TO THE CITY OF BEACON BUILDING DEPARTMENT.
10. THE BUILDING DEPARTMENT SHALL HAVE THE RIGHT TO INSPECT THE EXISTING BUILDING TO CONFIRM THAT THERE ARE NOT EXISTING STORMWATER CONNECTIONS TO THE CITY'S SANITARY SEWER SYSTEM PRIOR TO THEM MAP BEING SIGNED.
11. WATER AND SEWER FOR THE RECTORY WILL BE ABANDONED IN ACCORDANCE WITH CITY REQUIREMENTS.
12. IN ORDER TO PROTECT THE FEDERALLY-LISTED ENDANGERED INDIANA BAT (MYOTIS SODALIS) AND THE FEDERALLY-LISTED THREATENED NORTHERN LONG-EARED BAT (MYOTIS SEPTENTRIONALIS), THE CLEARING OF POTENTIAL ROOSTING TREES SHALL OCCUR ONLY BETWEEN NOVEMBER 1 AND MARCH 31. ORANGE CONSTRUCTION FENCING SHALL BE USED TO SEPARATE AREAS TO BE GRADED FROM THE SAME AREAS NOT TO BE DISTURBED. NO ARTIFICIAL DYES, COLORING, INSECTICIDE, OR ALGAECIDE SUCH AS COPPER SULFATE SHALL BE USED IN STORMWATER CONTROL STRUCTURES.
13. THE EXISTING SEWER LINE FOR THE RECTORY SHALL BE ABANDONED BY CUTTING THE PIPE, AND SEAL AND CAP AT THE ROW LINE WITH WOLCOTT AVENUE.
14. THE EXISTING WATER SERVICE LINES TO THE BUILDINGS SHALL BE ABANDONED BY REMOVING UP TO THE CORPORATION STOP.

## SIGHT DISTANCE NOTE:

MAIN ENTRANCE:

THE SIGHT DISTANCES AT THE PROPOSED DRIVEWAY LOCATION WERE ANALYZED. BASED ON FIELD MEASUREMENTS, THE EXISTING SIGHT DISTANCES ARE APPROXIMATELY 433 FEET LOOKING LEFT (NORTH) AND 544 FEET RIGHT (SOUTH) FROM THE PROPOSED ACCESS. EXISTING STOPPING SIGHT DISTANCES ARE APPROXIMATELY 336 FEET LOOKING LEFT (NORTH) AND 534 FEET RIGHT (SOUTH) FROM THE PROPOSED ACCESS. SIGHT DISTANCES ARE BASED ON AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) CRITERIA THE STOPPING SIGHT DISTANCE (200 FEET) AND INTERSECTION SIGHT DISTANCE (335 FEET) FOR THE 30 MPH POSTED SPEED LIMIT ALONG ROUTE 9D WILL BE SATISFIED. AVAILABLE NYSDOT SPEED DATA FOR ROUTE 9D IN THIS AREA INDICATES THAT THE 85TH PERCENTILE SPEEDS ARE APPROXIMATELY 37 TO 38 MPH. FOR A 40 MPH DESIGN SPEED, AASHTO REQUIRES A MINIMUM 305 FOOT STOPPING SIGHT DISTANCE, 385 FEET MINIMUM INTERSECTION SIGHT DISTANCE LEFT, 445 FEET MINIMUM INTERSECTION SIGHT DISTANCE RIGHT. AND TO ALLOW FOR THE SAFE OPERATION OF THE INTERSECTION. THIS REQUIRED STOPPING SIGHT DISTANCE WILL ALSO BE SATISFIED. THE HEDGE ROW IMMEDIATELY NORTH OF THE PROPOSED DRIVEWAY LOCATION ON THE WEST SIDE OF ROUTE 9D SHALL BE REMOVED IN ORDER TO MAXIMIZE THE SIGHT DISTANCE LOOKING TO THE NORTH FROM THE SITE DRIVEWAY.

SOUTHERLY EGRESS ONLY LOOP:

THE SIGHT DISTANCES AT THE PROPOSED DRIVEWAY LOCATION WERE ANALYZED. BASED ON FIELD MEASUREMENTS, THE EXISTING SIGHT DISTANCES ARE APPROXIMATELY 389 FEET LOOKING LEFT (NORTH) AND 536 FEET RIGHT (SOUTH) FROM THE PROPOSED ACCESS. EXISTING STOPPING SIGHT DISTANCES ARE APPROXIMATELY 331 FEET LOOKING LEFT (NORTH) AND 501 FEET RIGHT (SOUTH) FROM THE PROPOSED ACCESS. SIGHT DISTANCES ARE BASED ON AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) CRITERIA THE STOPPING SIGHT DISTANCE (200 FEET) AND INTERSECTION SIGHT DISTANCE (335 FEET) FOR THE 30 MPH POSTED SPEED LIMIT ALONG ROUTE 9D WILL BE SATISFIED. AVAILABLE NYSDOT SPEED DATA FOR ROUTE 9D IN THIS AREA INDICATES THAT THE 85TH PERCENTILE SPEEDS ARE APPROXIMATELY 37 TO 38 MPH. FOR A 40 MPH DESIGN SPEED, AASHTO REQUIRES A MINIMUM 305 FOOT STOPPING SIGHT DISTANCE, 385 FEET MINIMUM INTERSECTION SIGHT DISTANCE LEFT, 445 FEET MINIMUM INTERSECTION SIGHT DISTANCE RIGHT. AND TO ALLOW FOR THE SAFE OPERATION OF THE INTERSECTION. THIS REQUIRED STOPPING SIGHT DISTANCE WILL ALSO BE SATISFIED.

| PREVIOUS REVISIONS: | | | |
|---|---|---|---|
| 1 | 8/31/21 | PER PLANNING BOARD COMMENTS | CMB |
| 2 | 11/30/21 | PER PLANNING BOARD COMMENTS | MAB |
| 3 | 12/28/21 | PER PLANNING BOARD COMMENTS | MAB |
| 4 | 1/25/22 | PER PLANNING BOARD COMMENTS | CMB |
| 5 | 2/22/22 | PER PLANNING BOARD COMMENTS | CMB |
| 6 | 4/26/22 | PER PLANNING BOARD COMMENTS | CMB |

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REVISIONS:

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| 7 | 5/31/22 | PER PLANNING BOARD COMMENTS | CMB |
| 8 | 6/28/22 | PER PLANNING BOARD COMMENTS | CMB |
| 9 | 7/26/22 | PER PLANNING BOARD COMMENTS | CMB |
| 10 | 10/7/22 | PER PLANNING BOARD COMMENTS | CMB |
| 11 | 10/25/22 | PER CLIENT COMMENTS | CMB |
| 12 | 11/29/22 | PER PLANNING BOARD COMMENTS | MAB |

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
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| 13 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 14 | 2/28/23 | UPDATED SHEET NUMBER | MAB |

GRADING & UTILITY PLAN
SCALE: 1" = 30'
GRAPHIC SCALE
30 0 15 30 60 120
( IN FEET )
1 inch = 30 ft.

STATE OF NEW YORK MICHAEL A. BOSKOVSKI 084466 LICENSED PROFESSIONAL ENGINEER
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GRADING & UTILITY PLAN

# 1113 WOLCOTT AVENUE

1113 WOLCOTT AVENUE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 5954-26-651901

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|---|---|
| JOB #: | 2021:022 |
| DATE: | 6/29/2021 |
| SCALE: | 1" = 30' |
| TITLE: | GU-1 |
| SHEET: | 9 OF 16 |

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## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING STREAM
- EXISTING WETLAND BOUNDARY
- 100' WETLAND BUFFER
- 250 EXISTING MAJOR CONTOUR
- 252 EXISTING MINOR CONTOUR
- EXISTING TREE LINE
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- SS EXISTING SEWER SERVICE LINE
- S EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- RL EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- S PROPOSED SEWER LINE
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- W PROPOSED WATER LINE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED WATER VALVE
- PROPOSED SILT FENCE
- LOD PROPOSED LIMIT OF DISTURBANCE
- PROPOSED CONSTRUCTION ENTRANCE

## INSPECTION SCHEDULE & MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES

PERMANENT AND TEMPORARY VEGETATION:
INSPECT ALL AREAS THAT HAVE RECEIVED VEGETATION EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. ALL AREAS DAMAGED BY EROSION OR WHERE SEED HAS NOT ESTABLISHED SHALL BE REPAIRED AND RESTABILIZED IMMEDIATELY.

STABILIZED CONSTRUCTION ENTRANCE:
INSPECT THE ENTRANCE PAD EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. CHECK FOR MUD, SEDIMENT BUILD-UP AND PAD INTEGRITY. MAKE DAILY INSPECTIONS DURING WET WEATHER. REGRADE PAD AS NEEDED FOR RUNOFF CONTROL. WASH AND REPLACE STONE AS NEEDED. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE MUD BEING CARRIED OFF SITE BY VEHICLES. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING. REMOVE TEMPORARY CONSTRUCTION ENTRANCE AS SOON AS THEY ARE NO LONGER NEEDED TO PROVIDE ACCESS TO THE SITE AS DIRECTED BY PROJECT ENGINEER.

SILT FENCE:
INSPECT FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE FENCE BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE FENCE. IF FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF FENCE IMMEDIATELY.

SOIL STOCKPILE:
INSPECT SEDIMENT CONTROL BARRIERS (SILT FENCE) AND VEGETATION FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE SEDIMENT CONTROL BARRIER BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE SEDIMENT CONTROL BARRIER. IF SEDIMENT CONTROL BARRIER TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF SEDIMENT CONTROL BARRIER IMMEDIATELY. REVEGETATE DISTURBED AREA TO STABILIZE SOIL STOCKPILE. REMOVE THE SEDIMENT CONTROL BARRIER WHEN THE SOIL STOCKPILE HAS BEEN REMOVED.

DUST CONTROL:
SCHEDULE CONSTRUCTION OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED AREAS AT ANY ONE TIME DURING THE COURSE OF WORKS. APPLY TEMPORARY SOIL STABILIZATION PRACTICES SUCH AS MULCHING, SEEDING, AND SPRAYING (WATER). STRUCTURAL MEASURES (MULCH, SEEDING) SHALL BE INSTALLED IN DISTURBED AREAS BEFORE SIGNIFICANT BLOWING PROBLEMS DEVELOP. WATER SHALL BE SPRAYED AS NEEDED. REPEAT AS NEEDED, BUT AVOID EXCESSIVE SPRAYING, WHICH COULD CREATE RUNOFF AND EROSION PROBLEMS.

CHECK DAM:
(IF REQUIRED) INSPECT CHECK DAMS EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. IF SIGNIFICANT EROSION OCCURS BETWEEN STRUCTURES, A LINER OF STONE OR OTHER SUITABLE MATERIAL SHOULD BE INSTALLED IN THAT PORTION OF THE CHANNEL. REMOVE SEDIMENT ACCUMULATED BEHIND THE DAM AS NEEDED TO ALLOW CHANNEL TO DRAIN THROUGH THE STONE CHECK DAM AND PREVENT LARGE FLOWS FROM CARRYING SEDIMENT OVER THE DAM. REPLACE STONES AS NEEDED TO MAINTAIN THE DESIGN CROSS SECTION OF THE STRUCTURES. REMOVE CHECK DAMS AS PER APPROVAL OF THE PROJECT ENGINEER.

EROSION CONTROL BLANKET:
(IF REQUIRED) INSPECT THE BLANKET EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. REPLACE WIRE STAPLES AS REQUIRED. REPAIR AND RESEED WHERE CRACKS AND DAMAGED VEGETATION IS EVIDENT. WHEN DAMAGED BEYOND REPAIR OR NO LONGER FUNCTIONING, THE BLANKET SHALL BE REPLACED.

DEWATERING PITS:
(IF REQUIRED) – INSPECT DAILY DURING OPERATION FOR CLOGGING OR OVERFLOW. CLEAR INLET AND DISCHARGE PIPES OF OBSTRUCTIONS. IF A FILTER MATERIAL BECOMES CLOGGED WITH SEDIMENT, PIT SHALL BE DISMANTLED AND NEW PITS SHALL BE CONSTRUCTED AS NEEDED.

SEDIMENT TRAP:
(IF REQUIRED) SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO THE ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE-HALF OF THE DESIGN DEPTH OF THE TRAP. SEDIMENT REMOVED FROM THE TRAP SHALL BE DEPOSITED IN A PROTECTED AREA IN SUCH A MANNER THAT IT WILL NOT ERODE.

CATCH BASINS:
ALL CATCH BASINS SHALL BE INSPECTED AFTER EACH STORM EVENT FOR SEDIMENT ACCUMULATION, AND DEBRIS, AND REMOVE AS NECESSARY. THE INLET PROTECTION SHALL BE INSPECTED FOR SEDIMENT ACCUMULATION AND REPLACED AS NECESSARY. WHEN SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN SUMP REACHES 1/2 OF THE SUMP DEPTH, IT SHALL BE REMOVED.

## EROSION AND SEDIMENT CONTROL NOTES

1. ALL EROSION CONTROL MEASURES EMPLOYED DURING THE CONSTRUCTION PROCESS SHALL BE INSPECTED BY THE CONTRACTOR IN ACCORDANCE WITH THE MAINTENANCE SCHEDULE PROVIDED ON THIS SHEET. ALL EROSION CONTROL STRUCTURES SHALL BE REPAIRED AND MAINTAINED AS NECESSARY BY THE CONTRACTOR.
2. ALL STORMWATER MANAGEMENT STRUCTURES (E.G., SWALES, CULVERTS) SHALL BE REGULARLY INSPECTED FOR SEDIMENT ACCUMULATIONS. SEDIMENT AND TRASH SHALL BE REMOVED, AS NECESSARY.
3. ALL EROSION CONTROL INSTALLATION AND MAINTENANCE MEASURES SHALL MEET THE REQUIREMENTS OF THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
4. ANY PILE OF POTENTIALLY EROSIVE MATERIAL TEMPORARILY STOCKPILED ON THE SITE DURING THE CONSTRUCTION PROCESS SHALL BE LOCATED IN AN AREA AWAY FROM STORM DRAINAGE AND SHALL BE PROPERLY PROTECTED FROM EROSION BY A SURROUNDING SILT FENCE.
5. PERMANENT SEEDED AREAS FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH DETAIL AND SPECIFICATIONS ON THE DETAIL SHEET.
6. AREAS UNDERGOING CLEARING OR GRADING AND WHERE WORK IS DELAYED OR COMPLETED AND WILL NOT BE REDISTURBED FOR A PERIOD OF 21 DAYS OR MORE SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATIVE COVER WITHIN 14 DAYS.
7. ON-SITE DUST CONTROL SHALL BE ACCOMPLISHED BY STANDARD METHODS OF LIGHTLY WATERING ALL EXPOSED SOIL AND RAPIDLY STABILIZING THE REGRADED AREAS WITH TOPSOIL, LOAM AND/OR SEEDING.
8. THE PROJECT ENGINEER SHALL BE NOTIFIED NO LESS THAN 48 HOURS PRIOR TO THE START OF ANY SITE WORK, AND BY SUCH NOTIFICATION, SHALL BE PROVIDED WITH THE NAME AND TELEPHONE NUMBER OF THE GENERAL CONTRACTOR RESPONSIBLE FOR SUCH WORK.
9. THE CITY MAY INSPECT EROSION AND SEDIMENT CONTROL PRACTICES ON THE SITE DURING CONSTRUCTION AND RECOMMEND THAT THE CONTRACTOR INSTALL ADDITIONAL EROSION CONTROL MEASURES IF DEEMED NECESSARY TO PROTECT ANY UNDISTURBED AREAS OF THE SITE. ANY SUCH REQUESTS SHALL BE MADE DIRECTLY TO THE CONTRACTOR AND QUALIFIED PROFESSIONAL AND FOLLOWED UP WITH A WRITTEN NOTIFICATION TO THE DEVELOPER. IN ADDITION, THE CITY SHALL BE CONSULTED ON ANY SPECIAL ADDITIONS OR DELETIONS OF EROSION CONTROL MEASURES WARRANTED BY CHANGING FIELD CONDITIONS. THE NOTICE OF INTENT (NOI) MAY NEED TO BE UPDATED AS A RESULT OF THE CHANGES.
10. THE CONTRACTOR/OWNER SHALL MAINTAIN A RECORD OF ALL EROSION AND SEDIMENT CONTROL INSPECTION REPORTS AT THE SITE IN A LOG BOOK. THE SITE LOG BOOK SHALL BE MAINTAINED ON SITE AND BE MADE AVAILABLE TO THE PERMITTING AUTHORITY. THE OWNER/CONTRACTOR SHALL, ON A MONTHLY BASIS, POST AT THE SITE A SUMMARY OF THE SITE INSPECTION ACTIVITIES IN A PUBLICLY ACCESSIBLE LOCATION.
11. THE OWNER SHALL FILE A NOI WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES AND A NOTICE OF TERMINATION (NOT) WITH THE NYSDEC FOLLOWING CONSTRUCTION ACTIVITIES.
12. IF GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONSTRUCT A DEWATERING PIT IN ACCORDANCE WITH NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL (AKA SUMP PIT) TO FILTER WATER FOR PUMPING TO A SUITABLE LOCATION.
13. WHEN ALL DISTURBED AREAS ARE STABLE, ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED PER THE APPROVAL OF THE CITY AND QUALIFIED PROFESSIONAL.
14. UPON COMPLETION OF CONSTRUCTION, THE PARCEL OWNER(S) AND SUBSEQUENTLY THE HOMEOWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE INSPECTION AND MAINTENANCE OF THE STORMWATER MANAGEMENT SYSTEM. THE STORMWATER MANAGEMENT SYSTEM SHALL BE INSPECTED QUARTERLY AND AFTER EACH SIGNIFICANT RAINFALL EVENT. THE OWNER(S) SHALL MAINTAIN A RECORD OF INSPECTION AND MAINTENANCE REPORTS AT THE SITE. REFER TO THE SWPPP FOR INSPECTION REQUIREMENTS AND FUTURE MAINTENANCE.

## SOIL RESTORATION NOTES:

1. THE CONSTRACTOR SHALL EMPLOY SOIL RESTORATION TO ALL DISTURBED AREAS THAT WILL REMAIN LANDSCAPED.
2. FOR HEAVY TRAFFIC AREAS, FULL SOIL REASTORATION WILL BE REQUIRED. FULL SOIL RESTORATION CONSISTS OF USE OF A BULLDOZER WITH A DEEP RIPPER ATTACHED TO IT. THE RIPPING SHALL BE DONE TO A DEPTH OF 12"-24". COMPOST IS PLACED OVER THE RIPPED SOIL, THEN WORKED INTO THE SOIL WITH A DEEP SUB-SOILER.
3. FOR LIGHT TRAFFIC AREAS, SOIL RESTORATION MAY BE ACCOMPLISHED BY MEANS OF TILLING THE SOIL WITH A DISK TYPE TILLER PULLED BY A TRACTOR OR PLACEMENT OF TOPSOIL OVER THE EXISTING SOIL A.O.B.E..

| DRAWN BY: ESR | | | | CHECKED BY: MAB | | | |
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| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 7 | 5/31/22 | PER PLANNING BOARD COMMENTS | CMB | 13 | 1/31/23 | NO CHANGE THIS SHEET | CMB |
| 8 | 6/28/22 | NO CHANGE THIS SHEET | CMB | 14 | 2/28/23 | UPDATED SHEET NUMBER | MAB |
| 9 | 7/26/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 10 | 10/7/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 11 | 10/25/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 12 | 11/29/22 | NO CHANGE THIS SHEET | MAB | | | | |

EROSION & SEDIMENT CONTROL PLAN
SCALE: 1" = 30'
GRAPHIC SCALE
30 0 15 30 60 120
( IN FEET )
1 inch = 30 ft.

STATE OF NEW YORK · MICHAEL A. BODENMILLER · 084469 · LICENSED PROFESSIONAL ENGINEER
SEAL

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EROSION & SEDIMENT CONTROL PLAN

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TAX ID: 5954-26-651901

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| SHEET: | 10 OF 16 |

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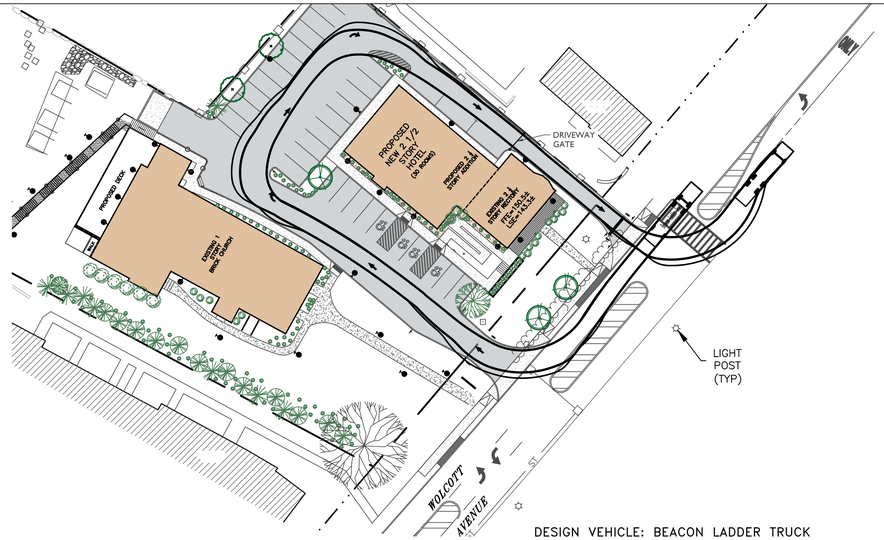
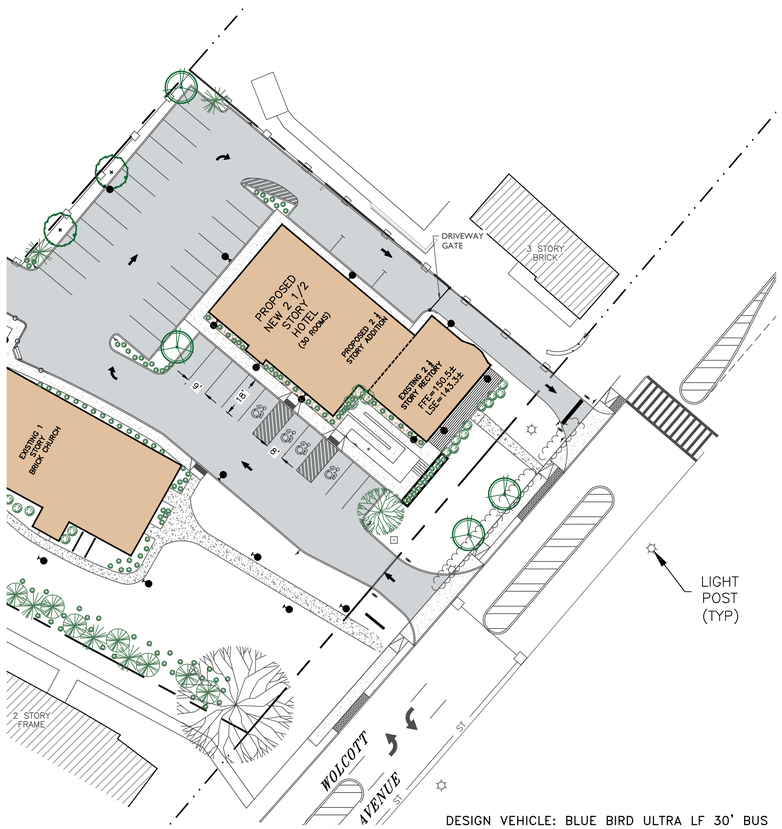



DESIGN VEHICLE: BEACON LADDER TRUCK

BEACON LADDER TRUCK MANEUVERING PLAN

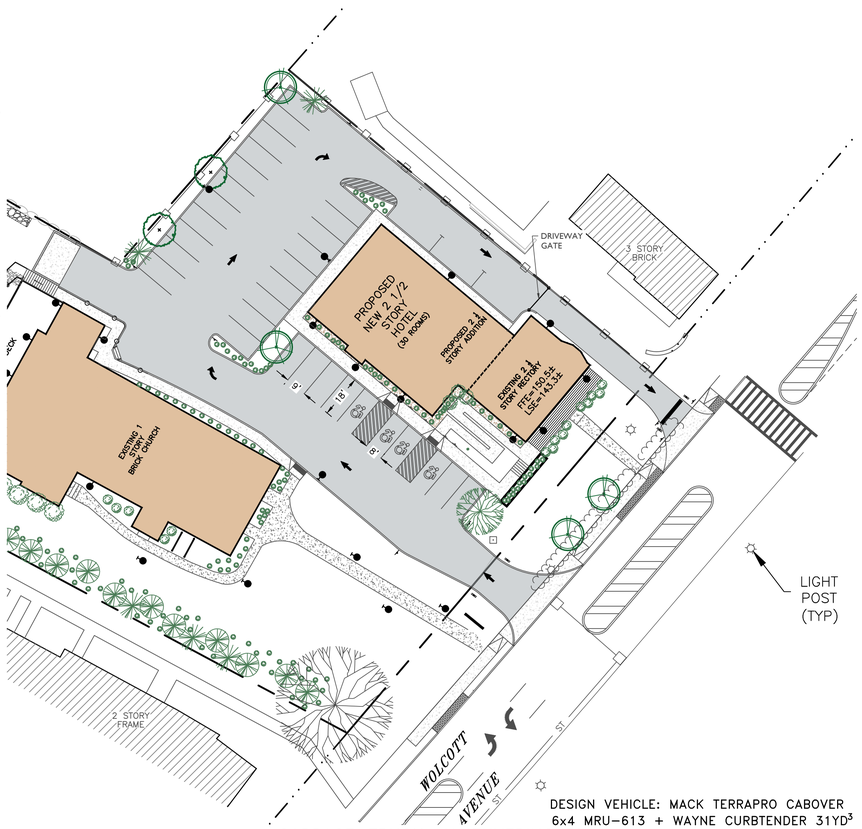
SCALE: 1" = 40'




DESIGN VEHICLE: BLUE BIRD ULTRA LF 30' BUS

SHUTTLE-BUS MANEUVERING PLAN

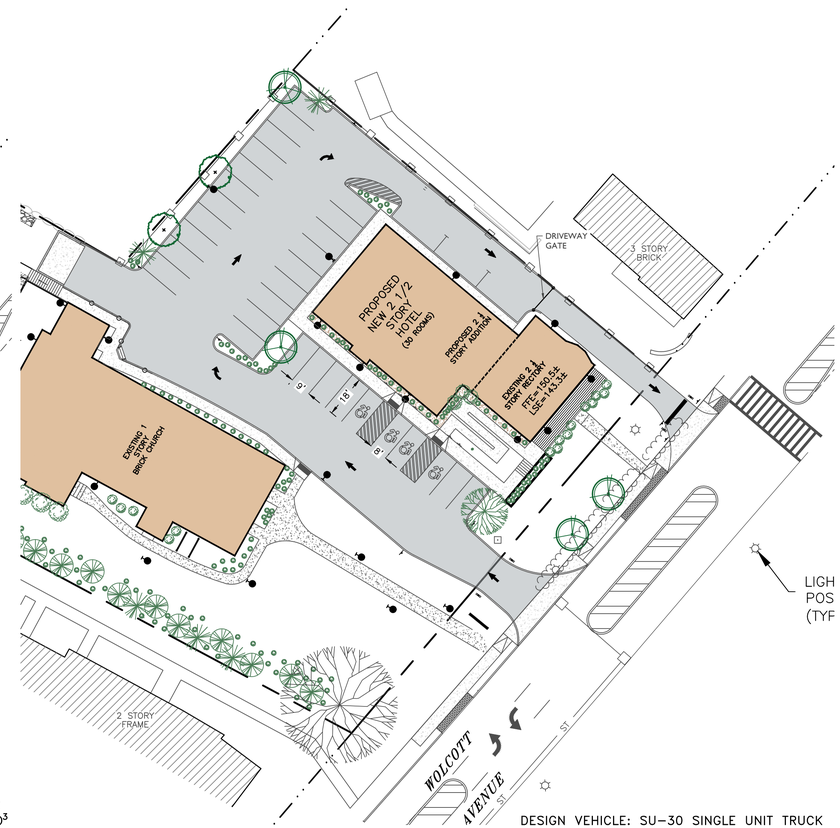
SCALE: 1" = 30'




DESIGN VEHICLE: MACK TERRAPRO CABOVER 6x4 MRU-613 + WAYNE CURBTENDER 31YD³

GARBAGE-TRUCK MANEUVERING PLAN

SCALE: 1" = 30'




DESIGN VEHICLE: SU-30 SINGLE UNIT TRUCK

BOX-TRUCK MANEUVERING PLAN

SCALE: 1" = 30'

| DRAWN BY: ESR | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 12/28/21 | SHEET CREATED | CMB | 7 | 7/26/22 | NO CHANGE THIS SHEET | CMB |
| 2 | 1/25/22 | PER PLANNING BOARD COMMENTS | MAB | 8 | 10/7/22 | NO CHANGE THIS SHEET | CMB |
| 3 | 2/22/22 | PER PLANNING BOARD COMMENTS | CMB | 9 | 10/25/22 | NO CHANGE THIS SHEET | CMB |
| 4 | 4/26/22 | PER PLANNING BOARD COMMENTS | CMB | 10 | 11/29/22 | NO CHANGE THIS SHEET | MAB |
| 5 | 5/31/22 | PER PLANNING BOARD COMMENTS | CMB | 11 | 1/31/23 | NO CHANGE THIS SHEET | MAB |
| 6 | 6/28/22 | NO CHANGE THIS SHEET | CMB | 12 | 2/28/23 | UPDATED SHEET NUMBER | MAB |

VEHICLE TRACKING PLAN

SCALE: 1" = 30'

GRAPHIC SCALE

30 0 15 30 60 120

( IN FEET )

1 inch = 30 ft.

STATE OF NEW YORK · ANDREW A. RIDENOUR · 084486 · LICENSED PROFESSIONAL ENGINEER

SEAL

HUDSON LAND DESIGN

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

VEHICLE TRACKING PLAN

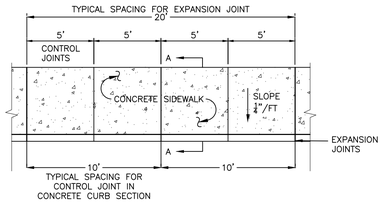
# 1113 WOLCOTT AVENUE

1113 WOLCOTT AVENUE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 5954-26-651901

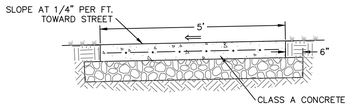
| | |
|---|---|
| JOB #: | 2021:022 |
| DATE: | 6/29/2021 |
| SCALE: | 1" = 40' |
| TITLE: | VHC-1 |
| SHEET: | 11 OF 16 |

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

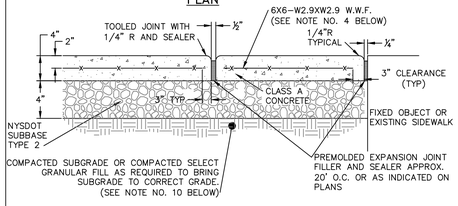
# SITE DETAILS



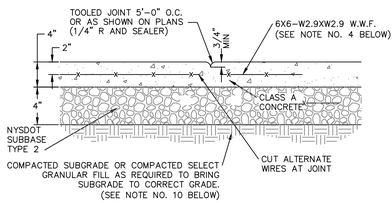

PLAN




SECTION A–A




EXPANSION JOINT

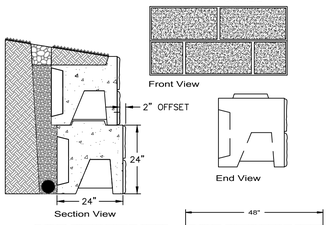



CONTROL JOINT

NOTES:

1. 10' SPACING OF CONTROL JOINTS SHALL BE USED FOR CAST IN PLACE CONCRETE CURBS.
2. MATERIAL AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 2, 2002, AND ALL ADDENDA THERETO; THE ONLY EXCEPTION BEING THAT THE WORK OF THIS CONTRACT SHALL BE MEASURED IN ENGLISH UNITS.
3. ALL CONCRETE SHALL BE 3,500 PSI CLASS A CONCRETE. CONCRETE MATERIALS, PLACEMENT, AND CONSTRUCTION SHALL CONFORM WITH SECTION 500 OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. REINFORCING STEEL FOR CONCRETE SHALL CONFORM WITH SECTION 556 – REINFORCING STEEL FOR CONCRETE STRUCTURES OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS AND AS SPECIFICALLY CALLED OUT IN THE DRAWINGS.
5. ALL EXPOSED SURFACED SHALL HAVE A BROOM TEXTURED FINISH.
6. EXPANSION JOINTS SHALL BE LOCATED A MAXIMUM OF 20' ON CENTER, OR AS INDICATED ON PLANS.
7. JOINTS SHALL NOT BE SAW CUT.
8. EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH "SUREBOND"/"SAFEBOND"SB–7000 INTENSIFIER BRIGHT PROTECTOR AND SIDEWALK SEALER, OR EQUAL. RATE AND METHOD OF APPLICATION SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
9. SUBBASE MATERIAL SHALL CONFORM WITH SECTION 304 OF THE ABOVE REFERENCED NYSDOT STANDARD.
10. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSE OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMATION WITH SECTION 203–EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
11. ALL WORK SHALL CONFORM WITH SECTION 608–SIDEWALK, DRIVEWAYS, AND BICYCLE PATHS OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.

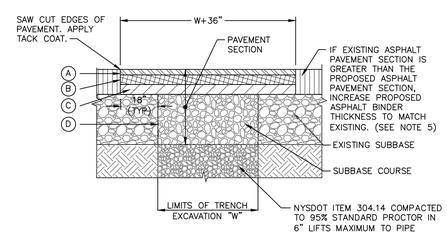
## CONCRETE SIDEWALK DETAIL
NOT TO SCALE




NOTES:

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 2, 2002.
2. SUBGRADE SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS.
3. TACK COAT WHEN SPECIFIED OR CALLED OUT IN THESE DRAWINGS OR REQUIRED BY THE REFERENCED SPECIFICATIONS SHALL CONFORM WITH SECTION 407–TACK COAT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSES OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMANCE WITH SECTION 203–EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
5. IT IS EXPECTED THAT THE EXISTING SITE SUB–SOILS ARE SAND AND GRAVEL IN NATURE (CALIFORNIA BEARING RATIO RANGE BETWEEN 40 AND 80) . IF UNSUITABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR POSSIBLE MODIFICATIONS TO THE PAVEMENT DETAIL.

## PAVEMENT SECTION DETAIL
NOT TO SCALE



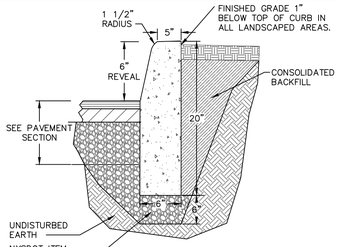

LEGEND

- (A) 1–1/2" ASPHALT CONCRETE TOP COURSE– NYSDOT ITEM 402.1261013
- (B) 2–1/2" ASPHALT CONCRETE BINDER COURSE– NYSDOT ITEM 402.256903
- (C) 8" ASPHALT CONCRETE BASE COURSE– NYSDOT ITEM 402.376903 (2"–4" LIFTS)
- (D) 12" GRANULAR SUBBASE COURSE– NYSDOT ITEM 304.11000008

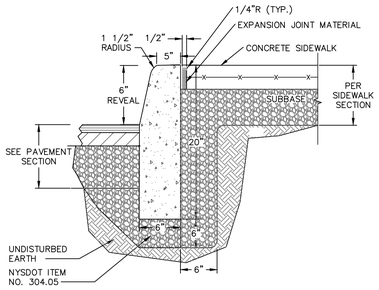
NOTES:

1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT AS SPECIFIED.
5. IF THE PAVEMENT SECTION IS OVER A CONCRETE SLAB, THE RESTORED PAVEMENT SECTION SHALL MATCH THE TOTAL THICKNESS OF THE EXISTING CONCRETE SLAB AND PAVEMENT.

## NYSDOT ROW PAVEMENT RESTORATION DETAIL
NOT TO SCALE




ABUTTING GRASS OR LANDSCAPE

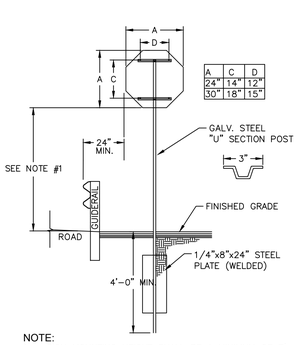



ABUTTING SIDEWALK

NOTES:

1. CONCRETE CURB SHALL BE 4,000 PSI CAST–IN–PLACE, AND IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATION SECTION 609.
2. EXPANSION JOINTS OF 1/2" CELLULOSE OR SIMILAR MATERIAL SHALL BE PLACED AT 10 FOOT INTERVALS.
3. FOR MOUNTABLE CURBS ABUTTING SIDEWALK OR OTHER HARDSCAPE, REFER TO "ABUTTING SIDEWALK" DETAIL.

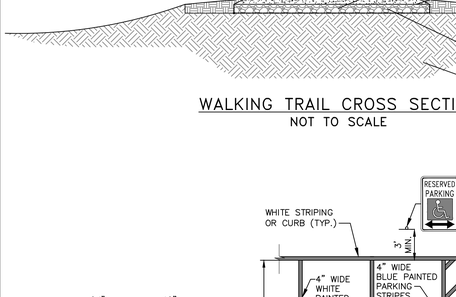
## CAST–IN–PLACE CONCRETE CURB DETAIL
NOT TO SCALE




NOTE:

1. SIGN MOUNTING HEIGHT SHALL BE A MINIMUM OF 7'. MINIMUM MOUNTING HEIGHT MAY BE ADJUSTED ONLY IN ACCORDANCE WITH PROVISIONS OUTLINED IN "NYCRR, CHAPTER V–UNIFORM TRAFFIC CONTROL DEVICES."
2. SIGN POST SHALL BE IN ACCORDANCE W/ NYSDOT STANDARD SPECS SECTION 730.
3. THIS SIGN POST MAY BE SUBSTITUTED FOR THE BREAKAWAY WOOD SIGN POSTS AS DIRECTED BY THE ENGINEER (ITEM 645.81).

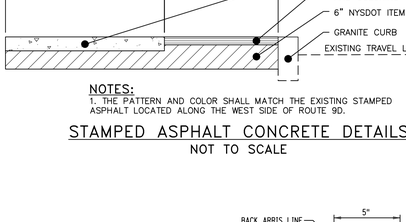
## SINGLE POLE SIGN DETAIL
SCALE: NOT TO SCALE




## WALKING TRAIL CROSS SECTION
NOT TO SCALE



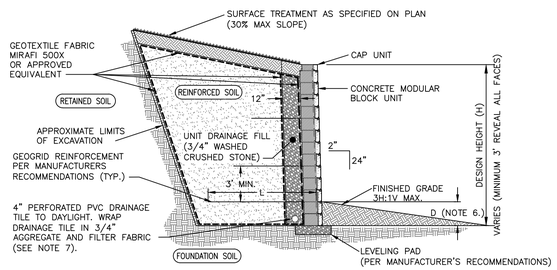

## WOODARD'S CONCRETE BLOCK WALL DETAIL
NOT TO SCALE




NOTES:

1. THE PATTERN AND COLOR SHALL MATCH THE EXISTING STAMPED ASPHALT LOCATED ALONG THE WEST SIDE OF ROUTE 9D.

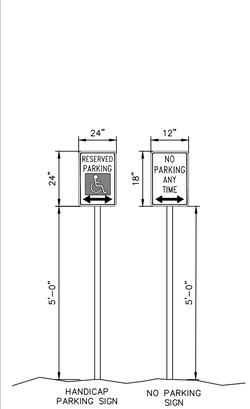
## STAMPED ASPHALT CONCRETE DETAILS
NOT TO SCALE



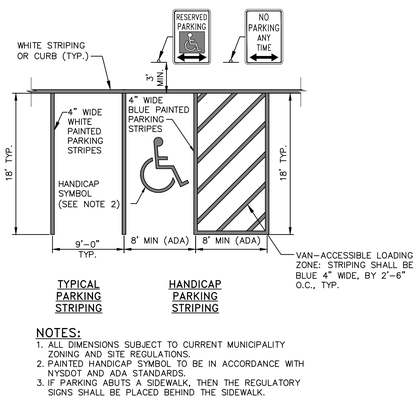

MODULAR RETAINING WALL NOTES:

1. MODULAR RETAINING WALL MANUFACTURED BY WOODARD'S OR APPROVED EQUAL.
2. GRID TYPE SHALL BE AS SPECIFIED BY THE MANUFACTURER.
3. GRID SPACING AND LENGTH VARY BASED ON OVERALL WALL HEIGHT, SOIL AND LOADING CONDITIONS. WALLS OF LIMITED HEIGHT (I.E., 4' OR LESS) MAY NOT REQUIRE THE INSTALLATION OF GRID.
4. LEVELING PAD DEPTH SHALL BE SPECIFIED BY THE MANUFACTURER BASED ON ENGINEERING DESIGN SPECIFIC FOR THE SITE.
5. MANUFACTURER TO PROVIDE FINAL ENGINEERING CALCULATIONS AND DETAILS TO THE OWNER FOR REVIEW BY THE OWNERS ENGINEER.
6. D SHALL BE PER MANUFACTURER'S RECOMMENDATIONS.
7. RELOCATE PERFORATED PIPE WITHIN STONE CROSS SECTION FOR STEPPED WALLS TO ACHIEVE CONTINUOUS FLOW TOWARD DISCHARGE POINT.
8. SEE MANUFACTURER'S DETAILS AND INSTALLATION GUIDELINES FOR FURTHER REQUIREMENTS.

## CONCRETE MODULAR RETAINING WALL DETAIL
NOT TO SCALE



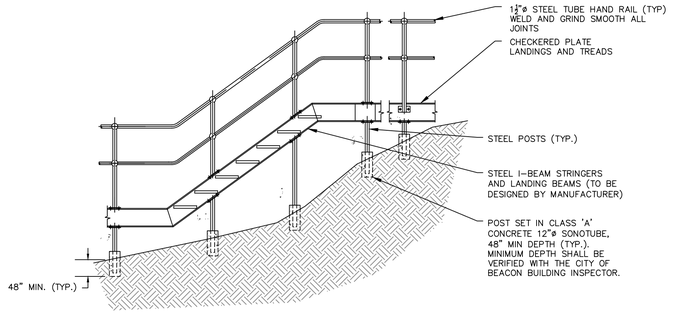

## SIGN DETAILS
NOT TO SCALE



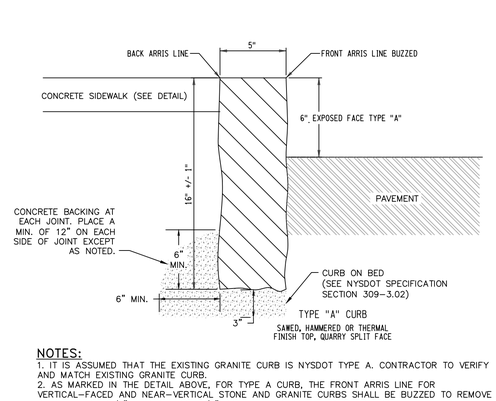

NOTES:

1. ALL DIMENSIONS SUBJECT TO CURRENT MUNICIPALITY ZONING AND SITE REGULATIONS.
2. PAINTED HANDICAP SYMBOL TO BE IN ACCORDANCE WITH NYSDOT AND ADA STANDARDS.
3. IF PARKING ABUTS A SIDEWALK, THEN THE REGULATORY SIGNS SHALL BE PLACED BEHIND THE SIDEWALK.

## PARKING AND STRIPING DETAIL
NOT TO SCALE




## STEEL STAIRCASE AND HANDRAILS DETAIL
NOT TO SCALE




NOTES:

1. IT IS ASSUMED THAT THE EXISTING GRANITE CURB IS NYSDOT TYPE A. CONTRACTOR TO VERIFY AND MATCH EXISTING GRANITE CURB.
2. AS MARKED IN THE DETAIL ABOVE, FOR TYPE A CURB, THE FRONT ARRIS LINE FOR VERTICAL–FACED AND NEAR–VERTICAL STONE AND GRANITE CURBS SHALL BE BUZZED TO REMOVE A MINIMUM OF 1/8", MAXIMUM OF 3/8" INCH ALL ALONG THE EXPOSED EDGE.

## GRANITE CURB DETAILS
NOT TO SCALE

| DRAWN BY: ESR | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 7 | 5/31/22 | PER PLANNING BOARD COMMENTS | CMB | 13 | 1/31/23 | NO CHANGE THIS SHEET | CMB |
| 8 | 6/28/22 | NO CHANGE THIS SHEET | CMB | 14 | 2/28/23 | UPDATED SHEET NUMBER | MAB |
| 9 | 7/26/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 10 | 10/7/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 11 | 10/25/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 12 | 11/29/22 | NO CHANGE THIS SHEET | MAB | | | | |

STATE OF NEW YORK MICHAEL A. BODENDORF 084466 LICENSED PROFESSIONAL ENGINEER

SEAL

HUDSON LAND DESIGN
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

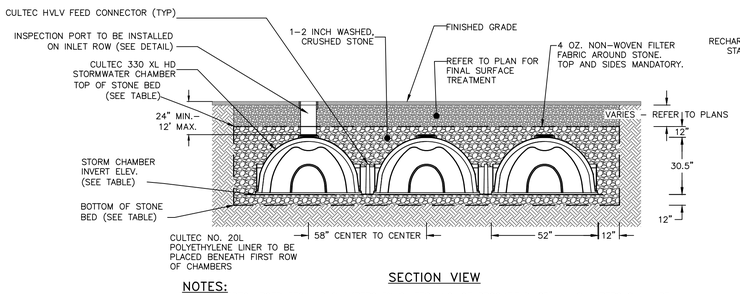
SITE CONSTRUCTION DETAILS

1113 WOLCOTT AVENUE

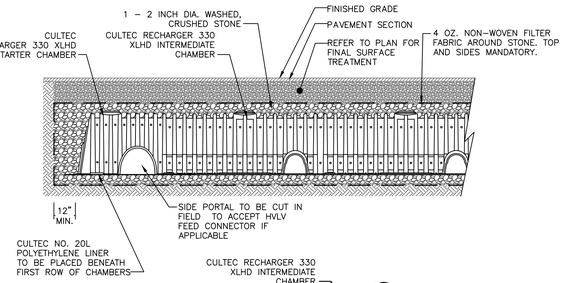
1113 WOLCOTT AVENUE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 5954–26–651901

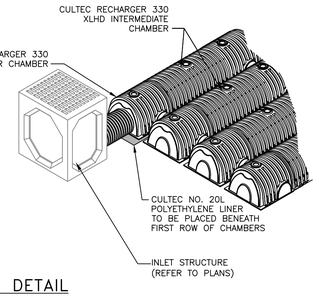
| | |
|---|---|
| JOB #: | 2021:022 |
| DATE: | 6/29/2021 |
| SCALE: | AS SHOWN |
| TITLE: | CD–1 |
| SHEET: | 12 OF 16 |

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




## SECTION VIEW

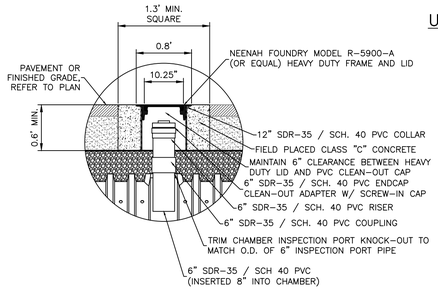



### NOTES:
1. CULTEC RECHARGER 330XLHD CHAMBERS BY CULTEC, INC. OF BROOKFIELD, CT. ALL CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH CULTEC INC.'S CURRENT RECOMMENDED INSTALLATION GUIDELINES.
2. THE BED OF THE SYSYTEM FOOTPRINT SHALL BE LAID NEARLY LEVEL.
3. EACH ROW OF CHAMBERS SHALL BE FED VIA A 12" MANIFOLD WITH TEE CONNECTIONS BY CULTEC OR EQUAL.
4. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IF SUBSURFACE CONDITIONS IN THE AREAS OF THE INFILTRATOR TRENCHES IS NOT CONSISTENT WITH THE TEST PIT OR PERCOLATION DATA (E.G. GROUNDWATER OR BEDROCK ENCOUNTERED, SOIL PROPERTIES ARE NOT CONSISTENT, ETC.).
5. REFER TO THE INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES NOTES ON THE GRADING SHEET.
6. SEE ALSO CLAY KEY DETAIL THIS SHEET.

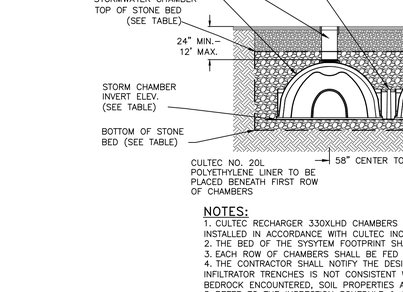
| BOTTOM OF STONE BED ELEVATION | CHAMBER INVERT | TOP OF STONE BED ELEVATION | STONE BED FOOTPRINT | STONE BED DIMENSIONS | NO. OF CHAMBERS |
|---|---|---|---|---|---|
| 134.0 | 134.5 | 137.54 | 1,601 S.F. | 30.5'X52.5' | 42 |

## UNDERGROUND INFILTRATION/DETENTION SYSTEM DETAIL
NOT TO SCALE



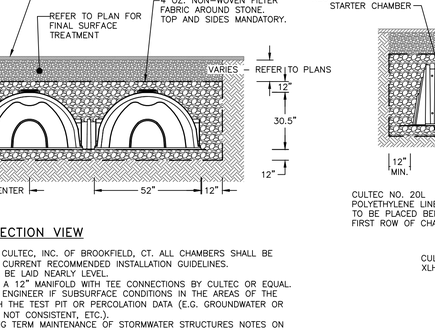

### NOTES:
1. PROVIDE AN INSPECTION PORT FOR THE INITIAL AND FINAL CHAMBER OF EACH ROW, AND FOR ROWS WITH MORE THAN 10 CHAMBERS, ONE IN AN INTERMEDIATE CHAMBER.

## UNDERGROUND DETENTION SYSTEM INSPECTION PORT DETAIL
NOT TO SCALE



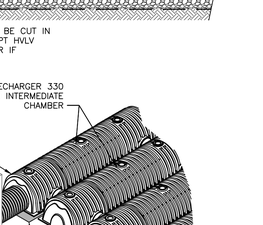

### NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

## STORMWATER PIPE IN TRENCH DETAIL
NOT TO SCALE



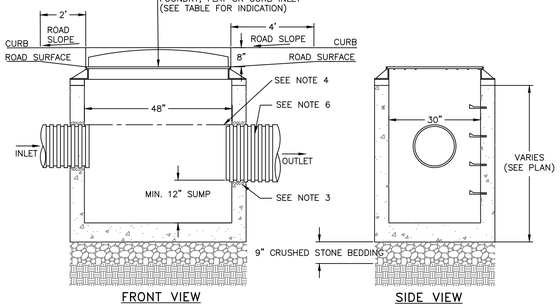

### NOTES:
1. ROOF LEADER LOCATIONS AND SIZES TO BE DETERMINED BY THE PROJECT ARCHITECT. DOWNSPOUT ADAPTER TO MATCH DOWNSPOUT SIZE.
2. PVC JOINT CONNECTIONS SHALL BE MADE WITH PVC CEMENT.
3. ROOF DRAINAGE HEADER PIPES SHALL BE AS NOTED ON THE UTILITY SHEET.
4. SUBSTITUTIONS OF PIPE MATERIAL SHALL BE BROUGHT TO THE DESIGN ENGINEER'S ATTENTION FOR REVIEW.

## ROOF LEADER CONNECTION DETAIL
NOT TO SCALE




### NOTES:
1. HEAVY DUTY RECTANGULAR STORMWATER INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 2541, OR APPROVED EQUAL.
2. CATCH BASINS TO RECEIVE CURB INLETS ARE: CB 1&2. CB 4 TO RECEIVE A FLAT GRATE

## CAST IRON STORMWATER CURB INLET GRATE DETAIL
NOT TO SCALE

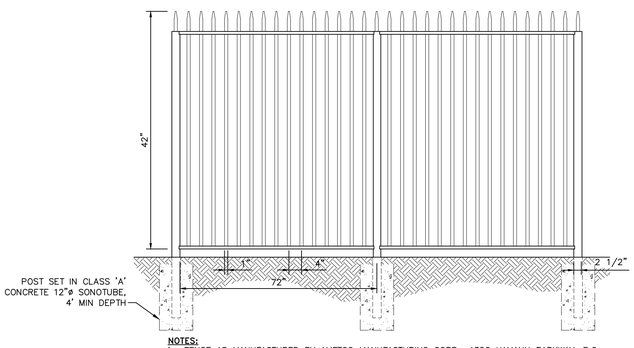



DIMENSION TABLE:

| B | C | E | F | X | BB | CC | FF |
|---|---|---|---|---|---|---|---|
| 30" | 24" | 4" | 22" | 1" | 41" | 36" | 34" |

### NOTES:
1. HEAVY DUTY RECTANGULAR STORMWATER INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 3433, OR APPROVED EQUAL.
2. STMH1 AND STMH 2 RECEIVE SOLID CAST IRON COVERS.

## CAST IRON STORMWATER FLAT INLET GRATE DETAIL
NOT TO SCALE




### NOTES:
1. FENCE AS MANUFACTURED BY AMETCO MANUFACTURING CORP., 4326 HAMANN PARKWAY, P.O. BOX 1210, WILLOUGHBY, OHIO 44026; 800-321-7042.
2. GALVANIZED STEEL, OR ALUMINUM AND POWDER COATED BLACK.
3. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
4. ALL DIMENSIONS ARE CONSIDERED TRUE AND REFLECT MANUFACTURER'S SPECIFICATIONS.

## METAL PICKET FENCE SYSTEM
NOT TO SCALE

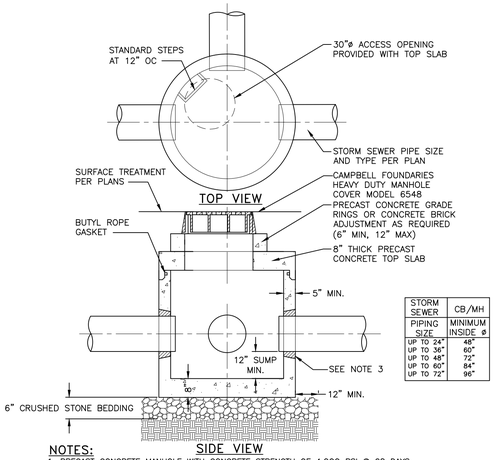



## FRONT VIEW

## SIDE VIEW

### NOTES:
1. PRECAST CONCRETE CATCH BASIN WITH CONCRETE STRENGTH OF 4,000 PSI @ 28 DAYS.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE CATCH BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE WITHIN 10 FEET OF A WATER MAIN (OR SERVICE LINE) OR A SEWER MAIN (OR SERVICE LATERAL) SHALL BE MADE WATERTIGHT.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN INLET AND OUTLET INVERTS (MATCH CROWNS FOR PIPES WITH DIFFERENT SIZE) UNLESS OTHERWISE NOTED ON THE PLAN.
5. CATCH BASINS WITH AN INTERIOR DEPTH OF 4' AND GREATER SHALL BE FURNISHED WITH STEEL REINFORCED POLYPROPYLENE PLASTIC STEPS AT 12" INTERVALS.
6. HDPE PIPE SHALL BE PROVIDED WITH WATERTIGHT CONNECTIONS. ADS MODEL N12 WT IB OR APPROVED EQUAL.

## CATCH BASIN DETAIL
NOT TO SCALE




| STORM SEWER | CB/MH |
|---|---|
| PIPING SIZE | MINIMUM INSIDE ø |
| UP TO 24" | 48" |
| UP TO 36" | 60" |
| UP TO 48" | 72" |
| UP TO 60" | 84" |
| UP TO 72" | 96" |

## SIDE VIEW

### NOTES:
1. PRECAST CONCRETE MANHOLE WITH CONCRETE STRENGTH OF 4,000 PSI @ 28 DAYS.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE MANHOLE AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE.
4. CONCRETE STRUCTURE AND CASTING SHALL BE RATED FOR H20 TRAFFIC LOADING.
5. INLET FRAME SHALL BE FULLY SUPPORTED ON THE CONCRETE STRUCTURE FOR H20 LOADING.
6. MANHOLES WITH AN INTERIOR DEPTH OF 4' AND GREATER SHALL BE FURNISHED WITH STEEL REINFORCED POLYPROPYLENE PLASTIC STEPS AT 12" INTERVALS.

## STORMWATER MANHOLE DETAIL
NOT TO SCALE

| DRAWN BY: ESR | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 7 | 5/31/22 | PER PLANNING BOARD COMMENTS | CMB | 13 | 1/31/23 | ADDED METAL PICKET FENCE DETAIL | CMB |
| 8 | 6/28/22 | NO CHANGE THIS SHEET | CMB | 14 | 2/28/23 | UPDATED SHEET NUMBER | MAB |
| 9 | 7/26/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 10 | 10/7/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 11 | 10/25/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 12 | 11/29/22 | NO CHANGE THIS SHEET | MAB | | | | |

STATE OF NEW YORK · MICHAEL A. BOENNER · 084466 · LICENSED PROFESSIONAL ENGINEER

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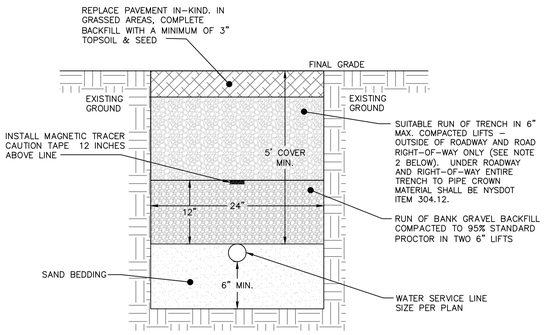
STORMWATER CONSTRUCTION DETAILS

# 1113 WOLCOTT AVENUE

1113 WOLCOTT AVENUE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 5954-26-651901

JOB #: 2021:022
DATE: 6/29/2021
SCALE: AS SHOWN
TITLE: CD-2
SHEET: 13 OF 16

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



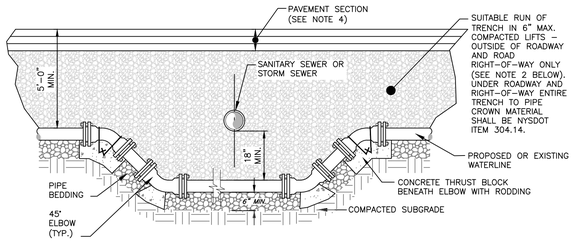

NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ELONGATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

3. IN AREAS WHERE 5' COVER REQUIREMENT CANNOT BE MET, THE CONTRACTOR SHALL PROVIDE PIPE INSULATION TO PREVENT FREEZING.

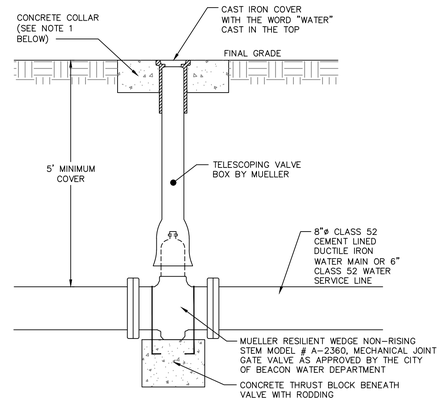
## WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE




NOTES:
1. WHEN THE ELEVATION OF THE SANITARY OR STORM SEWER CAN NOT BE VARIED TO MEET THE ABOVE REQUIREMENTS, THE WATER SERVICE LINE OR MAIN SHALL BE RELOCATED TO PROVIDE THIS REQUIRED SEPARATION OR RECONSTRUCTED WITH MECHANICAL JOINT PIPE FOR A DISTANCE OF TEN (10) FEET ON EACH SIDE OF THE SEWER. ONE FULL LENGTH OF WATERMAIN SHALL BE CENTERED OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR AWAY FROM THE SEWER AS POSSIBLE.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ENLOGATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

3. THE RELOCATED WATER MAIN/SERVICE LINE SHALL BE DISINFECTED IN ACCORDANCE WITH AWWA, NYSDOH AND DCDOH STANDARDS.
4. PAVEMENT RESTORATION SHALL BE IN ACCORDANCE WITH THE PAVEMENT RESTORATION DETAIL.
5. ALL REPLACED WATERMAIN SHALL BE 12"ø CLASS 52 DUCTILE IRON.

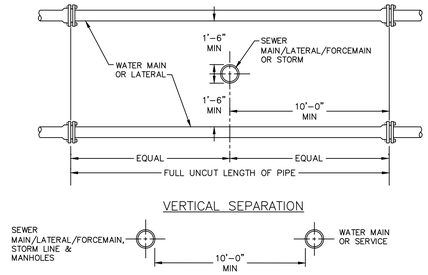
## WATER LINE OFFSET DETAIL
NOT TO SCALE




NOTES:

1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.

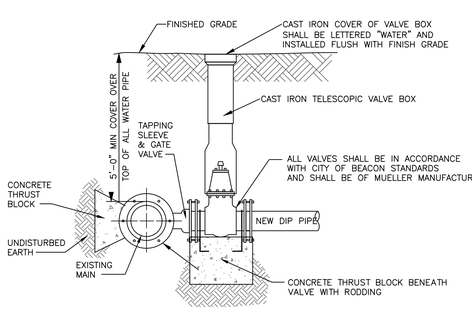
## GATE VALVE DETAIL
NOT TO SCALE




NOTE:

NO DEVIATION IN THE SEPARATION REQUIREMENTS WILL BE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE DUTCHESS COUNTY DEPARTMENT OF HEALTH AND THE CITY OF BEACON. CONCRETE ENCASEMENT OF WATERLINE OR OFFSETTING OF WATERLINE SHALL BE REQUIRED WHERE SEPARATION DISTANCES CANNOT BE MAINTAINED.

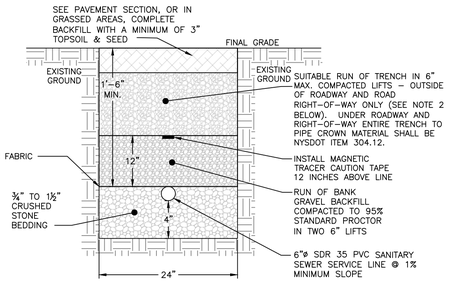
## WATER LINE SEPARATION DETAIL
NOT TO SCALE




NOTES:

1. ALL VALVES SHALL OPEN BY TURNING LEFT (COUNTERCLOCKWISE) AND HAVE A 2-INCH SQUARE-OPERATING NUT PAINTED RED.
2. ALL VALVES SHALL BE M.J. RESILIENT WEDGE TYPE WITH "O" RING PACKING, DESIGNED FOR A WORKING PRESSURE OF 150 PSI AND BE IN FULL CONFORMANCE WITH AWWA C500.
3. TAPPING SLEEVE AND GATE VALVE SHOWN ARE MUELLER H-615, AND T-2630 RESPECTIVELY.

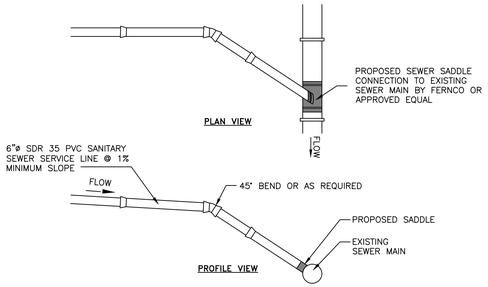
## TAPPING SLEEVE DETAIL
NOT TO SCALE




NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

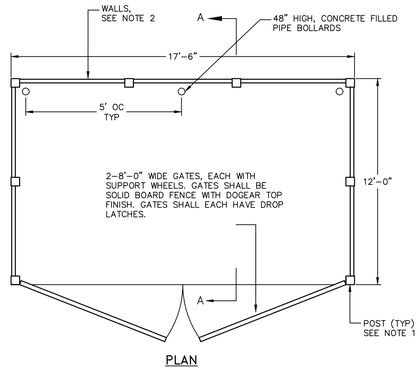
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

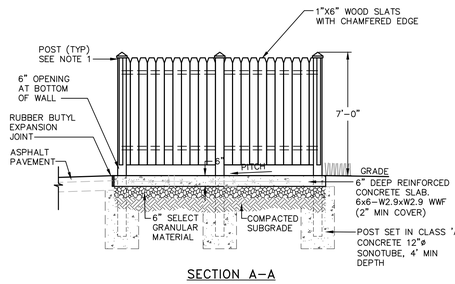
## SANITARY SEWER SERVICE LINE TRENCH DETAIL
NOT TO SCALE




NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

## SANITARY SEWER SERVICE CONNECTION DETAIL
NOT TO SCALE




NOTES

1. POSTS SHALL HAVE A DECORATIVE CAP, CONSISTENT WITH THE ARTS & CRAFTS STYLE, AS APPROVED BY OWNER. POST SPACING SHALL BE AS REQUIRED BY WALL CONSTRUCTION.

2. WALLS OF DUMPSTER ENCLOSURE SHALL BE A SOLID WOOD PRIVACY FENCING NATURAL STAIL OR PAINT TO COMPLEMENT BUILDING.

## TRASH ENCLOSURE DETAILS
NOT TO SCALE

| DRAWN BY: ESR | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 7 | 5/31/22 | PER PLANNING BOARD COMMENTS | CMB | 13 | 1/31/23 | NO CHANGE THIS SHEET | CMB |
| 8 | 6/28/22 | NO CHANGE THIS SHEET | CMB | 14 | 2/28/23 | UPDATED SHEET NUMBER | MAB |
| 9 | 7/26/22 | NO CHANGE THIS SHEET | CMB | | | | |
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STATE OF NEW YORK MICHAEL A. BOEHNER 084466 LICENSED PROFESSIONAL ENGINEER

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WATER & SEWER CONSTRUCTION DETAILS

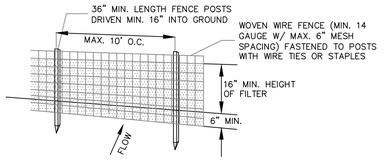
# 1113 WOLCOTT AVENUE

1113 WOLCOTT AVENUE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 5954-26-651901

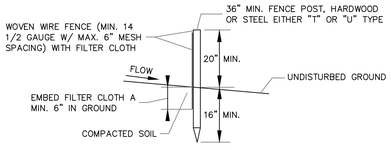
| | |
|---|---|
| JOB #: | 2021:022 |
| DATE: | 6/29/2021 |
| SCALE: | AS SHOWN |
| TITLE: | CD-3 |
| SHEET: | 14 OF 16 |

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

# EROSION AND SEDIMENT CONTROL DETAILS




PERSPECTIVE VIEW

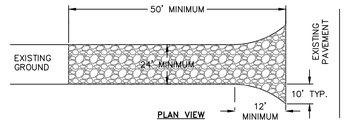



SECTION VIEW

**NOTES:**

1. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.
3. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE OR APPROVED EQUAL.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

## SILT FENCE DETAIL
NOT TO SCALE




**NOTES:**

1) STONE SIZE - USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.

2) LENGTH - NOT LESS THAN 50 FEET FOR A COMMERCIAL.

3) THICKNESS - NOT LESS THAN SIX (6) INCHES.

4) WIDTH - 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.

5) GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.

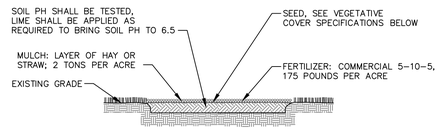
6) SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.

7) MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.

8) WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

9) PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

## STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE




**NOTES:**

1. TOPSOIL, SEED, MULCH, AND FERTILIZE DISTURBED SOIL AREAS THAT WILL BE LEFT EXPOSED FOR 14 DAYS OR MORE.
2. SEED MIXTURE FOR USE ON LAWNS IN SUNNY AREAS:

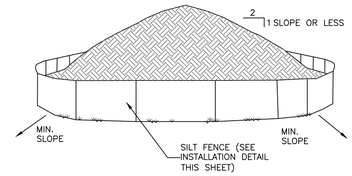
| | |
|---|---|
| 65% KENTUCKY BLUE GRASS BLEND | 114 POUNDS PER ACRE |
| 20% PERENNIAL RYEGRASS | 35 POUNDS PER ACRE |
| 15% FINE FESCUE | 26 POUNDS PER ACRE |
| | 175 POUNDS PER ACRE |

3. SEED MIXTURE FOR USE IN SHADY AREAS:

| | |
|---|---|
| 80% BLEND OF SHADE TOLERANT KENTUCKY BLUEGRASS | 138 POUNDS PER ACRE |
| 20% FINE FESCUE | 37 POUNDS PER ACRE |
| | 175 POUNDS PER ACRE |

4. SEED BETWEEN APRIL 1ST AND MAY 15TH OR AUGUST 15TH AND OCTOBER 15TH. SEEDING MAY OCCUR BETWEEN MAY 15TH AND AUGUST 15TH IF ADEQUATE IRRIGATION IS PROVIDED.
5. TOPSOIL SHALL HAVE AT LEAST 6% BY WEIGHT OF FINE TEXTURED STABLE ORGANIC MATERIAL, AND NO GREATER THAN 20%. TOPSOIL SHALL HAVE NOT LESS THAN 20% FINE TEXTURED MATERIAL (PASSING THE NO. 200 SIEVE) AND NOT MORE THAN 15% CLAY.

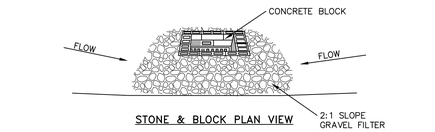
## TOPSOIL, SEED AND MULCH DETAIL
NOT TO SCALE



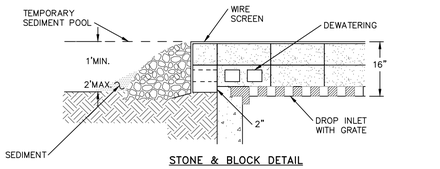

*NOTES:*

*1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.*
*2. EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.*

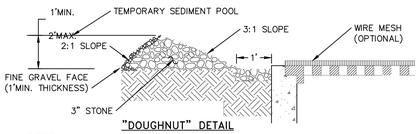
## TEMPORARY SOIL STOCKPILE DETAIL
NOT TO SCALE




STONE & BLOCK PLAN VIEW




STONE & BLOCK DETAIL



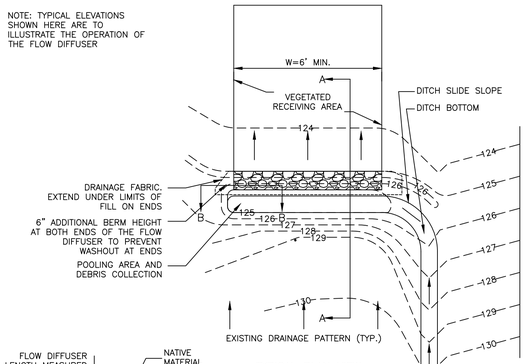

"DOUGHNUT" DETAIL

**NOTES:**

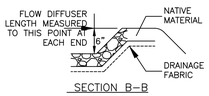
1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.
2. HARDWARE CLOTH OR 1/2" WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS TO SUPPORT STONE.
3. USE CLEAN STONE OR GRAVEL 1/2-3/4 INCH IN DIAMETER PLACED 2 INCHES BELOW TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER.
4. FOR STONE STRUCTURES ONLY, A 1 FOOT THICK LAYER OF THE FILTER STONE WILL BE PLACED AGAINST THE 3 INCH STONE AS SHOWN ON THE DRAWINGS. MAXIMUM DRAINAGE AREA 1 ACRE

## CATCH BASIN INLET PROTECTION DETAIL
NOT TO SCALE

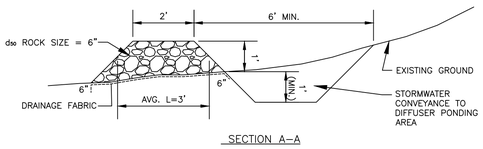
NOTE: TYPICAL ELEVATIONS SHOWN HERE ARE TO ILLUSTRATE THE OPERATION OF THE FLOW DIFFUSER




TYPICAL PLAN VIEW




SECTION B-B




SECTION A-A

## FLOW DIFFUSER DETAIL
NOT TO SCALE

**DIFFUSER CALCULATIONS:**

DESIGN IS IN ACCORDANCE WITH SECTION 3.16 OF THE 2016 NYS STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.

$$W = \frac{Q_{10}}{q_o}$$

WHERE :
W = LINEAR LENGTH OF DIFFUSER ALONG CENTERLINE
$Q_{10}$ = 10 YEAR FLOW TO THE DESIGN POINT = 1.4 CFS
$q_o$ = THE AVERAGE FLOW THROUGH THE DIFFUSER STONE (0.25 CFS/FT)

$$W = \frac{1.4 \text{ CFS}}{0.25 \text{ CFS/FT}} = 5.6 \text{ FEET, OR } 6 \text{ FEET.}$$

USING THE STANDARD MINIMUM DIFFUSER CROSS SECTION DIMENSIONS, SOLVER FOR THE $d_{50}$ ROCK SIZE:

ASSUME: 1:1 SIDE SLOPES, 2 FT TOP WIDTH, h = 1.0 FT., W = 6 FEET

$$Q = \frac{(h^{2/3})W}{[(L/D)+2.5+L^2]^{0.5}}$$

WHERE:
h = THE PONDING DEPTH BEHIND THE DIFFUSER
W = LINEAR LENGTH OF DIFFUSER ALONG CENTERLINE
L = AVERAGE HORIZONTAL FLOW LENGTH THROUGH THE DIFFUSER PERPENDICULAR TO THE CENTERLINE
D = AVERAGE STONE DIAMETER (FT.) IN THE STRUCTURE

USE $d_{50}$ = 6"

$$Q = \frac{(1^{2/3})(6)}{[(3/0.5)+2.5+(3^2)]^{0.5}}$$

$$= \frac{6}{(17.5)^{0.5}}$$

Q = 1.43 CFS - MATCHES $Q_{10}$; THEREFORE THE DISCHARGE AND DESIGN ARE BALANCED.

| DRAWN BY: ESR | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 4/26/22 | SHEET CREATED | CMB | 7 | 11/29/22 | PER PLANNING BOARD COMMENTS | MAB |
| 2 | 5/31/22 | PER PLANNING BOARD COMMENTS | CMB | 8 | 1/30/23 | PER PLANNING BOARD COMMENTS | CMB |
| 3 | 6/28/22 | NO CHANGE THIS SHEET | CMB | 9 | 2/28/23 | UPDATED SHEET NUMBER | MAB |
| 4 | 7/26/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 5 | 10/7/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 6 | 10/25/22 | NO CHANGE THIS SHEET | CMB | | | | |

STATE OF NEW YORK MICHAEL A. BODENSTEIN 084465 LICENSED PROFESSIONAL ENGINEER

SEAL

HUDSON LAND DESIGN
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

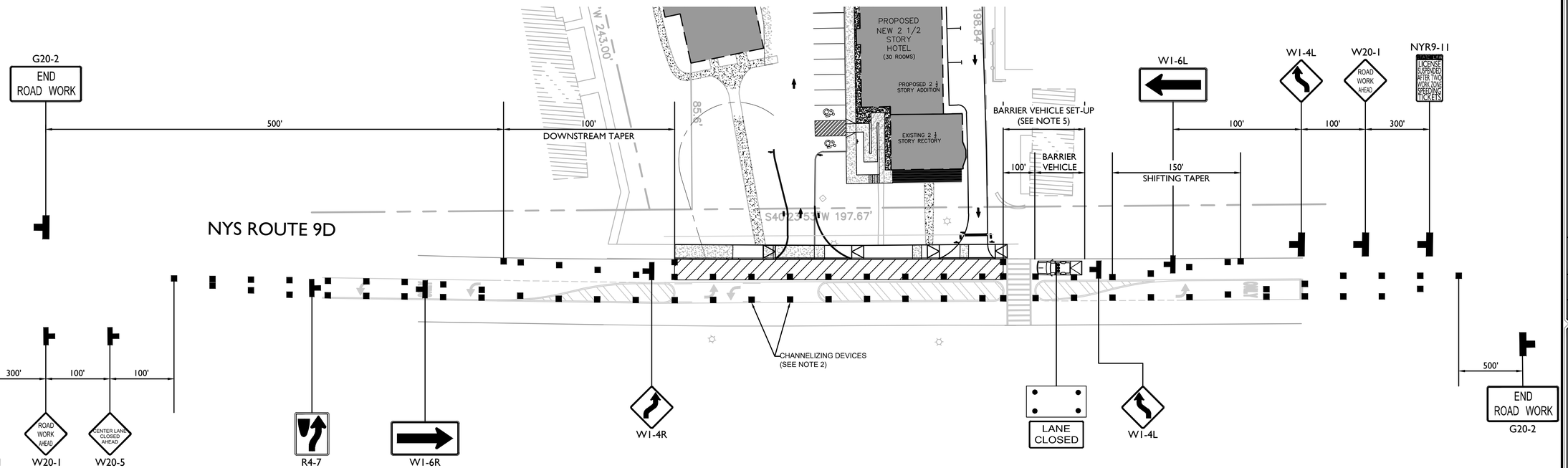
EROSION & SEDIMENT CONTROL DETAILS

1113 WOLCOTT AVENUE

1113 WOLCOTT AVENUE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 5954-26-651901

JOB #: 2021:022
DATE: 6/29/2021
SCALE: AS SHOWN
TITLE: CD-4
SHEET: 15 OF 16

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




WORK ZONE TRAFFIC CONTROL NOTES:

1. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
2. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
3. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
4. FOR LONG DURATION LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE TO THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
5. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
6. WHERE THE SHIFTED SECTION IS LONGER THAN 600'. ONE SET OF REVERSE CURVE SIGNS SHOULD BE USED TO SHOW THE INITIAL SHIFT AND A SECOND SET SHOULD BE USED TO SHOW THE RETURN TO THE NORMAL ALIGNMENT. IF THE TANGENT DISTANCE ALONG THE TEMPORARY DIVERSION IS LESS THAN 600'. THE DOUBLE REVERSE CURVE SIGNS (W24-1L) SHOULD BE USED INSTEAD OF THE FIRST REVERSE CURVE SIGN (W1-4L) AND THE SECOND REVERSE CURVE SIGN (W1-4L) SHOULD BE OMITTED.
7. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK SPACE TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
8. THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1) TO SUPPLEMENT A WARNING SIGN. THE PLAQUE WILL BE USED TO INDICATE AN ADVISORY SPEED FOR THE WORK ZONE CONDITION. (IE. NARROW LANES, BUMPS, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/OR POOR SIGHT CONDITIONS).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Engineering & Design
www.colliersengineering.com
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| REV | DATE | DRAWN BY | DESCRIPTION |
|---|---|---|---|

PRELIMINARY

WORK ZONE TRAFFIC CONTROL PLAN

FOR

PROPHECY THEATER, LLC

1113 WOLCOTT AVENUE

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK


Colliers Engineering & Design
RED BANK (Headquarters)
331 Newman Springs Road, Suite 203
Red Bank, NJ 07701
Phone: 732.383.1950
COLLIERS ENGINEERING & DESIGN, INC. DOING BUSINESS AS MASER CONSULTING


| SCALE: | DATE: | DRAWN BY: | CHECKED BY: |
|---|---|---|---|
| AS SHOWN | 11/18/22 | J.F.M. | R.G.D. |

| PROJECT NUMBER: | DRAWING NAME: |
|---|---|
| 21004333A | R-PL02-WZTC |

SHEET TITLE:
WORK ZONE TRAFFIC CONTROL PLAN

SHEET NUMBER:
WZTC-1


NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.





20210710A333A\Transportation\Plans\R-PL02-WZTC.dwg(R-PL02-WZTC By:JMcCCN

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cuddyfeder.com

Taylor M. Palmer, Esq.
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February 28, 2023

**VIA E-MAIL**
**AND HAND DELIVERY**

Hon. John Gunn
and Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Supplemental SEQR Submission in Support of a Negative Declaration
Streamlined Event Management & Further Reduced Hours of Operation & Event Capacity
Application for Site Plan & Special Use Permit Approval
Premises: 1113 Wolcott Avenue, Beacon, New York 12508
Tax Parcel ID: (5954-26-651901)

Dear Chairman Gunn and Members of the Planning Board:

On behalf of Prophecy Theater, LLC (the "Applicant"), we respectfully submit this letter and the referenced enclosures in furtherance of the Applicant's pending Applications for Site Plan and Special Permit Approval (the "Application") to adaptively re-use the Premises for a hotel and accessory conference/event space and café (the "Project").

As is more fully detailed below, in direct response to the comments raised by this Board, City Consultants, and members of the public at the February 15, 2023 Public Hearing, the Applicant is pleased to submit a simplified, reduced conference/event space proposal that now limits the maximum capacity to *150 attendees,* where 180 was previously proposed and 500 was originally considered. This further reduced conference/event space proposal, which also now includes significant parameters that streamline the proposed limits on the hours of operation, capacity, and number of events that can be held on the Premises (the "Streamlined Event Management Plan") also simplifies compliance and enforceability, while further mitigating against any potentially significant adverse environmental impacts from the Project.[1] This letter and its referenced enclosures also formally respond to comments contained in the recent memoranda prepared by the City's Consultants.

[1] Note: The Applicant recently met with the City's Planning Consultant and the Planning Board's Attorney on February 24, 2023 to introduce and discuss the additional reductions proposed for the Streamlined Event Management Plan for the conference/event space operations. In accordance with the recommendations of City Staff, the Applicant has revised the previously submitted Alternatives Analysis matrix to detail the Applicant's currently proposed limitations on hours, capacity, and number and types of events as compared to those proposed over the entirety of the Project's history. *See* **Exhibit F**.

**THE APPLICANT'S REVISED MANAGEMENT PLAN ESTABLISHES SIMPLIFIED AND QUANTIFIABLE LIMITATIONS THAT FURTHER LIMIT OR REDUCE THE POTENTIAL FOR ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS:**

In support of the Project, we respectfully submit a further revised Streamlined Event Management Plan for the hotel event space and café, which simplifies and streamlines the parameters related to maximum capacity, the hours and days of operation and number of events per year, while also eliminating the previously proposed event "Types". *See* **Exhibit E.**[2] As will be more fully discussed at the continued public hearing at the Board's March 14th meeting Agenda, these restrictions, which comprise the simplified proposal, are as follows:

- There will not be any conferences/events on Mondays, Tuesday and Wednesdays;
- The conference/event space days of operation shall be limited to Thursdays, Fridays, Saturdays, Sundays, Holidays, and Holiday Eves;
- Holidays shall include Memorial Day, Independence Day, Labor Day, Indigenous People's Day, and Veterans Day;
- The maximum capacity for the conference/event space shall be 150 attendees on Fridays, Saturdays, Sundays, Holidays, Holiday Eves and 130 attendees on Thursdays;
- On Fridays, Saturdays, and Holiday Eves, conferences/events shall now end no later than 8:30 p.m., with attendees dispersed by 9:00 p.m., while on Sundays, Thursdays, and Holidays preceding workdays, conferences/events shall end no later than 7:30 p.m. with attendees dispersed by 8:00 p.m.;[3]
- There shall be a maximum of 160 total conferences/events held per year;[4]
- The café shall be closed to the public if attendance is greater than 100 attendees;
- The café hours of operation shall be 7:00 a.m. to 8:30 p.m. Sunday – Thursday, and 7:00 a.m. to 9:00 p.m. Friday – Saturday; and

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[2] Note: In response to the comments received at the February 15th Public Hearing, the Applicant is proposing an additional staff member to work at the hotel front desk after hours.

[3] Note: In contrast, the Applicant previously proposed conferences/events on Sundays, Thursdays, and Holidays preceding workdays ending at 9:00 p.m., and events on Fridays, Saturdays, and Holiday Eves ending at 10:00 p.m.

[4] Note: The Applicant's other previously proposed event frequency limitations (i.e., only eighty (80) events may be held later than 9:00 p.m. and only forty (40) may host the 180 capacity of attendees), are no longer applicable as a result of the further reduced maximum capacity and reduced hours of operation.

- The cemetery trail shall be gated off to prevent any access after 9:00 p.m. on Fridays, Saturdays, and holiday eves, and 8:00 p.m. on days preceding workdays.

Accordingly, the Applicant respectfully submits that the Streamlined Event Management Plan, which, among other things, limits maximum capacity of the conference/event space to 150, eliminates events on Mondays-Wednesdays,[5] caps the number of events per year at 160, and limits events to no later than 8:30 p.m. on Thursdays, Sundays, and Holidays and no later than 7:30 p.m. on Fridays, Saturdays, and Holiday Eves, sufficiently mitigates against any potentially significant adverse environmental impacts resulting from the Project and also satisfies the applicable Special Use Permit criteria for the proposed adaptive reuse of the property.

To the extent that the Board's consultants and members of the public have raised concerns regarding the compliance with or enforceability of the proposed conference/event space parameters, the Streamlined Event Management Plan provides a simplified approach that minimizes and eliminates any perceived confusions regarding the conference/event space restrictions and event types. Nonetheless, the Applicant is committed to complying with these proposed restrictions contained in the Streamlined Event Management Plan, which restrictions can be enforced by the City, and would of course apply to any future property owner as well.[6]

**THE SUPPLEMENTAL EVENT SPACE & CAFÉ PARKING & TRAFFIC EVALUATIONS BY THE PROFESSIONAL TRAFFIC ENGINEERING CONSULTANT AGAIN CONFIRM THAT THE PROJECT *WILL NOT* RESULT IN ANY POTENTIALLY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS FROM THE PROJECT:**

As with prior iterations, the revised Streamlined Event Management Plan provides further information related to staffing counts and responsibilities as well as parking coordination, which information is further supplemented by the enclosed materials prepared by the Applicant's traffic consultant, Colliers Engineering and Design, P.C. ("Colliers"), including a response to the City's Consultant comment memoranda, a refined Traffic and Parking Management Plan ("TPMP"), and a revised Supplemental Parking Analysis. *See* **Exhibits C & G.**

Additionally, in response to a comment raised during the February 15th Planning Board meeting

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[5] Note: The Applicant's Simplified Development Proposal does not permit events on Monday-Wednesday with the exception of Holidays and Holiday Eves.

[6] *See 7-Eleven v. Village of Mineola*, 127 A.D.3d 1209, 1211 (2d Dep't 2015), *lv. to appeal denied*, 26 N.Y.S.3d 902 (2015) (finding a planning board improperly discounted the applicant's willingness to abide by certain restrictions on the proposed use).

regarding the potential of providing valet parking to accommodate the parking needs of the Project, the Applicant respectfully submits that, with the most recent reductions in the Project maximum capacity and the associated reductions in parking demand, valet parking is not necessary to accommodate the Project. *See* **Exhibit C**. It is also worth noting that any implementation of valet parking could potentially result in greater numbers of entering and exiting trips to and from the Premises, whereas without valet parking the TPMP provides strategies that facilitate attendees walking to the Premises from other offsite parking areas.

Furthermore, Colliers has revised the previously submitted Supplemental Parking Analysis, which assesses the full parking demands of the Project in consideration of the 150-maximum capacity of attendees, hotel and café usage and supporting employees, event staff and organizers, presenters and crew. *See* **Exhibit C, Appendix A**. Consistent with the Applicant's previously submitted traffic materials, which assessed *more intensive* Project parameters, the Supplemental Parking Analysis once again confirmed that there is sufficient available parking in the three (3) nearest parking locations (Tompkins Lots, Municipal Plaza, and Beekman Street) to accommodate the anticipated parking demands of the Project under the largest event conditions (i.e., maximum capacity events that have been further reduced).[7] Moreover, the City's Traffic Consultant has determined that the Applicant has addressed all traffic comments and has endorsed the Applicant's monitoring program.[8] Accordingly, it is respectfully submitted that the data contained in the TPMP and associated reports, and reviewed by the City's consultants, have addressed any outstanding comments and confirm that the further reduced project will not have any potentially significant adverse environmental impacts on parking or traffic.

**THE ACOUSTICAL SUPPLEMENTAL REPORT BY THE PROFESSIONAL SOUND CONSULTANT SUPPORTS THAT THE PROJECT WILL NOT RESULT IN ANY POTENTIALLY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS:**

In further support of this Application, the Applicant respectfully submits a supplemental report prepared by its sound consultant, B. Laing Associates, providing responses to the applicable comments noted in the memorandum prepared by the City's Sound Consultant, The Noise

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[7] Notably, this Analysis neither took into account the other public parking areas identified in the Applicant's TPMP, nor guests of the hotel that will be also attending events or utilizing the café, which will further reduce the overall parking demand of the Project. *See* **Exhibit G**. In addition, the analysis assumes a 1-to-1 ratio of employees/event staff to parked cars, which ratio is unlikely considering the anticipated use of local employees who may not need to drive to the Premises and that event organizers, presenters, and crew are more likely to arrive in shared vehicles reducing the parking demand they would generate.

[8] Traffic Comments Memorandum prepared by Creighton Manning, dated December 9, 2022.

Consultancy, LLC, dated December 13, 2022,[9] and raised during the February 15th Planning Board meeting. *See* **Exhibit D** – Acoustical Supplemental Report #2.

As is further detailed therein, the Report reiterates its prior conclusion that the Project will not generate sounds exceeding the City's daytime or nighttime noise standards and, furthermore, it will not have any potentially significant adverse environmental noise impacts given that any produced the sound levels will be consistent with the existing, built environment, the adjacent, off-street parking areas, and busy NYS Route 9D (Wolcott) corridor. The Report also recognizes that the Applicant's reduced hours for the conference/event space—i.e., ending at 8:30 p.m. and dispersing attendees by 9:00 p.m. at the latest—renders compliance with the nighttime standards obsolete. The Report nonetheless assesses the nighttime "plainly audible" standard and concludes that the existing and proposed improvements and mitigation measures on the Premises will ensure compliance with this standard.

As previously noted, the Applicant's mitigation measures include: a 95 dB(A) limit on any music, live or amplified as measured at the east end of the conference/event space; acoustical glass inserts over the stained-glass windows in the conference/event space; and a 6.0' tall sound dampening rough cedar double-faced privacy fence along the northwestern boundary line. The Applicant is now also proposing an identical fence along the southeastern property line, along with 4.0' high fences surrounding the HVAC equipment and solid fillings within any opening of the brick wall extending from the back of the existing church to the edge of the deck. *See* enclosed Site Plan Set. As is detailed in the Acoustical Supplemental Report #2, the first two (2) measures—maximum dB(A) limit and acoustical glass insertion—will effectively mitigate noise from inside the conference/event space, while the latter measures, when combined with the existing structures on the property and surrounding built environment will act as noise reduction barriers for patron's voices and vehicles using the driveway and rear parking areas. The Applicant respectfully submits that reduced hours and proposed mitigation measures, combined with the existing built environment surrounding the Premises confirm that the Project will not result in any potentially significant adverse environmental impacts.

**RESPONSES TO COMMENTS MEMORANDA:**

Additionally, the Applicant respectfully submits the following memoranda prepared by its consultants providing annotated responses to the applicable comments noted in in the

[9] Note: The City's Noise Consultant's response was submitted in advance of the February 15, 2023 meeting date. The response's December 13, 2022 date appears to be a mistake.

memoranda prepared by the City's Engineering Consultant, Lanc & Tully, dated February 9, 2023 (the "Engineering Comments Memorandum"); the City's Planning Consultant, John Clarke Planning and Design, dated February 10, 2023 (the "Planning Comments Memorandum"); the City's Traffic Consultant, Creighton Manning, dated February 13, 2023 (the "Traffic Comments Memorandum"); and the City's Sound Consultant, The Noise Consultancy, LLC, dated December 13, 2022 [sic]:

- Response to Comments Memorandum prepared by Aryeh J. Siegel Architect dated February 28, 2023, (the "Architect Response to Comments Memorandum"). *See* **Exhibit A** – Architect Response to Comments Memorandum;
- Response to Comments Memorandum prepared by Hudson Land Design Professional Engineering, P.C. ("HLD") dated February 28, 2023 (the "HLD Response to Comments Memorandum"). *See* **Exhibit B** – HLD Response to Comments Memorandum;
- Response to Comments Memorandum prepared by Colliers Engineering & Design P.C., dated February 27, 2023 (the "Colliers Response to Comments Memorandum"). *See* **Exhibit C** – Colliers Response to Comments Memorandum; and
- Acoustical Supplemental Report prepared by B. Laing Associates, dated February 28, 2023. *See* **Exhibit D** – Acoustical Supplemental Report.

**UPDATED FULL SITE PLAN SET FOR THE FURTHER REDUCED DEVELOPMENT PROPOSAL:**

In further support of this supplemental submission, we respectfully submit the revised Site Plan Set and renderings entitled "Special Use Permit Application", prepared by Hudson Land Design Professional Engineering, P.C. and Aryeh Siegel, Architect, dated June 29, 2021, last revised February 28, 2023, detailing the further Reduced Development Proposal's maximum occupancy layouts and parking table, numbered and titled as follows:

- Sheet 1 of 16 Site Plan;
- Sheet 2 of 16 Full Site Plan;
- Sheet 3 of 16 Existing Conditions & Demolition Plan;
- Sheet 4 of 16 Landscape & Lighting Plan;
- Sheet 5 of 16 Hotel Building Plans & Elevations;
- Sheet 6 of 16 Conference/ Event Plans;

- Sheet 7 of 16 Conference/ Event Plans 2; [10]
- Sheet 8 of 16 Conference Center Elevations;
- Sheet 9 of 16 Grading & Utility Plans;
- Sheet 10 of 16 Erosion and Sediment Control Plan;
- Sheet 11 of 16 Vehicle Tracking Plan;
- Sheet 12 of 16 Site Construction Details;
- Sheet 13 of 16 Stormwater Construction Details;
- Sheet 14 of 16 Water & Sewer Construction Details;
- Sheet 15 of 16 Erosion and Sediment Control Details; and
- Sheet 16 of 16 Work Zone Traffic Control Plan ("WZTC-1").

**INDEX OF ENCLOSURES:**

In support of this supplemental submission, please find enclosed five (5) sets of the instant letter with the following materials:

**Exhibit A**: Response to Comments Memorandum prepared by Aryeh J. Siegel Architect dated February 28, 2023, providing responses to the Planning and Engineering Comments Memoranda;

**Exhibit B**: Response to Comments Memorandum prepared by Hudson Land Design Professional Engineering, P.C. dated February 28, 2023, providing responses to the Engineering and Planning Comments Memoranda;

**Exhibit C**: Response to Comments Memorandum prepared by Colliers Engineering & Design P.C., dated February 27, 2023, providing responses to the Planning and Traffic Comments Memoranda, enclosing the revised Supplemental Parking Analysis;

**Exhibit D**: Acoustical Supplemental Report # 2 prepared by B. Laing Associates, dated February 28, 2023, providing responses to the Sound Comments Memorandum;

**Exhibit E**: Hotel Event Space/Cafe Management Plan prepared by Prophecy Theater, LLC, dated October 25, 2022, last revised February 28, 2023;

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[10] Note: The current Site Plan Set reflects the previously proposed 180 maximum capacity seating in the conference/event space. If the current reduction to 150 maximum capacity is found to be acceptable by the Board, the Applicant will revise the seating arrangements and attendant restrictions in a future submission.

**Exhibit F**: Alternative Analysis for Event Space and Reductions in Hours, Capacity, Number and Types of Events, dated February 28, 2023; and

**Exhibit G**: Revised Traffic & Parking Management Plan prepared by Colliers Engineering & Design P.C., dated February 27, 2023.

**CONCLUSION:**

For the reasons set forth above, as well as in prior submissions and appearances, it is respectfully submitted that the Applicant's prior and instant comprehensive application packages and the Streamlined Event Management Plan satisfy all of the applicable Site Plan and Special Use Permit standards for the requested approvals. It is further respectfully submitted that an exhaustive analysis has been done relating to all environmental issues, and that the state of the record supports a Determination of Significance by this Board that the instant proposal will *not* create any significant adverse environmental impacts (i.e., Negative Declaration)

The Applicant looks forward to continuing its review of the Project with the Board at the March 14th meeting for the Site Plan and Special Use Permit Continued Public Hearing on the Application. In the meantime, should the Board or City Staff have any questions, please do not hesitate to contact me. Thank you in advance for your consideration of the enclosed.

Very truly yours,

Taylor M. Palmer
Enclosures
cc: Jennifer L. Gray, Esq.
John Clarke Planning and Design
Lanc & Tully, P.C.
Aryeh J. Siegel Architect
Michael A. Bodendorf, P.E. – Hudson Land Design Professional Engineering, P.C.
Colliers Engineering & Design, P.C.
Allison Fausner, Esq.

*Civil & Environmental Engineering Consultants*
*174 Main Street, Beacon, New York 12508 (Main Office and Mailing Address)*
*13 Chambers Street, Newburgh, NY 12550 (Satellite Office)*
*Phone: 845-440-6926 Fax: 845-440-6637*
*www.HudsonLandDesign.com*

February 28, 2023

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

Re: 1113 Wolcott Avenue, Site Plan and Special Use Permit
1113 Wolcott Avenue
Tax Parcel: 5954-26-651901, ±2.28 ac.
City of Beacon, NY

Dear Chairman Gunn and Members of the Planning Board:

On behalf of the Applicant for the above referenced project, Hudson Land Design (HLD) has revised the plan set in response to Lanc & Tully's February 9, 2023 comment letter. Below is a point-by-point response to the comments received. Please note that Aryeh Siegel has prepared Sheets 1 through 8 of the plan set and has responded to comments that pertain to his sheets under separate cover. Cuddy & Feder (C&F) and Colliers Engineering & Design (CED) have responded to certain John Clarke Planning and Design February 10, 2023 comments, Lanc & Tully comments, Creighton Manning's February 13, 2023 comment letter under separate cover.

**John Clarke Planning and Design's February 10, 2023 Comment Letter**

Comments and Recommendations

1. Comment noted.
2. Comment noted. Please refer to the Cuddy & Feder cover letter for the reduced hours of operation.
3. Aryeh Siegel has responded to this comment under separate cover.
4. CED has responded to this comment under separate cover.
5. Aryeh Siegel has responded to this comment under separate cover.
6. Aryeh Siegel has responded to this comment under separate cover.
7. Comment noted.

**Lanc & Tully February 9, 2023 Comment Letter**

General Comments

1. Comment noted. The "Work Zone Traffic Control Plan" is provided with this submission.
2. Comment noted. A stormwater maintenance and easement agreement will be provided to the Planning Board Attorney and City Engineer in a future submission.
3. CED has responded to this comment under separate cover.

Sheet 1 of 15 – Site Plan

1. Aryeh Siegel has responded to this comment under separate cover.
2. Aryeh Siegel has responded to this comment under separate cover.
3. Aryeh Siegel has responded to this comment under separate cover.

Sheet 3 of 15 – Existing Conditions and Demolition Plan

1. Aryeh Siegel has responded to this comment under separate cover.

Sheet 12 of 15 – Site Construction Details

1. Comment Noted. The minimum depth has been increased to 5 feet minimum to be below frost depth, and a note has been added to the detail that the minimum depth shall be verified with the Building Inspector. We have reached out to the Building Inspector to verify the minimum required depth.

Please find five (5) hard copies of the revised site plan set consisting of 15 sheets for continued review. Colliers Engineering & Design has provided copies of a response letter, and updated Traffic & Parking Management Plan under separate cover. We are also submitting a response letter and a revised sound study report from B. Laing Associates in response to the Planning Board's sound consultant's comments. We look forward to discussing this project at your March 14, 2023 planning board agenda. Should you have any questions, please feel free to contact me at 845-440-6926.

Sincerely,

Michael A. Bodendorf, P.E.
Principal

cc: Prophecy Theater, LLC
Taylor M. Palmer, Esq.
Aryeh Siegel, AIA
Richard D'Andrea, P.E., PTOE
Daniel G. Koehler, P.E. (HLD file)

400 Columbus Avenue
Suite 180E
Valhalla New York 10595
Main: 877 627 3772
colliersengineering.com

Colliers
Engineering
& Design

February 27, 2023

Mr. John Gunn, Chairperson
City of Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

1113 Wolcott Avenue – Prophecy Theater LLC
City of Beacon, Dutchess County, New York
Colliers Engineering & Design Project No. 21004333A

Dear Mr. Gunn & Planning Board Members,

Colliers Engineering & Design CT, P.C. (CED) has reviewed the most recent comments received from the Planning Board's Consultants as provided in the letters listed below:

- Creighton Manning (CM) Letter dated February 13, 2023;
- John Clarke Planning and Design Letter dated February 10, 2023;
- Lanc & Tully Engineering and Surveying, P.C. Letter dated February 9, 2023

Detailed responses to the traffic related items contained in these letters are provided below.

The Project proposal has also been further reduced since the last submission relative to the operation of the existing church/event space. The maximum occupancy for the proposed events is now proposed to be 150-attendees with no public use of the café space for any event exceeding 100-attendees (Type A Event). For events with less than 100-attendees the café space will remain open to public use (Type B Event).

The event space will operate on Thursday, Friday, Saturday, Sunday, Holidays, Holiday Eves. 150-attendee events will be limited to Friday, Saturday, Holidays and Holidays Eves. Events on Thursday will be limited to 130 attendees. Friday, Saturday and Holiday Eve events will have all attendees disbursed by 9PM, while Thursday, Sunday and Holidays preceding workdays will have all attendees disbursed by 8PM. Note that for the Applicant's purposes, the list of holidays includes Memorial Day, Independence Day, Labor Day, Indigenous People's Day, and Veterans Day. There will be no events held on Monday, Tuesday or Wednesday.

Appendix A – Supplemental Parking Analysis, which is attached to this letter and was previously submitted with our November 23, 2022 and January 30, 2023 submissions, has been revised to reflect the anticipated parking demand associated with the modified proposal.

Lastly, during the last Planning Board Public Hearing on February 15, 2023, the Board raised a question about the potential of providing valet parking to accommodate the parking needs of the Project during events with vehicles to be valeted to the nearby public lots. This has been reviewed by the Applicant and our office and it is our opinion that with the most recent reductions in the Project

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maximum capacity and the associated reductions in parking demand, that valet parking is not necessary to accommodate the Project. As is discussed in the attached Appendix A, there is sufficient available public parking in the vicinity of the Site to accommodate the anticipated parking demands of the Project. Furthermore, the implementation of valet parking may result in greater numbers of entering and exiting trips to and from the Site, whereas without valet parking the Traffic & Parking Management Plan provides strategies to have attendees go directly to nearby parking locations and walk to the site rather than entering the site to drop-off, etc.

## Creighton Manning (CM) Letter dated February 13, 2023

The following provides response to the one comment contained in the CM letter.

1. Creighton Manning Engineering, LLP (CM) reviewed the documents contained in the City of Beacon Planning Board Agenda Packet for the February 15, 2023 meeting. At this time, the applicant and their consultants have addressed all previous comments raised by our office. CM notes that the applicant has prepared a detailed traffic and parking management plan to mitigate impacts from the proposed development during large events. The plan includes a monitoring program that will evaluate the plans effectiveness within 6 to 12 months of the initial occupancy of the space. This monitoring program should capture a Type A and Type B event.

   ***Response:*** ***The Traffic & Parking Management, enclosed, has been revised to reflect the current development proposal and now includes a requirement for monitoring of both a Type A and Type B event as part of the monitoring program.***

## John Clarke Planning and Design Letter dated December 9, 2022

The following provides response to only those comments from the John Clarke Planning and Design letter related to traffic.

4. The proposed center lane striping pattern along Wolcott Avenue has two-way left turn arrows where there is no southbound left turn and the cross-striping remains in front of the exit drive on sheets 1, 2, and 4.

   ***Response:*** ***The two-way left turn lane striping in the vicinity of the Project entrance driveway was installed as part of the last resurfacing and restriping of Wolcott Avenue. It is our opinion that this was likely done this way for a reason. Regardless, we agree that this two-way left turn striping is not necessary to accommodate the Project generated traffic. Modifications to this striping arrangement to provide a northbound left turn only lane for vehicles entering the site will be presented to NYSDOT for approval.***

   ***The cross-striping in front of the exit drive on sheets 1, 2, and 4 was shown to depict the striping to be removed and the new striping to be installed. Full details of this striping removal and restriping will be provided to NYSDOT as part of the Highway Work Permit application.***

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## Lanc & Tully Engineering and Surveying, P.C. Letter dated February 9, 2023

The following provides response to only those comments from the Lanc & Tully letter related to traffic.

### General Comments

3. The proposed center lane striping pattern along Wolcott Avenue has two-way left turn arrows where there is no southbound left turn and the cross-striping remains in front of the exit drive on sheets 1, 2, and 4.

   ***Response:*** ***The Supplemental Parking Analysis contained in Appendix A attached has been revised to reflect the current development proposal and also now reflects the 33 on-site parking spaces to be provided.***

Sincerely,

Colliers Engineering & Design CT, P.C.
(DBA Maser Consulting Engineering & Land Surveying)

Richard D'Andrea, P.E., PTOE
Assistant Department Manager

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# Appendix

## Appendix A | Supplemental Parking Analysis

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## Supplemental Parking Analysis

In order to address comments from the Planning Board, its consultants and the public, as well as in consideration of the revised Hotel Event Space/Cafe Management Plan for the Project, a supplemental parking analysis has been prepared to assess the full parking demands of the Project which considers the anticipated number of event attendees, hotel and café usage and supporting employees, event staff and organizers, presenters and crew. This supplemental parking analysis also looks at the ability of the area public parking to accommodate the anticipated Project parking demands.

Based on the latest Hotel Event Space/Café Management Plan, the Applicant proposes events of up to 150-persons. For all events under 100-persons, the Café will remain open to public use and as indicated on the Site Plans, three rows of seats in the event space will be secured with a gate or other physical barrier to prohibit their use during these times, ensuring a maximum capacity of no more than 100-persons when the Café is open. For events exceeding 100-persons the Café will be closed to the public and will serve as support to the event. For the purposes of the parking analysis, these two scenarios have been focused on considering a Friday or Saturday event.

Based on the Hotel Event Space/Cafe Management Plan, the 100-Person Event with Public Use of Café and the 150-Person Event with No Public Café Use will be supported by employees and event organizers, presenters and crew as indicated in the table below.

### Personnel Summary by Event Type

| Event Time | 100-Person Event with Public Use of Café | | 150-Person Event with No Public Café Use | |
|---|---|---|---|---|
| | 12 PM – 6 PM | After 6 PM | 12 PM – 6 PM | After 6 PM |
| **Hotel** | | | | |
| Front Desk/Rooms Manager | 2 | 2 | 2 | 2 |
| Housekeeping | 3 | - | 3 | - |
| Facilities Maintenance | 1 | - | 1 | - |
| **Café** | | | | |
| Café/Concessions | 4 | 4 | 4 | 4 |
| **Event Space** | | | | |
| Parking Attendant | 1 | 1 | 3 | 3 |
| General Staff | - | - | 2 | 2 |
| Security Guard | 1 | 1 | 1 | 1 |
| House Manager | 1 | 1 | 1 | 1 |
| House Tech | 1 | 1 | 1 | 1 |
| Organizers, Presenters, Crew | 1 – 6 | 1 – 6 | 1 – 10 | 1 – 10 |
| **Total** | **15 – 20** | **11 – 16** | **19 – 28** | **15 – 24** |

The full parking requirements associated with the 100-Person Event with Public Use of the Café and the scenario for the 150-Person Event with No Public Café Use are presented in the table below. This includes guest parking along with employee parking based on the employee totals noted in the table above. It should be noted that the Project now proposes to provide a total of 33 parking spaces on the site, an increase of two (2) spaces from prior parking layout configurations. This is reflected in the parking calculations provided in the table below.

## Project Parking Demand

| Event Time | 100-Person Event with Public Use of Café | | 150-Person Event with No Public Café Use | |
|---|---|---|---|---|
| | 12 PM – 6 PM | After 6 PM | 12 PM – 6 PM | After 6 PM |
| **Hotel** | | | | |
| **30 Rooms (1 Space/Room)** | 30 | 30 | 30 | 30 |
| **Employees/Personnel (1 Space/Employee)** | 6 | 2 | 6 | 2 |
| **Café** | | | | |
| **50 Seats (1 Space/3 Seats)** | 17 | 17 | - | - |
| **Employees/Personnel[1] (1 Space/Employee)** | 4 | 4 | 4 | 4 |
| **Event Space** | | | | |
| **100/150 Seats (1 Space/4 Seats)** | 25 | 25 | 38 | 38 |
| **Employees/Personnel[1] (1 Space/Employee)** | 5 – 10 | 5 – 10 | 9 – 18 | 9 – 18 |
| **Total Project Parking Demand** | **87 – 92** | **83 – 88** | **87 – 96** | **83 – 92** |
| **Available On-Site Parking** | **33** | **33** | **33** | **33** |
| **Excess Parking Demand** | **54 – 59** | **50 – 55** | **54 – 63** | **50 – 59** |

Notes:

1. The City of Beacon Code does not require specific consideration of the number of employees for the Café or Event Space as part of the zoning required parking for the Project.

In order to assess the ability of the area public parking to accommodate the anticipated Project excess parking demands, the previous parking observation data collected on Friday and Saturday September 24 & 25, 2021, Friday and Saturday November 5 & 6, 2021 and Friday January 21, 2021 as was presented in Table No. 4 of the February 21, 2022 Traffic & Parking Study was utilized. Recently, additional supplemental parking data was also collected as identified in the table below.

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## Supplemental Parking Observation Data

| Date/Time | Tompkins Lot | Municipal Plaza | Beekman Street On-Street |
|---|---|---|---|
| **Thursday, November 10, 2022, 8:45 AM** | 5 | N/A | N/A |
| **Thursday, November 10, 2022, 6:10 PM** | 7 | N/A | N/A |
| **Friday, November 11, 2022, 8:45 AM** | 8 | N/A | N/A |
| **Friday, November 11, 2022, 6:10 PM** | 3 | 28 | 8 |
| **Saturday, November 12, 2022, 3:00 PM** | 5 | 29 | 12 |
| **Saturday, November 12, 2022, 7:10 PM** | 12 | 28 | 5 |
| **Sunday, November 13, 2022, 1:00 PM** | 6 | 29 | 3 |
| **Sunday, November 13, 2022, 5:00 PM** | 10 | 26 | 3 |
| **Monday, November 14, 2022, 10:00 AM** | 5 | N/A | N/A |
| **Monday, November 14, 2022, 3:40 PM** | 5 | N/A | 10 |
| **Tuesday, November 15, 2022, 9:00 AM** | 4 | N/A | N/A |
| **Thursday, November 17, 2022, 8:45 AM** | 4 | N/A | N/A |
| **Friday, November 18, 2022, 6:00 PM** | 5 | 29 | 9 |
| **Saturday, November 19, 2022, 3:10 PM** | 5 | 28 | 6 |
| **Saturday, November 19, 2022, 6:45 PM** | 4 | 27 | 7 |
| **Sunday, November 20, 2022, 4:45 PM** | 10 | 25 | 3 |

A review of this data indicates that parking utilization of the Tompkins Lot and Beekman Street On-Street parking has increased slightly since these lots were previously observed during the 2021 data collection. The Municipal Plaza lot parking observations indicate that the utilization of this parking lot outside of typical City Hall hours of operation is generally consistent with what was observed during the 2021 data collection. It should be noted that the majority of the parking observed in the Municipal Plaza Lot was related to reserved police and official use parking that has been discontinued from the available parking in this lot as previously indicated in the February 21, 2022, Traffic parking Study. Utilizing this supplemental data, the previous data collected for Friday and Saturday was adjusted was adjusted for the Tompkins Lot and Beekman Street On-Street parking areas. No adjustment was made for the Municipal Plaza Lot for Friday with a small adjustment applied for Saturday. The resulting Friday and Saturday adjusted parking availability for these three parking locations are identified in the table below. It should also be noted that the parking availability in the Tompkins Lot has also been adjusted for the future proposed availability of 52 public parking spaces in that lot after completion of the Tompkins Firehouse improvements.

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## Observed Parking Availability

| Parking Lot | Total Spaces | Observed Parking Availability by Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 8 PM |
| **Friday** | | | | | | | | | |
| **Tompkins Lot** | 52 | 44 | 44 | 44 | 45 | 47 | 47 | 45 | 45 |
| **Municipal Plaza** | 76 | 20 | 23 | 21 | 26 | 36 | 55 | 73 | 76 |
| **Beekman St. On-Street** | 70 | 56 | 56 | 56 | 56 | 57 | 58 | 61 | 61 |
| **Total Observed Parking Availability** | | **120** | **123** | **121** | **127** | **140** | **160** | **179** | **182** |
| **Saturday** | | | | | | | | | |
| **Tompkins Lot** | 52 | 44 | 44 | 44 | 45 | 41 | 40 | 38 | 39 |
| **Municipal Plaza** | 76 | 71 | 71 | 71 | 72 | 72 | 72 | 72 | 72 |
| **Beekman St. On-Street** | 70 | 58 | 58 | 58 | 59 | 60 | 62 | 63 | 64 |
| **Total Observed Parking Availability** | | **173** | **173** | **173** | **176** | **173** | **174** | **173** | **175** |

A review of the above parking availability summary in the three nearest parking locations indicates that there is sufficient available parking in just these three nearest parking locations to accommodate the anticipated parking demands of the Project under the largest event conditions analyzed above. It should be noted that this analysis takes no credit for guests of the hotel also attending events or utilizing the café, which will reduce the overall parking demand of the Project. Furthermore, the parking analysis conservatively assumes a 1-to-1 ratio of employees/event staff to parked cars. It is our opinion that this ratio is unlikely considering the anticipated use of local employees who may not need to drive to the Project site and that event Organizers, Presenters and Crew are more likely to arrive in shared vehicles reducing the parking demand they would generate.

Finally, the TPMP has identified significant strategies to control and reduce the parking demand and allows for the use of other more remote off-site parking locations where shuttling between the parking locations and Site can be provided by Applicant to further reduce the demand on the nearby public parking locations.

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February 28, 2023

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

**Re: Acoustical Supplemental Report #2 – Prophecy Theater LLC – Proposed Event Space/ Conference Center and Hotel, Beacon, NY**

Dear Mr. Chairman:

On behalf of Prophecy Theater LLC, this letter and its attachments are submitted in response to the comments contained in the second letter prepared by the City's Sound Consultant, The Noise Consultancy, LLC, of February 2023, (dated December 13, 2022 [sic]) ("City Sound Response 2"). The project Site for the proposed adaptive re-use is located at 1113 Wolcott[1] Avenue in the City of Beacon, New York (the "Site").

## 1.0 MONITORING

B. Laing Associates, Inc. has not conducted further sound monitoring of the project site for the proposed adaptive re-use located at 1113 Wolcott Avenue in the City of Beacon, New York. We reiterate that the Site is located on, and accessed by Wolcott Avenue (NYS Route 9D), approximately ±1,000-feet southwest of the intersection between Wolcott Avenue and Beacon's Main Street and ±0.25-miles east of the Hudson River. Townhouse/apartment buildings exist to the Site's immediate southwest and northeast, along Wolcott Avenue (NYS Route 9D).

NYS Route 9D (Wolcott Avenue) is a heavily traveled, major "urban" arterial collector roadway. Route 9D carried 6,680 vehicle trips per day including some 344 trucks in 2019 (actual counts per NYSDOT-TDV), with a 10 -19 percent increase expected to occur by 2023. As such, residences and proposed project Site adjacent to it experience much higher sound levels in the existing condition than those fronting on a "typical" residential roadway.

[1] As a point of clarification, NYS Route 9D is named Wolcott Avenue and opposed to Walcott Avenue in The Noise Consultancy report.

The higher sound levels measurements—63.6 dB(A)) during the PM Peak and 59.8 dB(A) during the PM Post-Peak at Location 1—are largely a result of the Site's proximity to NYS Route 9D.[2] Even during the post-peak (10 to 11 PM) , enough vehicles passed by the Site to generate a higher-than-average $L_{eq}$[3]. This was evident when sampling Location 2 [at 55.1 dB(A)] on the Site's northern boundary during the peak traffic condition on Wolcott Avenue. This impact also could be noted during sampling at the other locations, especially the portions of the southern property line that have a direct line-of-sight with NYS Route 9D (Location 4) which was above the daytime standard at 55.4 dB(A) in the peak traffic condition on Wolcott Avenue.

## 2.0 GENERAL

A. The project applicant has changed the proposed venue hours to end at 8:30 PM to ensure that patron dispersal will occur by 9 PM on Fridays and Saturdays and PM on other possible event days. This change ensures the daytime (at or below 55 dB(A) at the property line) and nighttime standards will be met by **venue** sound/noise for the Site as discussed below in Section 2.0 D.

B. The Noise Consultancy comments that the project sound/noise analysis should be conducted in a C-weighting for sound or analyze monitoring data using the "1%" or $L_1$ sound. City Sound Response 2, pg. 4. The City of Beacon Code ("City Code"), Chapter 149: Noise has its numerical standard specifically enumerated as A-weighted. *See* City Code Section 149-4 (definition of dBA). Further, per City Code Section 149-10.B, B Laing Associates included in the calculations an assumption that residents of adjoining properties will always have their windows closed to attain the City's standards.

C. A subwoofer was included in the audio setup in the original analysis. Model: TC Electronic BG250-115 with 15" woofer speaker. City Sound Response 2, pg. 4.

D. The Applicant has agreed to place acoustic glass on the interior of the existing, stained-glass windows. B. Laing Associates has concurred with The Noise Consultancy that a further 8 to 10 dB(A) reduction in the insertion loss for the former church's walls can be expected. *See* City Sound Response 1, pg. 6[4]. Thus, a 28 dB(A) loss, attributed to the existing Church building's concrete and brick walls, will increase to 36-38 dB(A) loss. The applicant further has agreed to place a 95 dB(A) limit on sounds within the venue hall inside the building. This will result in the "loudest" sound level at 59 dB(A) at the outer wall and so, the 55 dB(A) daytime limit will be readily achieved at the property lines. While the night-time standard for the venue is no longer relevant, in the

[2] Notably, the results of the noise sampling conducted along Wolcott Avenue (Location 1), demonstrate that the existing conditions on the Site which already *exceed* the City's *residential* daytime sound level limits. *See* City Code § 149-10.B.

[3] Leq (equivalent continuous sound level) is defined as the steady sound pressure level which, over a given period, has the same total energy as an actual fluctuating noise. Location 1 was specifically chosen as it is a part of the NYSDOT right-of-way for Route 9D. This location also provides a suitable comparison in the 10 patron voice analysis provide herein. While the standard discussed herein has been the City of Beacon's, the FHWA (and so, NYSDOT's) standard (at or below which mitigation is not deemed necessary) for sound levels (day or night) at the nearest adjacent residence is 67 dB(A) Leq (FHWA 23 CFR 772.5 Noise Abatement Criteria, B).

[4] The depth of the "air gap" between the existing windows and proposed acoustical panels mentioned on page 4 of the City's Sound Response will be addressed as a part of the City's building plan review.

adjacent River Ridge apartments to the south, a further wall insertion loss from River Ridge apartments' exterior walls would render such sounds low enough [less than 30 dB(A)] to not be "plainly audible."[5]

E. The Noise Consultancy had no further comment regarding the music sounds escaping excessively via the venue's exterior doorways. As previously discussed in our previously submitted Acoustical Report, dated January 31, 2023, this will be attenuated by a series of divided and separated interior spaces between the venue and the exterior doors.

F. The Noise Consultancy had no further comment regarding the ambient monitoring and conclusions derived from those results (except as discussed above in Section 2.0(B)).

## 3.0 MECHANICAL EQUIPMENT

A. B. Laing Associates specified a 4-foot-high fence surrounding the future HCVAC units to be used on the Site. This assumed a release height for these units of 2.5 feet (30 inches). The Noise Consultancy has specified that, "The barrier should be at least 1' higher than the top of the HVAC unit and curbing." City Sound Response 2, pg. 4. We concur and the Applicant agrees to install same for the HVAC units on the property.

B. The proposed brick wall extension of the former church buildings' southern wall will extend to the western edge of the deck. City Sound Response 2, pg. 2. Further, the faux-window openings in the wall built *below* the deck will be filled. The former church buildings' HVAC units will be placed beneath the deck. The lower brick wall with glass block windows will exceed the attenuation provide by the HVAC fencing discussed in Section 3.0(A) above (see 5.0 D below which addresses patrons' voices on the deck).

## 4.0 PATRON VOICES, VEHICLES – NORTH SIDE

A. In the January 31, 2023 Acoustical Report, the northern sound barrier was assessed an 8 feet tall barrier (a 6 foot fence atop a 2 foot retaining wall). See pgs. 5, 7; City Sound Response 2, pg. 3. The Applicant is now proposing a 6 foot high, solid, wooden fence with a rough-finished surface. The calculations for an 8 foot barrier, although overinclusive, have been found to be somewhat redundant given the further analysis of the proposed hotel as an effective sound barrier/wall for the West End Apartment buildings' southern extent (see Section 4.0 D below). Nonetheless, revised fence reduction calculations are attached demonstrating that the fence will result in 5 dB(A) voice reduction and 10 dB(A) vehicle reduction.

B. The January 31, 2023 Acoustical Report considered one van in motion at 15 mph on the northern driveway (which would create a 64-65 dB(A) sound level). Pg. 6; City Sound Response 2. Pg. 3. If multiple vehicles occur on the driveway, they will be "stacked" at idle and/or very slow speeds (2-

[5] Acoustic Noise Measurements, Bruel & Kjaer. June 1988 sets for a maximum distance for a raised voice (at 70 dB(A)) to be intelligible (that is, understood with direct line of sight and no barriers) at 40 to 50 feet. Beyond that distance the conversation can no longer be understood. When barriers to the sound transmission are introduced (as will be the case on and near the Site), these distances are substantially shortened.

5 mph) for several minutes while waiting for vehicles in front of them to exit to Route 9D. Each vehicle would then have a sound level substantially *less* than 65 dB(A), with numbers ranging from 32 dB(A) for each vehicle to 59 dB(A) for the van (see calculation of vehicle seed vs. dB(A) attached as Figure 2). Their cumulative effect (see footnote 8 for the addition of sound sources) would be 59 dB(A). The 6-foot high fence on the Site's northern boundary (see Section 4.0 A above) will have a 10 dB(A) mitigating effect for vehicles (see barrier insertion loss calculations attached). The result would be 49 dB(A) [(59-10)]. Thus, B Laing Associates' conclusion that the daytime 55 d(B) standard and nighttime interior "plainly audible" standard will be met remains unchanged.

C. The combined wood fence and hotel walls will not create a "canyon" effect. Both surfaces will be roughened (e.g., the hotel's cladding will not be smooth) to absorb, reduce reflection and scatter the sounds.

D. The January 31, 2023 Acoustical Report did not account for the noise barrier effect of the proposed, 35 foot tall **hotel** in shielding the West End Apartment building's most southerly wall from patrons' voices and loading vehicles (See attached Figure 3). Those patrons' voices and loading vehicles occurring in the northwest corner entry door, in the loading/unloading area and halfway into the rear hotel parking lot will benefit from the 35-foot-tall hotel acting as a barrier wall and creating a 45 degree, off-angle loss to patrons' voices and loading vehicles' sounds from the Hotel's northwestern building corner. As attached to this letter, the hotel insertion loss will add 20 dB(A) to the distance and apartment wall losses previously calculated or the additional 45 degree, off-angle loss between the hotel's northwestern corner and the West End Apartment building's southern wall will be 7.2 dB(A) plus a continued patrons' voice mitigation of 5 dB(A) from the proposed 6 foot fence (see Section 4.0 A above). These further, positive effects of the hotel building will cause the 55 dB(A) daytime limit to be readily achieved at the northern property line shared with the West End Apartment buildings. Although the night-time standard is no longer relevant per the venue's reduced evening hours, a further 45 degree, off-angle loss to patrons' voices and loading vehicles' sounds resulting from the Hotel's northwestern building corner to in the West End Apartment would render such sounds low enough [less than 30 dB(A)] to not be "plainly audible;" thus, still achieving the night-time standard as demonstrated in the January 31, 2023 report.

## 5.0 PATRON VOICES LEVELS AT RIVER RIDGE

As a general matter, a normal conversation of two persons at 3 feet distance is 65 dB(A)[6]. B. Laing Associates, in the January 31, 2023 analysis, set level of patrons' voices in this exterior setting at an elevated 75 dB(A).[7] Further, the proposed northern sound fence and West End Apartment building's southern wall insertion losses were **not** considered as additive; i.e., "The proposed sound reduction fence

[6] Acoustic Noise Measurements, Bruel & Kjaer. June 1988 sets a raised voice conversation at 70 dB(A). Other sources often put this level 60 dB(A) lower but 65 dB(A) for normal conversation, 75 dB(A) for elevated, loud conversations in the January 31, 2023 analysis was used in this analysis to produce a more environmentally-conservative result. 79 dB(A) for elevated, loud conversations was used in the current analysis to produce an even more environmentally-conservative result.

[7] Per BLG page 5, "If multiple patrons are "conversing" at an elevated level, a conservative estimate is a 10-fold (i.e., 10 dB(A)) increase in the power level."

will also provide a 14 dB(A) barrier insertion loss **or** [emphasis added] a 28 dB(A) sound pressure loss will occur for the brick apartment building wall as cited above."

In response to The Noise Consultancy's February 2023 report and as discussed by Planning Board members at the February 15, 2023 public hearing, the January 31, 2023 Acoustical Report's patron voice analysis is supplemented as follows:

A. Front/Eastern Venue Building Entry - An elevated conversation(s) including up to 10 persons was estimated to be 79 dB(A). This consisted of a 6 person conversation at 75 dB(A) plus added conversations amongst 2 groups of 2 people at +2 dB(A) each[8]. B. Laing Associates has assumed these multiple, elevated conversations to occur at the centerline of the front entry to the venue building which is 64 feet from the southern (River Ridge) property line. The attenuation of the sound source over 64 feet would be 24 dB(A). This would be 55 dB(A) [79-24 dB(A)] and attain the City's daytime standard. It would also be at the 55.4 dB(A) level measured at the same location in existing peak PM conditions. Although the nighttime City standard has been rendered moot for Patrons' voices with the earlier event end times, the sounds would attenuate over an additional 25 feet to the outer River Ridge building(s) wall(s) [5 dB(A)] and experience a 28 dB(A) reduction to the interior with a resulting 22 dB(A) [79-24-5-28 dB(A)]. This is equivalent to the level of a whisper. As such, it would not be "plainly audible" and attain the City's nighttime standard.

B. Wolcott Avenue Sidewalk West ("On" Site) - B. Laing Associates has assessed a multiple person, elevated conversation that occurs on the westerly sidewalk of Route 9D at the centerline of the front entry to the venue building and its effect on the River Ridge property. This location is 65 feet from the southern (i.e., River Ridge) property line. The attenuation of the sound source over 65 feet would be 24 dB(A) (noted as above). This would result in 55 dB(A) [79-24 dB(A)] and attain the City's daytime standard[9]. Notably, it would also be below a 59 dB(A) level now occurring at this location (as interpolated "between" monitoring Locations 1 and 4) in peak PM conditions of Route 9D/Wolcott Avenue. As noted above, although the nighttime City standard has been rendered moot for Patrons' voices with the earlier event end times, the sounds would attenuate over an additional 32 feet to the outer River Ridge building(s) wall(s) [6 dB(A) reduction] and experience a 28 dB(A) reduction to the interior with a resulting 21 dB(A) [79-24-6-28 dB(A)]. As such, it would not be "plainly audible" and attain the City's nighttime standard.

Table A
Approximate Addition of Sound Levels

| Difference Between Two Sound Levels | Add to the Higher of the Two Sound Levels |
|---|---|
| 1 dB or less | 3 dB |
| 2 to 3 dB | 2 dB |
| 4 to 9 dB | 1 dB |
| 10 dB or more | 0 dB |

(USEPA, Protective Noise Levels, 1978)

8

[9] This is analyzed in the absence of Route 9D traffic which already creates an ambient sound environment exceeding this standard (see Section 1.0 above).

C. Wolcott Avenue Sidewalk East (Off Site) - B. Laing Associates has assumed a multiple, elevated conversations occur on the westerly sidewalk of Route 9D at the centerline of the front entry to the venue building and its effect on properties east of Route 9D. This location is 75 feet from the residential property lines east of Route 9D/Wolcott Avenue[10]. The attenuation of this sound source over 75 feet would be 27 dB(A) [ignoring the overriding, much louder inputs of traffic on Route 9D]. This would be 52 dB(A) [79-27 dB(A)] and attain the City's daytime standard. Although the nighttime City standard has been rendered moot for Patrons' voices with the earlier event end times, they would also be expected to not be "plainly audible" in the easterly home's interiors given the 27 dB(A) starting point.

D. Proposed Deck - The proposed deck is located at the rear (west side) of the existing church and will be utilized as a seasonal observation area for photo opportunities for event and café attendees. There will be no chairs, tables, or amplified/live music on the deck. As provided on the attached Figure 1 and Section 3.0 A above, the deck and extended brick wall will both end concurrently at their southwestern corner. This will be 40 feet from the southerly property line. Without the intervening brick wall, the distance would cause and attenuation of 21 dB(A). Thus, a 79 dB(A) grouping of conversations would be 58 dB(A). However, the brick wall by its nature and composition will exceed the sound attenuation achieved by the 6-foot fence currently proposed for the Site's northern property line, resulting in a minimum 10 dB(A) insertion loss[11]. The resulting 48 dB(A) [79-21-10 dB(A)] would readily attain the City's daytime standard. Even with some "flanking" of some sound due to the most westerly River Ridge apartment extending some 12 feet westerly of the deck's line[12], the result would be 55 dB(A) or less and attains the City's daytime standard. Although the nighttime City standard has been rendered moot for Patrons' voices with the earlier event end times, the sounds would attenuate over an additional 25 feet to the outer River Ridge building(s) wall(s) [5 dB(A)] and experience a 28 dB(A) reduction to the interior with a resulting 25 dB(A)[13] [79-21-5-28 dB(A)]. This is the level of a whisper. As such, it would not be "plainly audible" and attain the City's nighttime standard.

E. Cemetery Crossings – The applicant has agreed to shut off the cemetery walkway after 8 PM Thursday and Sunday and after 9 PM Friday and Saturday by use of a lockable gate.

[10] Assuming the NYSDOT's ROW is 100 feet wide at this point. No survey data is available on the site plans for the eastern side of Route 9D.

[11] As discussed in Section 3.0(A) above, the brick wall has two elements. The lower element faux window openings will be filled. The upper element will similarly not have any openings.

[12] The western edge of the deck's brick wall verses the western edge of the River Ridge building walls will create an 80 degree, off-angle loss to patrons' voices. Using the much lesser, 45 degree, off-angle loss as attached to this report [at 7.2 dB(A)], the City's standards would still be attained.

[13] Ibid.

## 6.0 CONCLUSION

As provided in B. Laing Associates, Inc.'s January 31, 2023 Acoustical Report and as is more fully detailed in the above Supplemental Acoustical Report, it is our professional opinion that the project will not generate sounds exceeding the City's noise ordinance. The project will not have any potentially significant adverse environmental noise impacts and the sound levels are consistent with the existing, built environment, the adjacent, off-street parking areas, and busy Route 9D corridor.

If you have any questions regarding this analysis, please do not hesitate to contact me.

Sincerely,

Michael P. Bontje

Senior Scientist

**Figure 1: Noise Reduction from Proposed Hotel Calculation**

| NOISE Barrier Insertion Loss Estimate | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2/21/2023 | | Prophecy Hall - Hotel Insertion Loss to WE | | | | | | |
| PROJECT: | BEACON, NY, 1000 Hz | | | | Hz | Frequency | 1,000 | Speed Sound | | | | 1126 | ft/sec | |
| | | | | VALUE | | | | | | | | | | |
| SOURCE | **Patrons' Voices** | | | Ground A | | Diagnl A | | Diagnl A | | | | | | |
| | | | | | | Squared | | | | | | | | |
| Distance to Barrier: | | | | 126.0 | ft. | 16746.25 | | 129.4073 | | | | | | |
| Height | | | | 5.5 | ft. | | | | | | | | | |
| RECIEVER | | | | Ground B | | Diagnl B | | Diagnl B | | | | | | |
| | | | | | | Squared | | | | | | | | |
| Distance from Barrier: | | | | | ft. | 49 | | 7 | | | | | | |
| Height | | | | 28.0 | ft. | | | | | | | | | |
| | | | | Ground C | | | | | | | | | | |
| Ditsance TOTAL: | | | | 126.0 | ft. | | | | | | | | | |
| Barrier height: | | | | 35.0 | ft. | | | | | | | | | |
| | | | | | | **N=** | 18.48544 | | | | | | | |
| ATTENUATION:* | | | | LOG N | tanH | | Sq. Rt. | 2PieN | | | | | | |
| | **A =** | 5 | | 15.67869 | 6.080432 | 0.99999 | 6.080368 | 36.97088 | | | | | | |
| | | **A =** | 20.67869 | | Absorbtive Effect | | 0.0 | Ground/Other | | | | 0.0 | | |
| | | **TOTAL:** | 20.67869 | | | | | | | | | | | |

45 Degree Offset Wall NR - Noise Rating:

Sound Pressure Level (dB) - Octave band mid-frequency (Hz)

2 *31.5 Hz*

3 *62.5 Hz*

*4 25 Hz*

3 *250 Hz*

1 *500 Hz*

0 *1000 Hz*

0 *2000 Hz*

0 *4000 Hz*

0 *8000 Hz*

NR calculated: **8** dB(A): **7.2** dB **11.3**

**Figure 2: Vehicle dB(A) vs. Speed Calculation**

| VEHICLE dB(A) VS SPEED 02-28-2023 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| AUTOMOBILES (SEDANS) PETROLEUM FUEL | | | | | Leq = 38.1xlog(v in km/hr)-2.4 dB(A) | | | | |
| | | | | | | | | | |
| Speed (mph) | | Speed (km/h) | | | RESULT | (1 Vehilce) | | | |
| 5 | | 8.05 | | | 32.11 | | | | |
| 15 | | 24.15 | | | 50.29 | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| TRUCKS (MEDIUM) PETROLEUM FUEL | | | | | Leq = 33.9xlog(v in km/hr)+16.4dB(A) | | | | |
| 5 | | 8.05 | | | 47.11 | | | | |
| 16 | | 25.76 | | | 64.23 | | | | |

**Figure 3: Noise Reduction Calculations: Patrons Voices and Vehicles in Northern Parking Lot & Driveway**

| NOISE Barrier Insertion Loss Estimate | | | | | | 2/28/2023 | | Prophecy Hall- Northern Property Line | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT | BEACON, NY, 1000 Hz | | | | Hz | Frequency | 1,000 | Speed Sound | | 1126 | ft/sec |
| | | | | VALUE | | | | | | | |
| SOURCE | **Patrons' Voices** | | | Ground A | | Diagnl A | | Diagnl A | | | |
| | | | | | | Squared | | | | | |
| Distance to Barrier: | | | | 54.0 | ft. | 2916.25 | | 54.00231 | | | |
| Height | | | | 5.5 | ft. | | | | | | |
| RECIEVER | | | | Ground B | | Diagnl B | | Diagnl B | | | |
| | | | | | | Squared | | | | | |
| Distance from Barrier: | | | | 3.0 | ft. | 9.25 | | 3.041381 | | | |
| Height | | | | 5.5 | ft. | | | | | | |
| | | | | Ground C | | | | | | | |
| Ditsance TOTAL: | | | | 57.0 | ft. | | | | | | |
| Barrier height: | | | | 6.0 | ft. | | | | | | |
| | | | | | | **N=** | 0.077613 | | | | |
| ATTENUATION:* | | | | LOG N | tanH | | Sq. Rt. | 2PieN | | | |
| | **A =** | 5 | | 0.433825 | 1.051214 | 0.374792 | 0.393987 | 0.155226 | | | |
| | | **A =** | 5.433825 | | Absorbtive Effect | | 0.0 | Ground/Other | | 0.0 | |
| | | **TOTAL:** | 5.433825 | | | | | | | | |

| NOISE Barrier Insertion Loss Estimate | | | | | | 2/28/2023 | | Prophecy Hall- Northern Property Line | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT | BEACON, NY, 1000 Hz | | | | Hz | Frequency | 1,000 | Speed Sound | | 1126 | ft/sec |
| | | | | VALUE | | | | | | | |
| SOURCE | **Moving Panel/Van Trucks** | | | Ground A | | Diagnl A | | Diagnl A | | | |
| | | | | | | Squared | | | | | |
| Distance to Barrier: | | | | 2.0 | ft. | 8 | | 2.828427 | | | |
| Height | | | | 4.0 | ft. | | | | | | |
| RECIEVER | | | | Ground B | | Diagnl B | | Diagnl B | | | |
| | | | | | | Squared | | | | | |
| Distance from Barrier: | | | | 3.0 | ft. | 9.25 | | 3.041381 | | | |
| Height | | | | 5.5 | ft. | (differential height Truck laoding pavement to Primrose House) | | | | | |
| | | | | Ground C | | | | | | | |
| Ditsance TOTAL: | | | | 5.0 | ft. | | | | | | |
| Barrier height: | | | | 6.0 | ft. | | | | | | |
| | | | | | | **N=** | 1.544953 | | | | |
| ATTENUATION:* | | | | LOG N | tanH | | Sq. Rt. | 2PieN | | | |
| | **A =** | 5 | | 5.416053 | 1.865532 | 0.942258 | 1.757813 | 3.089905 | | | |
| | | **A =** | 10.41605 | | Absorbtive Effect | | 0.0 | Ground/Other | | 0.0 | |
| | | **TOTAL:** | 10.41605 | | | | | | | | |

ANALYSIS OF PATRONS' VOICES & HVAC 2 STOREY BRICK WALL EXT.

PATON PICK-UP AREA & VENUE LOADING/ UNLOADING AREA

ANALYSIS OF PATRONS' VOICES

ANALYSIS OF PATRONS' VOICES - HOTEL AS SOUND WALL

45 DEGREE OFF-ANGLE WALL LOSS

ANALYSIS OF VEHICLES

WEST END APARTMENTS

N/F DMS CONSOLIDATORS, LTD
DOCUMENT NO. 2015-2498

6' HIGH WOOD STOCKADE FENCE

N/F WEST END LOFTS HOUSING
FILED MAP NO. 9899

N/F RIVER RIDGE VIEWS LLC
FILED MAP
NO. 11501

N/F RIVER RIDGE VIEWS LLC FILED MAP NO. 11501

DECK

EXISTING 1 STORY BRICK CONFERENCE CENTER BUILDING

PROPOSED NEW 2 1/2 STORY HOTEL (30 ROOMS)

PROPOSED 2 1/2 STORY ADDITION

EXISTING 2 1/2 STORY RECTORY

3 STORY BRICK

PARKING 20 SPACES

PARKING 9 SPACES

PARKING 3 SPACES

S 29°14'17" W 82.00'

N 61°49'53" W 243.00'

N 41°16'37" E 108.64'

S 50°07'23" E 198.64'

S 40°23'53" W 197.67'

135.0'

85.6'

28.7'

25.1'

13.7'

WOLCOTT AVENUE

EXISTING CONCRETE SIDEWALK

NEW SIDEWALK

NEW BRICK PLANTER

UTILITY

EXISTING PORCH

EXISTING WALK

CONCRETE SIDEWALK

NEW CURB RAMP (TYP.)

EXISTING CURB CUT

CATCH BASIN RIM=146.7'

SEWER MANHOLE RIM=146.2'

SEWER MANHOLE RIM=149.1'

LIMIT OF SIDEWALK REPLACEMENT

WATER VALVE (TYP)

FIRE HYDRANT (TYP)

LIGHT POST (TYP)

EXISTING RETAINING WALL

6' HIGH WOOD STOCKADE FENCE ON PROPERTY LINE

4' HIGH WOOD STOCKADE FENCE ON PROPERTY LINE AT FRONT YARD

DRIVEWAY GATE

RAMP UP

L-PATH

BIKE RACKS FOR 26 BICYCLES

TRASH

RETAINING WALL

PROPOSED CHAIN WITH SIGNAGE TO LIMIT AFTER HOUR ACCESS TO CEMETERY TRAIL

DOOR THROUGH OPENING IN WALL @2.67' BELOW DECK LEVEL

SCALE: 1" = 20'

FIGURE 1
B LAING ASSOCAITES
ANALYSIS NOTES
FEBRUARY 28, 2023


*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:*
**Robert Oswald**
175 WALSH ROAD PO BOX 1
LAGRANGEVILLE, NEW YORK 12540

*Landscape Designer:*
**Landscape Re**
7 Creek Drive
Beacon, New York 12508

**Prophecy Theater, LLC** **October 25, 2022**
**Hotel Event Space/Café Management Plan**
**Revised November 29, 2022 and January 31, 2023, Last Revised February 28, 2023**

This Hotel Event Space/Café Management Plan (the "Management Plan") is intended to address the management of staff and guests on the property located at 1113 Wolcott Avenue (the "Property") during event space/café business hours in connection with Prophecy Theater, LLC's (the "Applicant's") Applications for Site Plan and Special Permit Approval (the "Application") for the Property. This Management Plan also discusses parameters and limitations on specific activities or functions related to business operations of the event space and café, which parameters have been discussed and reviewed with the City of Beacon Planning Board (the "Planning Board") in the Applicant's submissions to the Planning Board, as well as during the public hearings on the Application and throughout the extensive SEQR Environmental Review of the project. The measures outlined in the Management Plan are designed to address comments from the Planning Board, its consultants and from the public, setting forth certain conditions that provide further assurances that confirm that the project will not have any potentially significant adverse environmental impacts. Furthermore, as this Management Plan has been refined and modified as denoted by the above-referenced revision dates, the Management Plan has also been streamlined and simplified for ease of compliance and enforceability.

## Summary of Business Activity, Capacities and Hours of Operation

### Café

The café will maintain regular business hours and provide a full kitchen for light breakfast, lunch and evening food/drink options with room service for hotel guests (50-person capacity).

- **Hours** Sunday - Thursday 7:00 a.m. - 8:30 p.m.
  Friday - Saturday 7:00 a.m. - 9:00 p.m.
- **Café Staff** will range from 2-5 people.

### Hotel Event Space

The event space is not intended to be used for maximum capacity events on a daily or nightly basis. Due to the nature of the event business model, parameters specified in this Management Plan allow for certain inherent flexibility in use times and event type or intensity and do not dictate or imply a set schedule of events, but rather set limitations on total days of use, hours of operation and total capacity.

The event space will be available for various cultural, educational or professional programs, including conferences, weddings and art exhibitions or other events, in addition to smaller functions such as classes, retreats, workshops/rehearsals, seminars, educational programs, camps, youth activities and or art exhibits.

### Event Parameters

Events that comprise between 100-150 attendees will require the café space to serve as concessions for the event attendees and will not be open to the public. Peak event use of 130-150 capacity will be restricted to Friday-Sunday, holidays, and holiday eves (i.e., the night prior to a holiday). Friday, Saturday, and holiday eve events will disperse by 9:00 p.m. with events ending at 8:30 p.m., and

event days preceding workdays will disperse by 8:00 p.m., with events ending at 7:30 p.m. No events will occur on Monday-Wednesday unless they fall under the holiday parameters. There will be no more than 160 total days per year allowed for events *See* Table 1.

**TABLE 1. The table below depicts event space use parameters/limitations:*** / ** / ***

| **EVENT SPACE** | MON | TUES | WED | THURS | FRI | SAT | SUN |
|---|---|---|---|---|---|---|---|
| End By | No Events | No Events | No Events | 7:30 p.m. | 8:30 p.m. | 8:30 p.m. | 7:30 p.m. |
| Max Capacity for Event | | | | 130 | 150 | 150 | 150 |

*Note: Holiday eves will follow Saturday parameters. If a holiday proceeds a workday, it will follow Sunday parameters. During such events where there is under 100 attendees, the café space may be open to members of the public.

**If a holiday falls on a Saturday, the preceding Friday is considered a holiday. If a holiday falls on a Sunday, the following Monday is considered a holiday.

***List of defined holidays:**

- Memorial Day
- Independence Day
- Labor Day
- Indigenous People's Day
- Veterans Day

## Staffing

**Personnel:**

- **Concessions/Café**: responsible for operation of all food and drink services including preparation and cleanup.
- **Parking attendant**: responsible for the duties set forth in Traffic and Parking Management Plan prepared by Colliers Engineering and Design in order to direct patrons and vehicle traffic outside the building. Such attendants will also be able to serve as general staff, security, concessions, cleanup crew and grounds control personnel, as needed.
- **General Staff**: Responsible for greeting and/or check in, assisting guests inside the building, maintaining unobstructed egress, entrée/exit door management, assisting security personnel and cleanup duties.
- **Security Personnel**: Responsible for insuring safety of patrons and staff through patrolling and monitoring premises, identifying unsafe conditions and by acting to correct adverse conditions. Responsible for enforcing the adherence by all persons on premises to laws, rules, and ordinances set by Prophecy Theater, LLC and local authorities.

- **Event Manager**: Oversees, manages and coordinates all event space operations and staff during events.
- **Event Technician**: Manages or runs technical equipment within the event space.

**TABLE 2. The table below depicts the anticipated staffing for the event space and café:**

| Guest Count | 0-20 | 21-50 | 51-100 | 101-129 | 130-150 Peak Use | Table Catered 100-130 |
|---|---|---|---|---|---|---|
| **Concessions/Café** | 2 | 4 | 4 | 4 | 4 | 3 |
| **Parking Attendant** | 0 | 0 | 1 | 3* | 3* | 2* |
| **General staff** | 0 | 0 | 0 | 1 | 2 | 0 |
| **Security Guard** | 0 | 0 | 1 | 1 | 1 | 1 |
| **Event Manager** | 0 | 1 | 1 | 1 | 1 | 1 |
| **Event Tech** | 0 | 0 | 1 | 1 | 1 | 1 |
| **TOTAL STAFF REQUIRED** | **2** | **5** | **8** | **11** | **12** | **8** |

*Parking attendants will also serve as additional security, general staff, concessions, cleanup crew and grounds control

**TABLE 3. The table below depicts the typical range of guests associated with production of events: i.e., Talent, Speaker, Organizers, Tech, Caterers, Photographers, etc. These individuals are not staff.**

| Guest Count | 0-20 | 21-50 | 51-100 | 101-129 | 130-150 | Table Catered 100-130 |
|---|---|---|---|---|---|---|
| Organizers, presenters | 1 | 1-3 | 1-6 | 1-10 | 1-10 | 5-10 |

**TABLE 4. The table below depicts Hotel and shared staff with event space/café:***

| Hotel daily staff: | | HOURS |
|---|---|---|
| Front Desk/Rooms manager | 2 | Daily |
| Housekeeping | 3 | Daily |

| Shared daily staff: | | HOURS |
|---|---|---|
| Facilities maintenance | 1 | Daily |

***Emergency maintenance and guest services will be available 24 hours.**

Fulltime staff will oversee management and administrative operations for the hotel, café and event space. These staff will maintain the ability to work remotely or onsite when needed. The maximum number of employees working at the hotel at any one time is six (6).

## Parking and Drop-off:

- Hotel guests will be required to register the use of a car and receive a parking permit/pass for onsite parking in advance of their arrival or at check-in. With this system in place, our management will know exactly how many parking spaces will be occupied by hotel guests on a daily basis.
- Parking demand for the café will have some overlap with registered hotel parking (i.e. people staying at the hotel will also attend events and utilize the café). In addition to primarily serving the hotel, the café will service the surrounding walkable neighborhood resulting in less need for parking. For other public use of the café, adequate offsite auxiliary parking is located within 1,000 feet of the Property as detailed in Traffic and Parking Management Plan prepared by Colliers Engineering and Design, last revised February 27, 2023.
- Some staff parking can be accommodated on site during non-event times. Peak use event times will require offsite parking for some event staff. In advance of peak use events, management will direct any staff or crew to park in the most efficient or effective location.
- Parking attendees will arrive onsite prior to event start time to implement procedures set forth in Traffic and Parking Management Plan prepared by Colliers Engineering and Design.

## Event Attendee Café Use

The café will close to the general public prior to events where the capacity of the event exceeds 100 attendees. All café customers, who are also attendees of events, will enter the event through the predetermined event entry door following scheduled door open times.

## Attendance Count Monitoring and Re-entry for Events:

- Attendance goals and limits for events will be set several months or weeks in advance of every event and follow capacity guidelines set forth in this Management Plan.
- Door open times will be 30-45 minutes prior to scheduled event start times.
- Attendance estimates for scheduled events will be tracked by management to allow for proper staffing of events.
- Attendees of scheduled events will enter through pre-determined door of the event space and will be counted upon entrance.
- A system will be enacted to track, control and or monitor exit and re-entry during events at one pre-determined door location.
- Generally, exit with re-entry will not be allowed for events with over 100 attendees, but will remain at the discretion of management with consideration to the type of event.

## Attendee Disbursement, Safety and Security:

- Following events, lights will be turned on or made bright, signaling that the event is over. Guests will exit through the door on the northeast (Wolcott) side of the building, and the newly constructed parking lot/cafe door on the north side of the building.

- The door on the southern side of the existing church building closest to the River Ridge development will only be used by staff or for emergencies, and will not be available as an entry or exit to the general public.
- General staff, security, parking attendants and event manager will aid in the timely and peaceful disbursement of attendees from the building and off the property.
- Additional grounds control will be provided by all staff as needed to insure a safe, clean, and non-disruptive environment indoors and outdoors.
- Security personnel will perform duties outlined in this document to assure quiet disbursement of patrons.
- Security cameras will be installed indoors and outdoors and utilized as a further deterrent for loitering.
- Cemetery trail access will disburse patrons by 9:00 p.m. on Fridays, Saturdays, and holiday eves, and 8:00 p.m. on days preceding workdays. A gate will close off the trail access at 9:00 p.m. and 8:00 p.m., respectively.
- Signage signaling to be respectful of the neighbors will be posted as an extra layer of management.
- Fire safety regulations and procedures dictated by governing authorities will be strictly followed.

**Loading, Unloading and Deliveries:**

- Use of liftgates and powered machinery by trucks to load or unload equipment are prohibited between the hours of 9:00p.m. and 7:00a.m. all days with the exception of loading or unloading materials or equipment needed for emergency repairs in order to ensure safety of staff and guests.
- Loading, unloading and deliveries will be scheduled to occur during non-event times.
- Idling of trucks is prohibited with exception of emergency vehicles.

**Cleanup Breakdown:**

- Ushers and available staff will perform cleanup duties inside the building proceeding the end of event or during regular business hours.
- Garbage and recycling removal from hotel and event space by staff will be prohibited after 9:00 p.m. all days.

**Communication:**

- In order to provide for seamless management and execution of event flow, the event manager will maintain communication with all necessary event and hotel staff via two-way radio or other communication device.
- Management will maintain a public telephone number/contact reachable during all open café and event hours.

| 1113 Wolcott - Streamlined & Simplified Alternatives Analysis Reflecting Changes to Accessory Event Space Resulting in the Reduction in Hours, Capacity, Number and Type of Events Resulting in Current Reduced Development Proposal (January 31, 2023, last revised February 28, 2023) | | | | | |
|---|---|---|---|---|---|
| **Plan Date (And Revisions)** | **Maximum Capacity (weekend # of People)** | **Maximum Capacity (weekday # of people)** | **Hours of Operation** | **Total Number of Possible Events/Year** | **Other Mitigation Measures** |
| **Originally proposed, June 29, 2021** | 500 | 500 | End by 11:00 p.m. | 365 | Original proposal. Existing church built in 1859 and used as event and gathering space for centuries. |
| **August 26, 2021** | 400 | 400 | End by 11:00 p.m. | 365 | Clarification regarding average size events and large events. |
| **September 27, 2021** | 385 | 385 | End by 11:00 p.m. | 365 | Sought Building Inspector Determination confirming uses. |
| **November 30, 2021** | 350 | 350 | End by 11:00 p.m. | 365 | Retained Counsel, reduced scope of accessory events, detailed SEQR mitigation measures. |
| **December 21, 2021** | 350 | 350 | End by 11:00 p.m. | 365 | Revised Traffic & Parking study completed, and further detailed application's compliance with Special Permit Criteria. |
| **January 25, 2022** | 350 | 350 | End by 11:00 p.m. | 365 | Southern Driveway connection to loop in front of church removed; prepared Sensitivity Analysis; referred to ZBA for parking and ARB Subcommittee on design. |
| **February 22, 2022** | 350 | 350 | End by 11:00 p.m. | 365 | Removal of Southern driveway and church loop, in favor of one-way traffic circulation around hotel to northern driveway during events. Two-way on Main driveway maintained. Improve drop-off/pickup. Addition of 1 parking space for a total of 32 spaces. Bike racks for 25 bikes added. Updated Traffic & Parking Study to include Traffic & Parking Management Plan. Refer to NYS DOT. |
| **April 26, 2022** | 350 | 350 | End by 11:00 p.m. | 365 | Proposed gating off northern driveway to limit use to events, deliveries. Reduced driveway openings. Two-way Main drive maintained with northern as egress. Enhanced emergency access and respond to DOT. Enhanced landscaping/lighting. Updated Traffic Study, Sensitivity Analysis and Management Plans. |
| **May 31, 2022** | 350 | 350 | End by 11:00 p.m. | 365 | Proposed one-way entrance on the main driveway with egress through the north driveway. Removal of proposed gate on northern driveway. Proposed 4 ADA parking spaces for a total of 31 parking spaces. |
| **July 26, 2022** | 198 | 198 | End by 11:00 p.m. | 365 | Reduced maximum capacity nearly 50% from original. SHPO confirmed no impacts. Referral that parking is zoning-compliant. Mitigate noise and possible visual impacts. |
| **August 30, 2022** | 198 | 198 | End by 11:00 p.m. Weekends. | 365 | For smaller events (max. 130), the cafe can remain open to public. Sound study submitted. |
| **November 29, 2022** | 180 | Mon-Tues: 80; Wed-Thurs: 130; Weekends: 180 | End by 10:45 p.m. weekends End by 10:00 p.m. weekdays | 365 (inclusive of 13 holidays) | Limits on loading trucks, addition of Event Management and Parking plan, created in October and revised. Outline of staff and security personnel. North fence added. |
| **January 31, 2023** | 180 | 130: Thursdays only. No events Mon-Wed. Weekends: 180 | End by 9:00 p.m. Thursdays and Sundays. End by 10:00 p.m. Fri-Sat. Eliminate Rock and DJ concert potential after 9:00 p.m. | 160 (inclusive of 5 holidays) | Second sound study completed. Limit interior dBA to 95. Extra exterior sound mitigation and sound fence. No more than 80 days of Events per year ending after 9:00 p.m. No more than 40 180 capacity events per year ending after 9:00 p.m. Café closes if event is greater than 100 capacity. No Rock or DJ concerts after 9:00 p.m. Event Management Plan revised. Cafe closes at 9:00 p.m. Sun-Thurs and 10:00 p.m. on Fri-Sat. |
| **Currently Proposed, February 28, 2023** | **150** | **130: Thursdays. No events Mon-Wed. Weekends: 150** | **End by 7:30 p.m. and disperse by 8:00 p.m. Thursdays and Sundays. End by 8:30 p.m. and disperse by 9:00 p.m. Fri-Sat and holiday eves.** | **160 (inclusive of 5 holidays)** | **No more than 160 total events per year. Café closes if event is greater than 100 capacity. Event space closes and patrons disburse from property prior to "evening" hours per noise ordinance. Event Management Plan and hours/limitations streamlined to ease compliance and enforcement of same. Cemetery trail access will disburse patrons by 9:00 p.m. on Fridays, Saturdays, and holiday eves, and 8:00 p.m. on days preceding workdays. A gate will close off the trail access at 9:00 p.m. and 8:00 p.m., respectively.Third sound study completed. Cafe closes at 8:30 p.m. Sun-Thurs and 9:00 p.m. Fri-Sat.** |

Colliers
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# Traffic & Parking Management Plan

February 27, 2023

## 1113 Wolcott Avenue

## City of Beacon
## Dutchess County, New York

Prepared for:

Prophecy Theatre LLC
369 Main Street, Unit 493
Beacon, NY 12508

Prepared by:

**Richard G. D'Andrea, P.E., PTOE**
**New York Professional Engineer**
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Project No. 21004333A

Colliers Engineering & Design

# Table of contents


**Introduction and Background** ..... 1

**On-Site Parking and Circulation** ..... 3
ADA Accessible Parking & Event Drop-off/Pick-up Accommodations ..... 5

**Off-Site Parking** ..... 5
Off-Site Parking Locations ..... 5
Employee Parking ..... 7
Temporary Off-Site Signage ..... 7

**Dissemination of Information** ..... 9
Parking Information ..... 9
Public Transportation Information ..... 10

**Shuttles** ..... 10

**Pedestrian and Bicycle Access** ..... 11

**Emergency Vehicle Access** ..... 12

**Parking of Event Related Oversize Vehicles** ..... 12

**Ongoing Monitoring and Coordination** ..... 13

## Introduction and Background

The 1113 Wolcott Avenue Project ("the Project") is a proposed redevelopment of the property located at 1113 Wolcott Avenue (NYS Route 9D) in the City of Beacon, Dutchess County, New York. The former rectory building and church, which was most recently occupied by the Reformed Church of Beacon, are proposed to be redeveloped as a 30-room hotel contained in an expanded rectory building along with accessory conference center and dining facility (café/restaurant/bar) uses within the church building. In addition, the existing cemetery located behind (west of) the church and rectory building will be restored to be opened as a public park including a walking path from Beekman Street to Wolcott Avenue.

The hotel will operate 365 days per year, and the dining facilities will be situated in the rear of the existing church. The dining facilities will serve as a reception for guests of the hotel and offer breakfast, lunch and dinner to the hotel guests, as well as members of the public. In addition, it will operate as a bar for hotel guests and for accessory conference center programming and events. The dining facilities are expected to operate seven (7) days a week in support of the hotel operations and guests with a maximum capacity of 50 seats. The dining facility will operate Sunday – Thursday 7AM – 8:30 PM and Friday/Saturday 7AM – 9PM.

The conference center accessory use will operate less frequently, utilizing the former church building for various cultural, educational, or professional programs, including weddings, conferences, art exhibitions, performances, lectures, seminars, retreats, youth activities, and workshops. The maximum capacity for the church event venue has been reduced from prior Project proposals to a 150-seat capacity. Maximum occupancy events will be limited to Friday, Saturday, Sunday, and holidays including holiday eves, while Thursday events will be limited to 130 attendees. No events will be permitted on Monday through Wednesday. Events on Thursday, Sunday, and holidays preceding workdays will have attendees disbursed by 8:00 PM, while Friday, Saturday, and holiday eve events will have attendees disbursed by 9:00 PM. Note that for the Applicant's purposes, the list of holidays includes Memorial Day, Independence Day, Labor Day, Indigenous People's Day, and Veterans Day. There will be no events held on Monday, Tuesday or Wednesday.

Access to the Project is proposed via an existing access connection from Wolcott Avenue that will provide access to the main parking area as an entry only driveway. A second, exit only driveway is also proposed at the northern property line of the Site, which will be a reestablishment of the existing driveway in this location. A total of 33 off-street parking spaces, inclusive of four (4) ADA accessible parking spaces, will be provided primarily for use by hotel guests and employees. The existing Site is also provided a third driveway connection to Wolcott Avenue south of the existing church building. This existing southern driveway is proposed to be eliminated as part of the Project.

During typical operations i.e., no event at the church, hotel parking will generally be accommodated by the available on-site parking. The café use, which requires 17 parking spaces per City of Beacon Code will generally be accommodated by other off-site public parking in the vicinity of the Project. However, it is anticipated that a portion of the patrons visiting the café will also be hotel guests or residents walking to the site from the surrounding area, thereby reducing the overall parking demand for the café.

During events, event related parking will generally be accommodated by off-site public parking in the vicinity of the Project. This is anticipated to create a need for the management of on-site drop-off and pick-up operations. In addition, it was determined that specific parking strategies were needed to ensure event parking occurs in desired locations, to reduce parking as practicable and manage on-site parking. It is anticipated that this Traffic & Parking Management Plan ("TPMP") will be implemented by the owner/operator of the Project regardless of the size of the event.

It should be noted that it is possible that the Café use will be open to the public during events at the Site. It is proposed by the Applicant that the Café use by the public during events will be limited to events having attendance less than 100 persons. For the purposes of further discussion herein an 150-Person Event with no Public use of the Café is referred to as a "Type A Event" while a 100-Person Event with Public use of the Café is referred to as a "Type B Event."

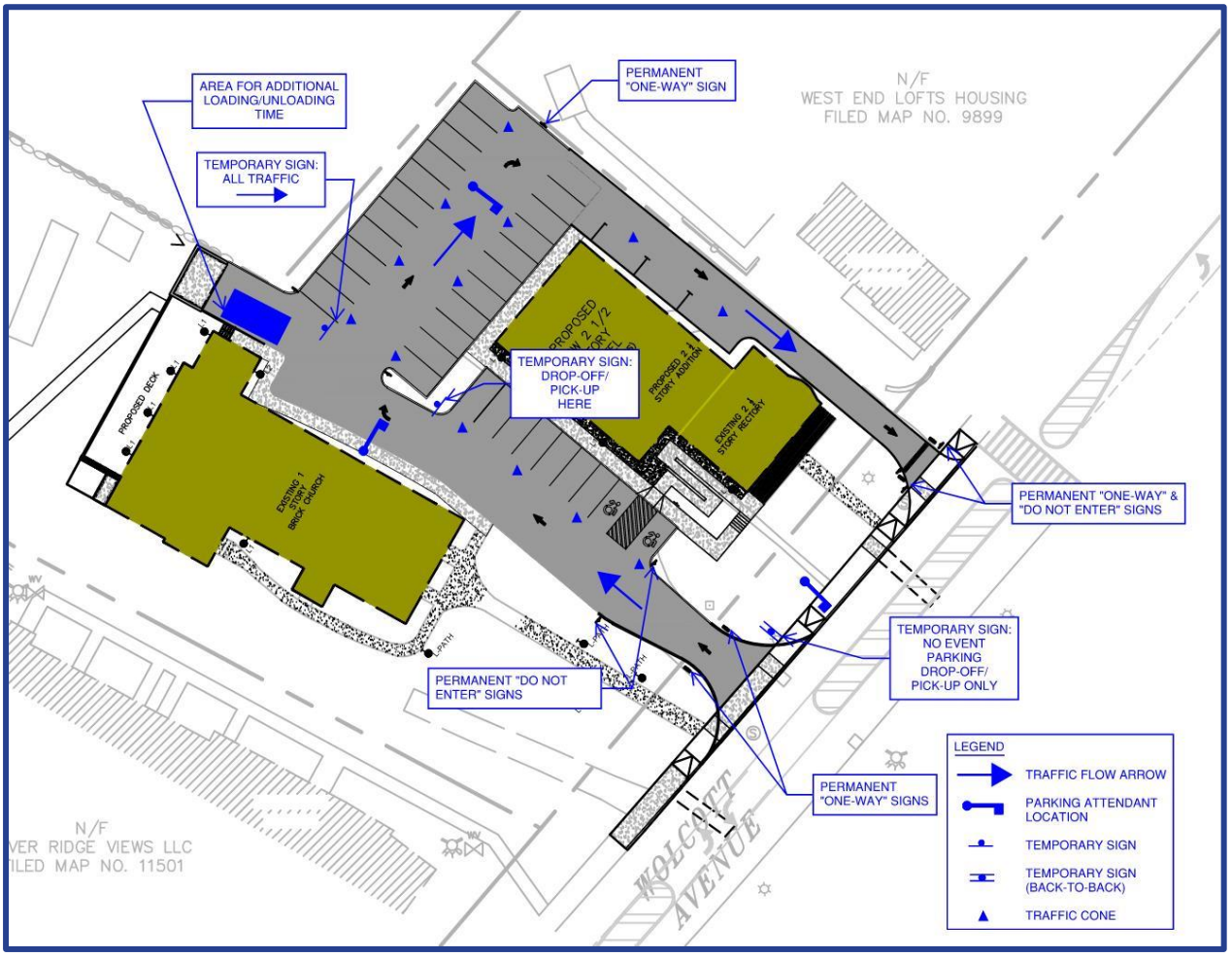
Based on the above and associated with the review of the Project by the City of Beacon Planning Board and its consultants, this TPMP has been prepared in order to provide an efficient and ongoing method of managing traffic flows, on-site and off-site parking, and other transportation related aspects of the Project. The purpose of this plan is to allow input and coordination with other agencies, including the New York State Department of Transportation (NYSDOT) and the City of Beacon and allow for ongoing revisions to this plan upon implementation of the Project.

## On-Site Parking and Circulation

The Project site will provide a total of 33 parking spaces. These spaces will primarily be designated for the use of the Hotel guests. Therefore, during Event Conditions all additional parking needs will need to be accommodated by off-site public parking in the area. It is anticipated that this will result in a need for drop-off/pick-up operations within the Site.

In order to manage these drop-off/pick-up operations the Applicant will provide staff within the on-site driveways and parking area to ensure efficient flow of traffic within the Site. Exhibit No. 1 below indicates the drop-off/pick-up location as well as locations of staff for traffic direction and anticipated directional signage.

**Exhibit No. 1 - Event Site Circulation Plan**



As indicated previously, the Main (southerly) access driveway will be a one-way entry only driveway with the northerly driveway a one-way exit only driveway. This will help to facilitate the onsite drop-off/pick-up operations during events. However, during events it is anticipated that on-site parking attendants will be required to facilitate drop-off/pick-up operations, ensure efficient traffic flow, and monitor any queuing. In addition to the permanent signage proposed on the site, additional temporary signage is also proposed to further indicate the on-site flow pattern during events as indicated on Exhibit No. 1 above.

For Type B Events, one (1) parking attendant will be provided on-site to assist with direction of traffic and drop-off/pick-up operations. For Type A Events exceeding 100 attendees, a total of three (3) parking attendants will be provided on-site during events. The first will be provided near the Main entry driveway, the second at the intended drop-off/pick-up location and the third within the main parking area behind the hotel. The parking attendant near the Main entry driveway will assist with traffic flow entering the Site and monitoring of the queueing of vehicles on the entry driveway to ensure no disruption of normal traffic flows along Route 9D. The driveway provides stacking for approximately 7-8 passenger car vehicles which is anticipated accommodate the vehicle queues during the drop-off/pick-up operations. However, in the unlikely event that this storage area is exceeded by the queue, there is sufficient space within the driveway to queue vehicles in two queues, which the parking attendants can adjust as necessary.

The parking attendant at the drop-off/pick-up location will be tasked with managing the drop-off/pick-up of event attendees as well as monitoring the queueing of vehicles. The last parking attendant within the main parking area behind the hotel will be tasked with monitoring this parking area and maintaining the flow of exiting traffic. All three attendants will be able to provide information to vehicles on the nearby offsite parking locations as discussed further below.

The on-site parking during events will be reserved for the exclusive use of hotel guests and employees of the Project only. These parking spaces will be coned off during events. In the event that hotel guests desire to enter or exit during the event times, they will be assisted by on-site staff with entering and exiting the parking spaces. Hotel guests will also be provided with printed parking passes or tags to signify their ability to park in these spaces. It is anticipated that majority, if not all, of the hotel guests will also be attendees of the events, limiting the amount of hotel related entries and exits during the event periods.

As discussed further below, event parking attendants will also be provided with information regarding parking areas to be utilized by event attendees.

### ADA Accessible Parking & Event Drop-off/Pick-up Accommodations

The Project site will be provided a total of four (4) ADA accessible parking spaces included within the 33 on-site parking spaces. These ADA parking spaces will be available for use by hotel and café guests as well as event attendees. During event drop-off/pick-up operations, event attendees requiring the use of these ADA spaces will be directed by the on-site parking attendants to the available ADA parking spaces on the Site. In the event that these spaces are fully occupied, attendees requiring further assistance will be directed to the on-site loading zone area to allow additional time for loading and unloading in an area that will not disrupt on-site circulation of other attendees during drop-off/pick-up periods.

## Off-Site Parking

### Off-Site Parking Locations

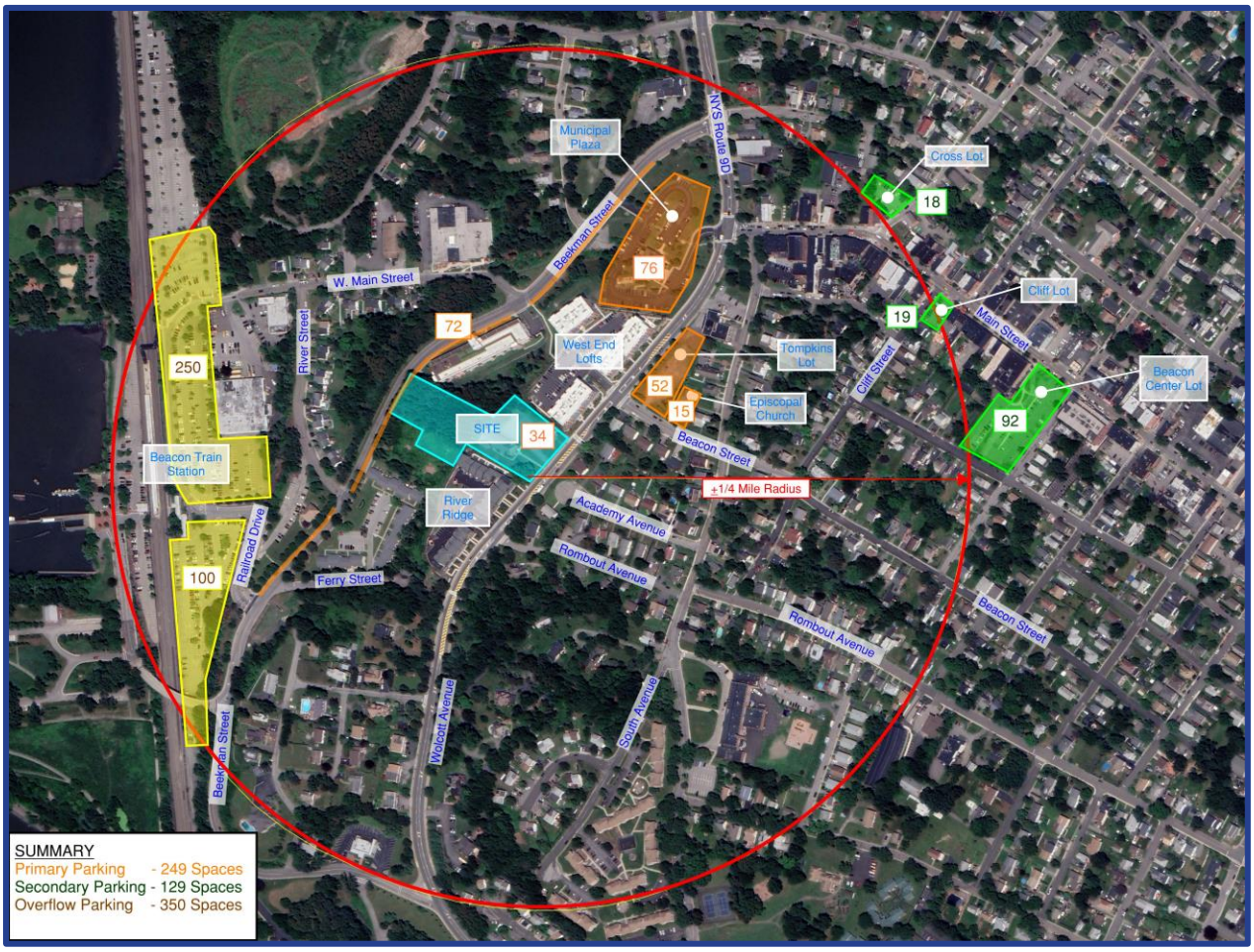
The Project proposes to provide 33 off-street parking spaces on the Site primarily for the use of Hotel guests and employees as required by the City of Beacon code for that use. All additional parking required for event attendees will be accommodated by off-site public parking in the vicinity of the Site. The closest public parking in the area include the below listed locations in order of proximity to the Project:

- **Tomkins Firehouse Parking Lot** – 52 Parking Spaces
- **City of Beacon Municipal Plaza (City Hall) Parking Lots** – 76 Parking Spaces
- **Beekman Street Metro North on-street parking between Railroad Drive and Wolcott Avenue** - 70± on-street metered parking spaces
  *This parking is operated by LAZ parking, parking can be paid electronically via LAZgo Parking App.*
- **Cross Lot** – 18 Parking Spaces (24 Hour Free Parking – City Lot)
- **Cliff Lot** – 19 Parking Spaces (24 Hour Free Parking – City Lot)
- **Beacon Center Lot** – 92 Parking Spaces (24 Hour Free Parking – City Lot)
- **Beacon Metro North Train Station Parking lots metered parking spaces**
  *This parking is operated by LAZ parking, parking can be paid electronically via LAZgo Parking App.*

In addition to the above parking locations, the Applicant is continues to pursue options for off-site dedicated parking in the vicinity of the Site for use during events.

Exhibit No. 2 below identifies the locations of parking within 1/3 of mile of the Project location.

## Exhibit No. 2 – Off-Site Parking Locations




The Tomkins Firehouse and City of Beacon Municipal Plaza parking lots are within 500 and 1,000 ft. respectively of the Project Site making these the most accessible public parking for the Project. As previously noted, a walkway connection to Beekman Street is proposed to be provided through the Site as part of the Project with signage at Beekman Street directing patrons to the Site. This will provide more convenient access to the Beekman Street on-street metered parking spaces of which the nearest spaces will be within the 350 ft. of the Hotel and Café/Event spaces with the more remote spaces approximately 1,200 ft. from these buildings. This pathway will also provide more convenient access to parking available at the Beacon Metro north station, however these metered spaces are more remote, in excess of 2,000 ft. from the Project site, and less likely to be utilized. The Cross Street lot, Cliff Lot and Beacon Center Lot are more remote parking locations located within 1,500 – 1,900 ft. from the Project site.

The Applicant has reached an agreement for off-site parking with the owner of the property located at 74 Dennings Avenue, which will allow for 27 parking spaces during the on-site events. Additionally, the Applicant is in the process of finalizing an agreement for an off-site parking location with the nearby Protestant Episcopal Church property located at 21 South Avenue, near the Wolcott Avenue/Beacon Street intersection, which could accommodate approximately 14-15 parking spaces. These agreements will reduce the total need for the use of offsite public parking by approximately 41-42 spaces.

In total there are approximately 250 total parking spaces within 2,000 ft. walking distance of the Project site which can be utilized to accommodate the parking needs of the Project under the event conditions. Each of the identified areas of public parking were observed during the anticipated peak event periods to determine the parking availability in the area. These observations indicated that there is sufficient public parking within the Tomkins Lot, the Municipal Plaza Lot and along Beekman Street to accommodate the parking needs of the Project Event conditions.

## Employee Parking

Under typical conditions, the Project anticipates having 1-6 employees on-site to service the hotel including front desk staff, housekeeping staff and a maintenance staff employee who will provide maintenance to the hotel, café and event space. The café will typically have an additional 2-4 employees.

Under event conditions the number of employees will vary depending on the size of the event with an additional 2 to 12 employees anticipated, playing various roles to support the events. It is noted that some of these employees may perform multiple roles. In addition to the employees, it is anticipated that there will be between 1-10 organizers, presenters, performers and/or crew to support the events. Parking for these employees and event personnel will largely be accommodated by off-site parking, although it is also possible and even likely that event organizers, presenters, performers, and/or crew will also be guests at the hotel and will occupy on-site parking and therefore, not create additional demand for off-site parking spaces.

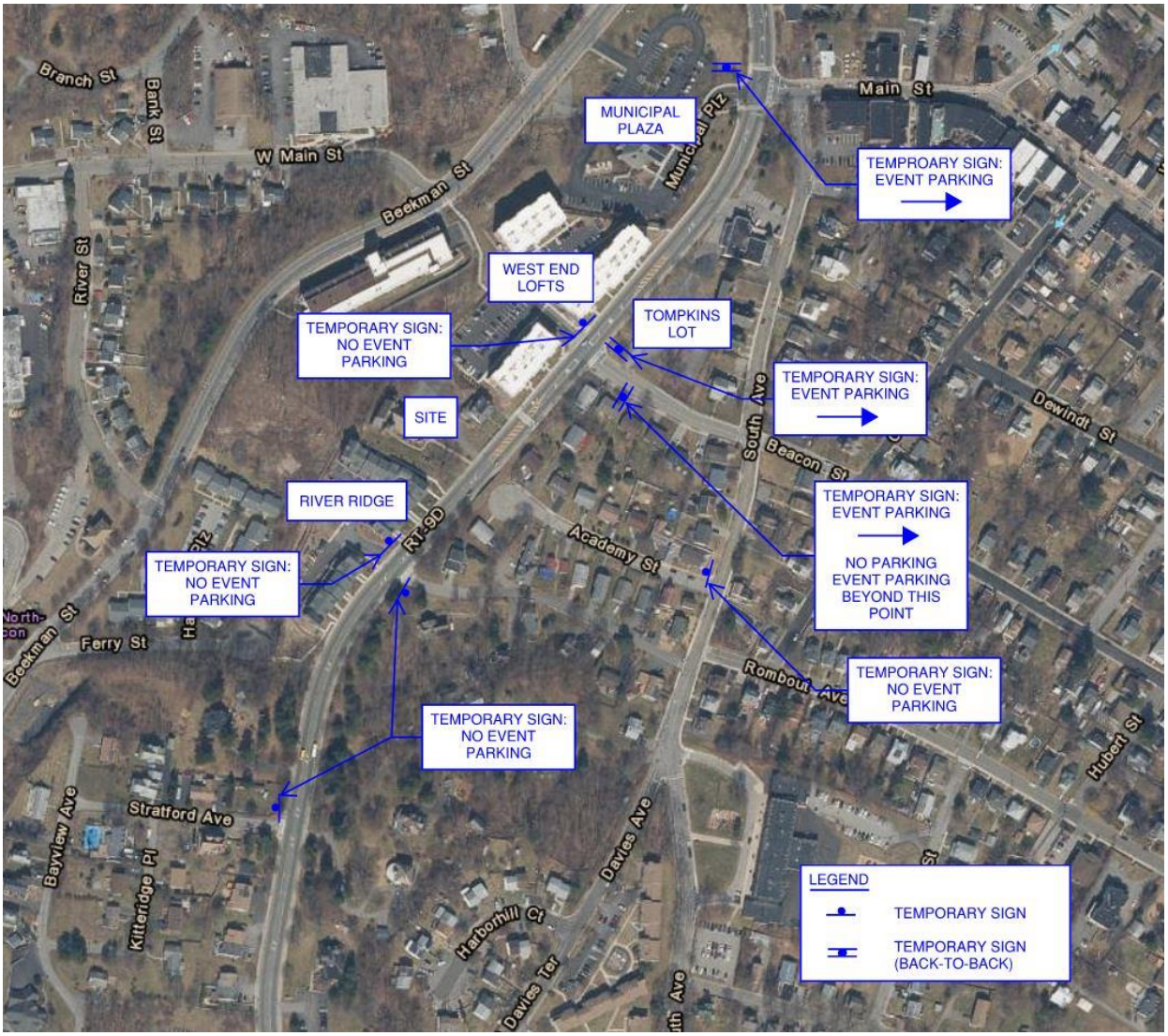
Under typical daily operations it is anticipated that hotel and café employees will find parking at the nearby public parking areas as well as additional employees and performers to support the Type B Events. During Type A Events, the Applicant will provide a specified location for employee and event personnel parking, which could include the Denning's Avenue parking lot, the Beacon Metro North Station or other offsite locations to accommodate these parking needs and ensure greater availability of public parking nearer the Project. When necessary, shuttling for employees and event personnel from these remote parking locations will be provided.

## Temporary Off-Site Signage

The installation of temporary off-site signage is also recommended during events to alert attendees of preferred parking areas and areas where parking is note permitted. This signing should be provided during both Type A and Type B Events. As identified in Exhibit No. 3 below temporary signage is recommended to be installed along Route 9D at the entrance to the Municipal Plaza and at Beacon Street to direct attendees to both the Municipal Plaza and Tompkins Lots. The installation of these temporary signs is subject to approval by the City of Beacon.

In addition, temporary signage indicated “No Event Parking” is recommended to be installed at the entrance to the River Ridge and West End Lofts residential developments as well as at the entry to several public roadways in the vicinity of the Site including Beacon Street, Academy Street, Rombout Avenue and Stratford Avenue. These signs are intended to help deter event attendees from parking along nearby local residential roadways and/or the neighboring residential properties. The temporary installation of these signs will also be subject to approval by the City of Beacon as well as the residents/owners of those specific private developments.

### Exhibit No. 3 – Off-Site Signage



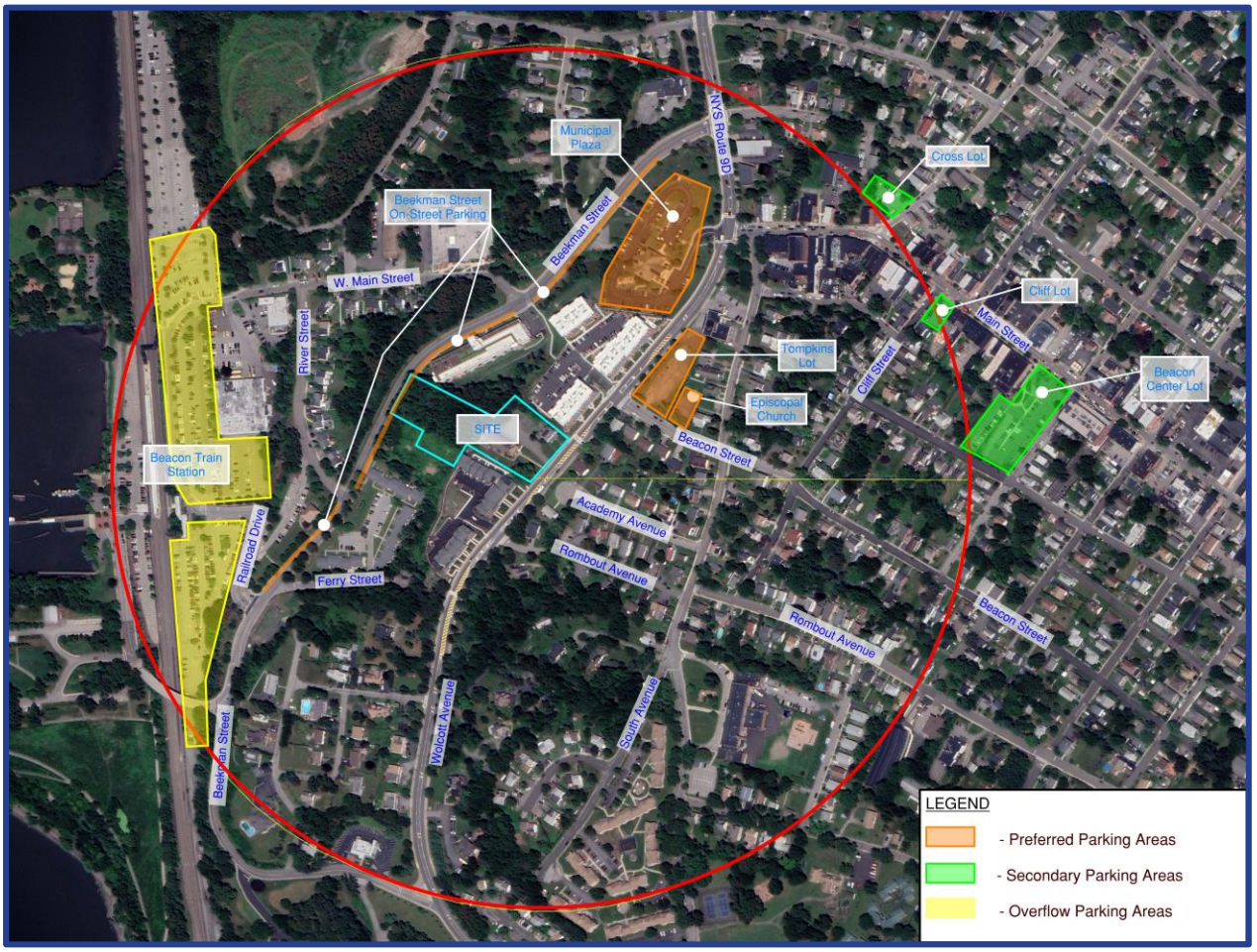
# Dissemination of Information

## Parking Information

Prophecy Theater, LLC as owners of the Project will be responsible to disseminate parking information to Event attendees to identify appropriate available parking areas. This will be accomplished in several ways.

The Project's website will provide parking information including a map indicating the preferred areas of public parking. These will include the Tompkins Lot, the Municipal Plaza Lot and the on-street metered parking along Beekman Street. This map will be similar to that provided in Exhibit 4 below. In addition, the map will indicate other more remote parking locations as identified above.

**Exhibit No. 4 - Preferred Parking Area Map**



This map will also be distributed electronically to all event attendees for ticketed events. Distribution of this map for other non-ticketed events will be done via the Event representative or coordinator for those specific events.

On the day of the event the on-site parking attendants will be provided with copies of this map which can be provided to any attendees that may enter the Site for drop-off and/or looking for parking.

It should be noted that this map does not include reference to other areas of on-street parking, specifically those that may be located within residential neighborhoods near the Project in an effort to prevent attendees from parking along these roadways.

### Public Transportation Information

Similar to the above, the Project owners will also disseminate and encourage the use of public transportation by event attendees in order to reduce the overall parking demand of the Project, as well as the Project traffic generation. This will include links to information on available metro-north train schedules, Duchess County bus schedules and any other relevant public transportation information to be provided through the Project's website. This information map will also be distributed electronically to all event attendees for ticketed events as well as for other non-ticketed events by the Event representative or coordinator for those events.

## Shuttles

Events such as conferences or weddings may allow for the use of shuttle buses for attendees arriving from other area hotels. The use of shuttles will be strongly encouraged by the Project owners. Information on available area shuttle bus companies will be provided to event coordinators at the start of the event planning process to assist in this effort. The use of shuttles for attendees arriving from other consolidated locations will reduce the overall parking needs for certain types of events.

Shuttling of event patrons to and from off-site parking locations will also be implemented by the Project. The Applicant proposes to determine for each event if there is a need for use of these remote parking locations ahead of the event based on the time of the event, any other known use of closer public parking lots, weather, and anticipated event attendance. It is proposed that need for a shuttle will be assessed by the Applicant when event attendance is expected to exceed 130 persons. If it is determined that the use of these remote parking locations is necessary, event attendees will be updated prior to the event, via email, website, social media, etc. and on the day of event by staff parking attendants. In this case, the Applicant will provide a window of time for shuttle runs (15-25 passengers every 15-20 min for 1.5 hours) making a stop at the MTA lot, Dennings, Funeral home or other potential location.

It is important to note that the Traffic & Parking Study dated February 21, 2022 as well as the Supplemental Parking Analysis last revised January 30, 2023, identified that public parking areas within 1,000 ft of the Project currently have in excess of 120 available parking spaces within walking distance of the Project. This available parking is generally found in the Tompkins Lot, the Municipal

Plaza lot and the on-street parking along Beekman Street. The Type A and Type B events are project to require the use of up to 50 – 59 off-site parking spaces depending on time of day of the event, which can more than be accommodated by the available parking in the immediate Site vicinity. This is also further supplemented by the 15-parking spaces that will be available for use by event attendees at the Protestant Episcopal Church and on an as needed basis by shuttling to more remote parking locations previously identified.

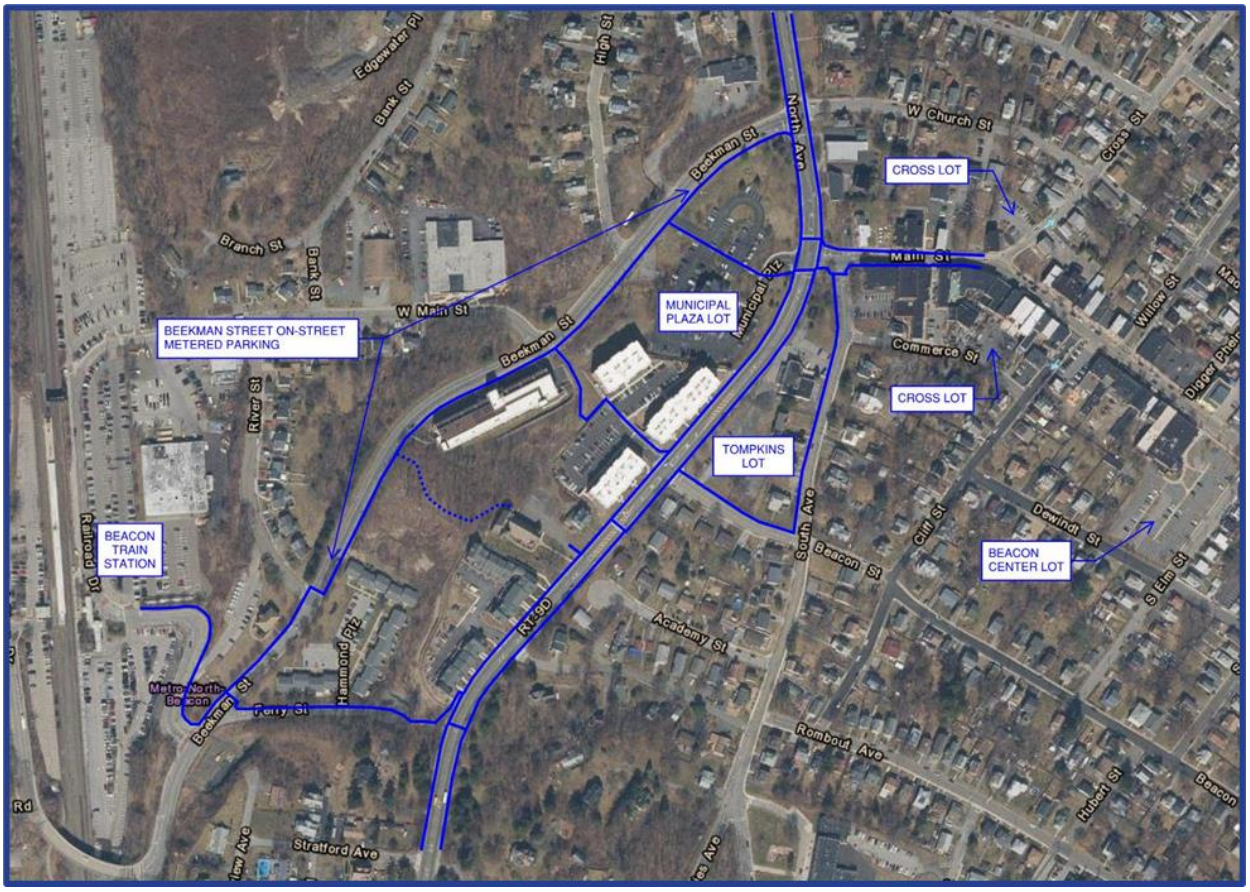
## Pedestrian and Bicycle Access

Access to the Project by pedestrians, including event attendees parking off-site, is provided in several manners. There are existing sidewalks along all area roadways surrounding the Project that can be utilized to access various parking areas or pedestrians arriving from other destinations. There are existing signalized crosswalks of Wolcott Avenue both at its signalized intersections with Beekman Street and Main Street providing signalized pedestrian access from the east side of Wolcott Avenue to the west side where the Project site is located. In addition, there are existing crosswalks crossing Wolcott Avenue that are supplemented with pedestrian activated Rectangular Rapid Flashing Beacon (RRFB) signs located at the northern property line of the Project site as well as at a location approximately 150 ft. south of Rombout Avenue at approximately the southern property line of the River Ridge property. Any patrons utilizing the public parking available at the Tompkins lot on the east side of Wolcott Avenue would be likely to use the RRFB crosswalk at the northern property line of the Project site to cross Wolcott Avenue. Similarly, any pedestrians coming from the Main Street area would be likely to utilize either the signalized pedestrian crossing at the Wolcott Avenue/Main Street intersection or the RRFB crosswalk at the northern property line to cross to the west side of the roadway. The RRFB crosswalk at the northern property line is a highly visible crosswalk located at the crest of a vertical curve along Route 9D and with excellent sightlines in all directions.

Pedestrians arriving from the Beacon Train Station or utilizing parking along Beekman Street would also be provided several opportunities to access the Project site. There are existing public pedestrian pathway connections between Beekman Street and Wolcott Avenue through the River Ridge and West End Lofts developments that could be utilized. In addition to these pathways, the Project also proposes to provide a pedestrian pathway between Beekman Street and Wolcott Avenue for direct access to the Project Site. Signage is proposed to be provided at the connection of the on-site path with Beekman Street to direct patrons to the Site. Exhibit No. 5 below provides a map of the existing and future pedestrian accommodations in the vicinity of the Project that would be anticipated to be utilized by Event attendees.

Bicycle racks are also proposed to be provided on the Site for any event attendees that may arrive via bicycle.

**Exhibit No. 5 – Existing & Proposed Pedestrian Pathways**




## Emergency Vehicle Access

In the event of an emergency at the Site during an on-site event, the on-site parking attendants will be directed to clear the site parking area and driveway of all pick-up/drop-off vehicles to ensure adequate access to the Site for emergency vehicles.

## Parking of Event Related Oversize Vehicles

Certain events may require the use of oversized vehicles to support the events. These could include buses, vans, or smaller trucks. If these oversized vehicles are required, arrangements would be made by the Applicant to provide an off-site parking location for these vehicles. In addition, if an oversize vehicle is required for unloading of event equipment arrangements will be made with the event organizers to ensure that these vehicles arrive to the site well before the start of the event for unloading of equipment in order to not interfere with anticipated drop-off of event attendees.

## Ongoing Monitoring and Coordination

This TPMP is meant to be a living document that can regularly be referred to and updated by the operators of the Project. This document provides the basis for managing and directing traffic and parking for the anticipated Events to be held at the facility. This document may be updated and modified based on the future needs of the Project and in coordination with the City of Beacon to best serve the Project and the City as traffic and parking conditions in the vicinity of the Project may change over time.

In order to ensure that the TPMP is achieving the goals set forth herein the Applicant agrees to conduct a monitoring of the event conditions within a 6 to 12-month period after initial occupancy of the event space. This monitoring, which will including monitoring of both a Type A and Type B Event, will be utilized to incorporate further refinements to this plan at that time if determined to be necessary. This monitoring and any associated modifications to the TPMP will be determined in consultation with the City of Beacon. The requirements of the TPMP and the assocaited monitoring will be worked into the Project approvals with the City of Beacon.

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*Infrastructure • Geotechnical/Environmental • Telecommunications • Utilities/Energy*

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

While the proposal may be further streamlined, it lessens none of the concerns that exist for those who will be close neighbors of this proposed development: significantly increased noise, traffic, parking, and safety.

The sad fact is that the onus will be placed upon residents to monitor and register noise, trespassing, and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on us and the Beacon police department, and we're counting on you to protect our rights.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Vance Hunt / Shakeema Moore

Name: VANCE HUNT/SHAKEEMA MOORE
Address: 2 LIAM DR. APT. 201
Beacon NY. 12508 (West End Lofts)

RECEIVED
02·21·2023

# WEST END LOFTS

2/10/23

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Prophecy Theater proposal for the development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I am deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Wednesday, February 15th, 2023.

I believe the updated operating schedule—which is both confusing and will be challenging to keep track of—will negatively impact neighboring residents who will be subject to late night noise, and disturbance from the event space, both from inside and from attendees leaving the property. It also places an undue burden on local residents to deal with trespassing and report both trespassing, parking, and noise infractions to the police on a regular basis.

In addition, I believe the project's lack of onsite parking and its reliance on public parking lots will result in event attendees parking in nearby residential streets and the private parking lots at West End Lofts, Hammond Plaza and River Ridge View.

I am also very concerned that there will be no hotel attendant from 1:30AM to 7AM which is a recipe for disaster with nobody to assist if there is a fire/emergency or a fight/crime, etc.

Additional concerns include Prophecy Theater's event signage taking over the city, a realistic security plan, and issues raised by Beacon's independent noise consultant.

I respectfully request that the Planning Board considers the human aspect of this proposal and the impact upon the approximately 400 households and families who will be directly negatively affected.

Thank you for the careful consideration that you have given to this project.

Kind regards,

Jean Noucle
PO Box 835
Glenham, NY 12527

RECEIVED
02.21.2023

# WEST END LOFTS

2/10/23

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I am also very concerned that there will be no hotel attendant from 1:30AM to 7AM which is a recipe for disaster with nobody to assist if there is a fire/emergency or a fight/crime, etc.

Additional concerns include Prophecy Theater's event signage taking over the city, a realistic security plan, and issues raised by Beacon's independent noise consultant.

I respectfully request that the Planning Board considers the human aspect of this proposal and the impact upon the approximately 400 households and families who will be directly negatively affected.

Thank you for the careful consideration that you have given to this project.

Kind regards,

W P. Hogue

<Name> WILLIAM P. HOGUE
<Address>
2 LIAM DRIVE, Apt. 409
BEACON, NY 12508

LANC & TULLY
Engineering and Surveying, P.C.

March 10, 2023

Mr. John Gunn
Beacon Planning Board Chair
City of Beacon
1 Municipal Plaza
Beacon, NY 12508

RE: 1113 Wolcott Avenue
Tax No. 5954-26-651901
Special Use & Site Plan
City of Beacon

Dear Mr. Gunn:

My office has received the following in regard to the above application:

- Correspondence dated February 28, 2023, from Cuddy & Feder, LLP.
- Response correspondence dated February 28, 2023, from Hudson Land Design.
- Response correspondence dated February 28, 2023, from Aryeh Sigel, Architect.
- Response correspondence dated February 28, from B. Laing Associates, sound consultant for the applicant.
- Response correspondence dated February 27, 2023, from Colliers Engineering and Design.
- Hotel Event Space/Café Management Plan, with the latest revision date of February 28, 2023, as prepared by Prophecy Theater.
- Traffic & Parking Management Plan, dated February 27, 2023, as prepared by Colliers Engineering & Design.
- Plan set titled "1113 Wolcott Avenue", with the latest revision date of February 28, 2023, with Sheets 1 through 8 of 16 as prepared by Aryeh Siegel, Architect, Sheets 9 through 15 of 16 as prepared by Hudson Land Design, and Sheet 16 of 16, dated November 18, 2022, as prepared by Colliers Engineering and Design.

The proposed project is located on Wolcott Avenue in the R1-40 Zone and Historic District & Landmark Overlay District (HDLO). The existing 2.28± acre parcel contains a church (Reformed Dutch Church of Fishkill Landing), parsonage building and a cemetery. The applicant is proposing to convert the church into a conference center with dining facilities, and to construct a 30-room hotel on the parcel, along with providing 33 on site spaces for parking as related to the hotel, with 4 of the spaces being ADA compliant.

Based on our review of the above documents we would like to offer the following comments:

General Comments:

1. A stormwater maintenance and easement agreement shall be prepared and submitted for review by the Planning Board Attorney and City Engineer. ***Applicant notes that this will be submitted with a future submission.***

2. The plans shall be updated to include detailed notes as to the proposed noise mitigation measures to be to be employed by the applicant per the Acoustical studies. The plans shall also be updated to show the locations of the HVAC units and the fencing enclosures to be installed around them on the plans.

Sheet 1 of 16 – Site Plan:

1. The plan previously included the Bulk Zoning Regulations table, Zoning Summary, Parking & Loading table, and notes. Presently, the plan is missing all of this information. Is there a reason as to why this information was removed from the plan?

2. This Note No. 5 shall be revised to reflect the café being closed with the attendance is greater than 100 attendees, as provided for in the submitted management plan.

3. A note shall be added to the plan stating that applicant/project shall comply with the final Traffic and Parking Management Plan, as prepared by Colliers Engineering & Design, with the date of the final plan.

4. There are a number of dimensions that appear very large on the plan, but do not have any dimension lines associated within them. The size of the dimensions should be adjusted, and dimension lines shown as to what the distance represents. It should be noted that this also occurs on Sheet 3.

Sheet 2 of 16 – Full Site Plan:

1. The stockade fence details shall be updated to reflect the spacing between posts, as the current detail represents a gate opening. The detail shall also note the type of lumber to be used for the vertical boards, are they to match that as called out in acoustic fence detail?

Sheet 3 of 15 – Existing Conditions & Demolition Plan:

1. Callouts on the rights side of the sheet have been cut-off. The callout notes shall be shifted so that they fully appear on the sheet.

This completes our review at this time. Further comments may be provided based on future submissions. If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: John Clarke, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

While the proposal may be further streamlined, it lessens none of the concerns that exist for those who will be close neighbors of this proposed development: significantly increased noise, traffic, parking, and safety.

The sad fact is that the onus will be placed upon residents to monitor and register noise, trespassing and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on residents and the Beacon police department.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved, and we are counting on you to protect our rights.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name Dean Catalano

Address 67 Spring St, Beacon NY 12508

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name Daniel Catalano

Address 39 Tideal Ave Beacon NY 12508

March 8, 2023

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name Joseph Catalano JR.
Address 67 Spring ST. Beacon N.Y. 12508

March 8, 2023

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name Grant McGeary
Address 284 Main Street, Beacon, NY, APT 2C

March 8, 2023

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Sincerely,

Name Scott Catalano

Address 67 Spring St.
Beacon, NY. 12508

March 8, 2023

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Thank you for your careful consideration of this proposal and your time.

Sincerely,
Hattie Hess

Name Hattie Hess
Address 9 Matter Copper Sq.
Beacon N.Y. 12508

**John Clarke Planning and Design** jclarkeplandesign@gmail.com
845.797.4152

To: John Gunn, Chair, and the City of Beacon Planning Board
Date: March 10, 2023
Re: **1113 Wolcott Avenue Street Site Plan and Special Permit**

I have reviewed the February 28, 2023 cover letter from Cuddy+Feder, February 28, 2023 response letters from Aryeh Siegel and Hudson Land Design, February 27, 2023 response letter and revised Traffic and Parking Management Plan from Collier Engineering, February 28, 2023 revised Hotel Event Space/Café Management Plan with Alternatives Analysis chart, February 28, 2023 Acoustical Supplemental Report #2 by B. Laing Associates, and a February 28, 2023 16-sheet Special Permit set.

**Proposal**

The applicant is proposing to construct a 2½-story, 30-room hotel as an expansion to the existing parsonage and renovate the historic church as a conference center/event space and rear café. The 2.28-acre site is in the R1-40 zoning district, in the Historic District and Landmark Overlay (HDLO) zone, and within the Local Waterfront Revitalization Program (LWRP) boundary.

**Comments and Recommendations**

1. The Building Inspector has issued a determination that the reduced overall capacity qualifies for the 1964 parking exception in Section 223-26B, so no parking variance is required. Adequate parking is still a SEQR issue and a specific Special Permit condition under Sections 223-24.7D and 223-18B. The traffic and parking studies have been reviewed by the Planning Board's traffic consultant.

2. The applicant has proposed new reductions in capacity and event hours, with 150 peak-capacity events ending at 8:30 pm and patron dispersal by 9 pm. Events preceding work days will end at 7:30 with dispersal by 8 pm. The Special Permit condition in 223-18B(1)(a) requires that the location and size of the use and the nature, hours, and intensity of the operations will not conflict with the existing permitted uses on adjacent blocks. These proposed limitations and their enforceability should be part of the Board's review during the SEQR and Special Permit process.

3. For the printed submission, the Zoning Table, Parking Table, and notes were omitted on Sheet 1 and the Planting Schedule was missing from Sheet 4.

4. Sheets 6 and 7 should be modified for the new maximum 150-person occupancy.

5. The Board and applicant should consider whether the pathway through the cemetery is more of an attractive nuisance for the neighbors than a necessity for parking and train access. The first options for parking will be the Tompkins and Municipal lots, so any need for overflow onto the upper end of Beekman Street, where vacant spaces are more likely to be, can use the stairs through the City Hall parcel to Wolcott Avenue. Any circulation from the Train Station can use the Ferry Street stairs. The cemetery should be cleaned-up as part of this proposal and there-after maintained, but a crooked path through the gravestones with new stairs and lighting fixtures could be considered incompatible with the historic character of the cemetery.

6. The hours of hotel staff were not included in the updated Table 4 of the Management Plan.

7. The Planning Board has requested an independent consultant review on noise issues.

8. All exterior construction must meet the standards in Chapter 134, Historic Preservation, and will require a Certificate of Appropriateness. The Architectural Review Subcommittee has met twice on this proposal and has referred the final design back to the full Board. The Sheet 5 elevations should include height measurements, building materials, and colors.

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

John Clarke, Beacon Planning Consultant

c. Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Aryeh Siegel, Project Architect
Michael Bodendorf, P.E., Project Engineer

March 10, 2023

Mr. John Gunn, Chairperson
Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

RE: Site Plan, Traffic and Parking Study Review #12 for **Proposed 30-Room Hotel, Restaurant and Conference Center Redevelopment**, 1113 Wolcott Avenue, City of Beacon, Dutchess County, New York; CM Project No. 121-295

Dear Chairperson Gunn:

Creighton Manning Engineering, LLP (CM) reviewed the documents contained in the City of Beacon Planning Board Agenda Packet for the March 14, 2023 meeting. At this time, the applicant and their consultants have addressed all previous comments raised by our office. The studies conducted by the applicant's engineer show that currently there is more than sufficient off-site parking within a reasonable walking distance to accommodate the excess parking needs of the proposed development. Furthermore, CM notes that the applicant has prepared a detailed traffic and parking management plan to mitigate impacts from the proposed development during large events, which includes a post opening study of both Type A and Type B events.

If you have any questions about the above comments, please do not hesitate to contact our office at (914) 800-9201.
Respectfully,
*Creighton Manning Engineering, LLP*

Frank A. Filiciotto, PE
Associate

Starke W. Hipp, PE
Project Engineer

N:\Projects\2021\121-295 Beacon - 2021 Traffic Reviews\Working\Correspondence\1113 Wolcott Avenue\1113 Wolcott Avenue_Rev 12.docx

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

MaryAnne Kelly

5 Bayview Avenue
Beacon, NY 12508

Name
Address

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name John F Boro

Address 10 Stratford Ave
Beacon NY 12508

March 8, 2023

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Sincerely,

Charles P Kelly

Name 5 Bayview Ave.

Address Beacon, NY. 12508

March 8, 2023

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Sincerely,

Laura Bono - Laura Bono

Name

Address 10 Stratford Ave
Beacon, NY 12508

March 8, 2023

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Sincerely,

Elizabeth Doty

Name ELIZABETH Doty
Address 6 Stratford Ave.
Beacon, NY 12508

March 8, 2023

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Sincerely,

Name LINDA BRADFORD
Address 6 STRATFORD AVE APT 2
BEACON NY 12508

10th March 2023

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Sincerely, Dawn Powell-Manso

Name: Dawn Powell-Manso
Address: 19 Hammond Plaza

10th March 2023

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Sincerely,

Name: Rocko Ruscak

Address: 20 Hammond Pl
Beacon N.Y 12508

10th March 2023

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Sincerely,

Name: Elida Rivera
Address: 30 Hammond PL

10th March 2023

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Sincerely,

Katherine Mahoney

Name: Katherine Mahoney
Address: 30 Hammond Road
Beacon, NY 12508

10th March 2023

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Joyce A. Kaiden

Name: Joyce Kaiden
Address: 1 Hammond Plaza
Beacon, ny 12508

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name: ANNE LIZ TIVEDA
Address: 20 NEWMARK PL

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

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Sincerely,

Name: Peter Rivera III
Address: 20 Hummock Plaza

10th March 2023

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Marilyn T. Cooper

Name: Marilyn T. Cooper
Address: 25 Hammond Plz.
Beacon NY 12508

10th March 2023

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**Re: Proposed development of 1113 Wolcott Avenue**

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Karina Kropp

Name:

Address: 17 River Ridge

March 13, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

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Thank you for your careful consideration of this proposal and your time.

Sincerely,
Mae Skidmore & Marilou Carlin
16 River Ridge Court, Beacon, NY

March 13, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

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Thank you for your careful consideration of this proposal and your time.

Sincerely,
Marc Wais
2 River Ridge Court, Beacon, NY

March 12, 2023
Re: Proposed development of 1113 Wolcott Avenue

Dear Chairman Gunn and the City of Beacon Planning Board,

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the Planning Board meeting on Tuesday, March 14, 2023.

In the latest site plan submission, there is a "6' high acoustic stockade fence on property line" as well as a "4' high stockade fence on property line at front yard". I have several concerns about this proposal:

1. **Where is the Planning Board hired noise consultant's study on how the proposed fence would improve the noise levels at my property? And how will this alleged "acoustic fence" mitigate the noise on the second level of my home, above the 6 foot level? An obstructive and nonfunctional fence is not truly addressing my noise concerns.**

2. **Furthermore, upon review of Beacon Codes, this proposed fence should be well within the property of the Prophecy Theater, and not on the property line as indicated on the Site Plan submission. Also, on the proposal, the plantings are on the applicant's side of the proposed fence, and the plans do not show how the screening on the adjoining residential lots will be suitably screened with planting.**[1]

3. **A 6' tall inappropriate and undesirable fence would have a detrimental effect not only to my property value, but also detract from the beauty of the church. How exactly would this proposed stockade fence complement**

[1] *City of Beacon, NY/ The Code*
*§ 223-14.1*
*Hotels.*
*[Amended 6-17-2013 by L.L. No. 11-2013]*

*B. Screening. Outdoor parking areas and recreational facilities shall be screened with fencing, landscaping and/or buildings on all sides toward adjoining residential lots. Where hotel buildings are set back less than 100 feet from one-family residential lots, such buildings shall be suitably screened with planting.*

**the existing High Victorian Gothic-style structure completed in the year 1860? Has the National Register of Historic Places been consulted on this proposed fence? Has the New York State Historic Preservation Office? This proposed fence has neither a historical significance nor "great artistic value"[2] to complement the Reformed Church and cemetery, both added to the National Historic Register of Historic Places in 1988. How exactly does this proposal comply with historic preservation?**

[2] *City of Beacon, NY/ The Code*
*§ 86-6*

*Criteria for recommendations.*

*A. The Board shall base its recommendations on the following criteria: No building or structure or land development shall be so detrimental to the desirability, property values or development of the surrounding area as to provoke one or more of the harmful effects set forth in § 86-2 by reason of:*

*(1) The repeated and adjacent use of identical or nearly identical facades or structures arranged without respect to natural features of terrain or other existing structures.*

*(2) Inappropriateness of structure or land development in relation to any other structure or land development existing or for which a permit has been issued or to any other structure or land development included in the same application with respect to one or more of the following features:*

(d) Other significant design features, such as material or quality of architectural design, roof structures, chimneys, exposed mechanical equipment and service, service and storage enclosures, signs, landscaping, retaining walls, parking areas, service and loading docks, dividing walls, fences, lighting posts and standards, provided that a finding of inappropriateness existed to provoke one or more of the harmful effects set forth in § 86-2.

B.

Any person or persons jointly or severally aggrieved by any decision of the Architectural and Community Appearance Board of Review shall have the right to review said decision by a public hearing before the Zoning Board of Appeals and by a proceeding under Article 78 of the Civil Practice Law and Rules, which proceedings must be commenced within 30 days of the filing of such decision with the City Clerk.

**4. I urge the Planning Board to continue to take into consideration the beauty of the existing property before approving the latest Site Plan proposal. And I look forward to you touring the River Ridge property so you can see how this will**

**impair the benefits of occupancy of the existing properties. This proposal continues to go against the Beacon Code to promote the "health, safety and general welfare of the community to conserve the value of buildings and to encourage the most appropriate use of land within the City."**[3]

While the applicant's proposal may be further streamlined, it does not resolve the concerns that exist for those who will be close neighbors of this proposed development: increased noise, safety, traffic, and parking.

[3] *City of Beacon, NY/ The Code*
§ 86-2

Authority and purpose.

B. It has been determined that the character and well-being of the City of Beacon, its residents and properties are beneficially affected by the maintenance of beauty and the symmetry of development of residential properties in residential districts.

C. Excessive similarity or dissimilarity, leading to inappropriateness or poor quality of the exterior appearance erected in residential and commercial districts in the City adversely affect such beauty and symmetry, as well as the desirability of surrounding properties and neighborhood areas for residential, commercial or other permitted land uses. By so doing, such conditions impair the benefits of occupancy of existing properties, as well as the stability and value of both improved and unimproved properties. As a result, they prevent the most appropriate development and use of such and cause degeneration of property, with attendant deterioration of conditions affecting the health, safety and general welfare of the community, and, further, they destroy the proper relationship between the taxable value of real property and the cost of municipal services provided therefor in such areas.

D. It is the purpose of this chapter to prevent these and other harmful effects of such exterior appearance of buildings erected or altered in any residential or commercial neighborhood and thus to promote the health, safety and general welfare of the community, to conserve the value of buildings and to encourage the most appropriate use of land within the City.

I remain concerned that ultimately the residents will be responsible for the monitoring and reporting of noise, trespassing and parking complaints with the police and building inspector. And this is an unfair burden to place on residents and the Beacon Police Department.

Our neighborhood is a residential area, surrounded by housing complexes that were approved by the City of Beacon Planning Board, and quiet neighborhood streets. It is not acceptable to turn our quiet community into a business district.

Without a doubt, our quality of life will be greatly diminished if the current proposal is approved, and we are counting on you to support your concerned residents.

Thank you for your continued careful consideration of this proposal.

Sincerely,

*Karoline Nowillo*

Karoline Nowillo
14 River Ridge Court, Beacon

## Amanda Caputo

**From:** Matthew Bloom <mattbloom64@gmail.com>
**Sent:** Sunday, March 12, 2023 10:20 AM
**To:** Amanda Caputo
**Subject:** Letter regarding Prophecy Theater for 3/14/2023 hearing
**Attachments:** Prophecy Theater Hearing Letter (3142023)Matt Bloom.docx

Hi Amanda,

I hope you had a good weekend.

Attached and below is my letter expressing my concerns regarding the Prophecy Theater (1113 Wolcott) project. Can you please include it in the packet for the Planning Board?

Thanks very much.

Matt
==========

Matt Bloom
30 Beekman Street (the View)
Beacon, NY 12508

3/14/2023

Dear Chairman Gunn and the City of Beacon Planning Board Members:

Thanks for all you are doing.

I'll start by stating that it's clear to me many of the standards set forth in Section 223-18 and Section 223-24.7 of the City Zoning Code unequivocally preclude the Prophecy Theater ("the Applicant") project.

I'm aware the Applicant has proposed a reduced number of people per event and reduced hours. But who would verify that those restrictions are being adhered to?

Perhaps most concerning is the Applicant repeatedly invoking the prospect that something supposedly worse—such as a megachurch—might move in if the Applicant is not approved. This tactic brings to mind one Tony Soprano might use and it has to stop. Either way, we'll take our chances, especially since there are many other more appropriate uses for 1113 Wolcott Avenue, such as an interfaith church, or a community center that would benefit the whole community, not just generate profits for the Applicant at our expense.

I've asked before and still haven't gotten an answer as to who the investors in this project are. With this lack of transparency, who's to say it isn't a Russian oligarch, or perhaps a local with a conflict of interest? The Applicant has been asked this multiple times and should provide an answer.

Besides the Applicant's representative erroneously and insultingly characterizing concerned residents as "NIMBY" during the last hearing, what stood out most is how many times he demanded that the SEQRA process be followed, which it clearly is. But it shouldn't be forgotten that many of those concerned about this project live in adjacent residential buildings located in a residential neighborhood; buildings that were approved by the City of Beacon Planning Board.

And while Prophecy Theater has made their legal rights in this process abundantly clear, we who live in residential buildings in a residential neighborhood—buildings approved by the Beacon Planning Board—are also keenly aware of our legal rights in this matter.

Thank you.

Best regards,

Matt Bloom (30 Beekman Street)

## Amanda Caputo

**From:** SUSAN BORENSTEIN <sborenstei@aol.com>
**Sent:** Friday, March 10, 2023 5:21 PM
**To:** Amanda Caputo
**Subject:** 113 Wolcott Avenue

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

While the proposal may be further streamlined, it lessens none of the concerns that exist for those who will be close neighbors of this proposed development: significantly increased noise, traffic, parking, and safety.

The sad fact is that the onus will be placed upon residents to monitor and register noise, trespassing, and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on us and the Beacon police department, and we're counting on you to protect our rights.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Susan Borenstein

30 Beekman Street
Apt 212
Beacon, NY 12508

Address:

Sent from my iPhone

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

Re: Proposed development of 1113 Wolcott Avenue

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Angela Hurtado

Angela Hurtado
1 River Ridge Court, Beacon, NY, 12508

March 10th, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: 1113 Wolcott Avenue development by Prophecy Theater LLC**

I write again to restate my ongoing concerns with Prophecy Theater LLC's proposal to the develop the Dutch Reformed Church, parsonage, and graveyard. As a resident of The View, I am one of the several hundred neighbors who have repeatedly expressed concern (by petition and emails submitted to the Planning Board) at the prospect of this event space squeezing into our quiet residential neighborhood to the detriment of our quality of life.

While there is yet another new proposal on the table, it still fails to address or assuage any of the concerns so many of us have regarding noise, trespassing, traffic, parking, and safety.

My husband and I bought our home long before news of the sale of the church and parsonage, in the belief that we would be living next to a historic church and graveyard, not a nighttime event space. If we wanted to live in a bustling business district, we would have chosen to live on Main Street. We deliberately didn't.

Like so many of our neighbors, we don't want to spend our lives "policing" the Prophecy Theater if there are disturbances in the hotel when there are no staff on-site, counting attendees, or complaining to the Beacon police department and Building Inspector because of noise, trespassers, or illegal parking. 150 people arriving at the same time and then leaving at the same time is a recipe for disaster for our neighborhood.

The City of Beacon Zoning Code (Section 223-24.7 (b)) clearly states that the proposed use must be compatible with the neighborhood. What the Planning Board has heard from 1113 Wolcott

Avenue's neighboring residents and its own consultants over the past 18 months is this proposed development is the *exact* opposite of compatible.

We are a quiet residential neighborhood. Please let us (and the wild animals that enjoy our hilly backyard and the graveyard) continue to live in peace. It's all we ask.

Kindly,
Shelley Simmons-Bloom
The View, 30 Beekman Street

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Jane Riley

Name: JANE RILEY

Address: 4 STRATFORD Ave

Beacon, NY 12508

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Kimberly Rodriguez

Name: Kimberly Rodriguez
Address: 12 River Ridge Ct.
Beacon, NY, 12508

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

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Sincerely,

Name: Joyce Tuttle
Address: 5 River Ridge Court Beacon

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Madeleine + Elliott Shriftman

Name Madeleine + Elliott Shriftman
Address 6 River Ridge Court
Beacon, NY 12508

March 8, 2023

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name Feretta Odum
Address 13 RiverRidge Ct
Beacon, NY 12508

March 8, 2023

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Sincerely,

Name 10 River Ridge Ct

Address Beacon, NY

March 8, 2023

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Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name Rashida White
Address 13 River Ridge Ct
Beacon, NY 12508

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

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The sad fact is that the onus will be placed upon residents to monitor and register noise, trespassing and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on residents and the Beacon police department.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved, and we are counting on you to protect our rights.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Thomas Hering
4 River Ridge Ct
Beacon, NY 12508

March 10, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed Development of 1113 Wolcott Avenue**

Once again, I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

While the proposal may be further streamlined, it lessens none of the concerns that exist for those who will be close neighbors of this proposed development: significantly increased noise, traffic, parking, and safety.

The onus will be placed upon residents to monitor and register noise, trespassing and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on residents and the Beacon Police Department.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that the quality of life of the neighborhoods and community at large will be greatly diminished if the current proposal is approved.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

*Virginia Romano*

Virginia Romano
9 River Ridge Court
Beacon, NY 12508

March 10, 2023

Re: Proposed development at 1113 Wolcott Avenue

Dear Chairman Gunn and the City of Beacon Planning Board,

Despite the reduction in hours proposed this month, my concerns about noise, trespassing, traffic, parking, and safety remain.

It will be extremely difficult, if not impossible, for the City to monitor and enforce the conditions that are being proposed. Who will know if 150 or 200 people are attending events? Who will know if they have 160 or 200 events? How will we, as residents living right next door, know if the noise levels are exceeding the allowable volume?

How will the developer be able to keep their customers off our property? They can try to disperse crowds at a certain time, but once those customers leave their property line, they can't stop them from coming into our development and onto the property of all the other residential homes and apartments that surround the church.

How do we keep cars from parking in our limited number of resident and guest spots? I was told by the Building Inspector that we would have to contract with a towing company, and they would place towing notices/signs on our property. We don't want to and shouldn't have to deal with that, and we certainly don't want to have a situation where a Prophecy customer comes back to get their car and finds that their car has been towed.

If this project was approved, the onus would clearly fall upon those of us who live near the church to monitor all of this and call the Building Inspector or police to report infractions -- and that is something that we shouldn't have to do. And frankly, it's something that the police shouldn't have to be deal with either. Their time can be better spent.

I asked this question last month, and there has been no response**. Is it possible for the developer to hold festivals** where instead of having 150 people for one event in a day, he could hold events where every few hours people leave, and another 150 people arrive? We could end up with more than 600 people a day coming and going if that was permitted.

## This would be tremendously disruptive to the city, and we would like that excluded as a possibility.

There is still no commitment to staffing the hotel safely with an on-site staff member 24/7.

I was very disappointed that the independent noise consultant did not get a chance to voice their concerns at the last meeting. I am anxious to hear from them as well as the Beacon Parking & Safety Committee this month.

I have listened to the applicant tell us that his intention isn't to have a concert venue, and we can believe him or not, but if the proposal is approved, he could decide that concerts are more profitable or he could sell the property to someone who has a different vision and as long as they abide by the agreed upon numbers, we will not have any recourse. The decisions that are made by this Board will impact the neighboring residents for as long as we live here and future neighboring residents.

**In summary, I still believe the latest proposal violates Section 223-18(c), 18(a) and 223-24.7(b) of the City Zoning Code. This business will clearly be more objectionable to nearby properties by reason of noise, fumes, vibration or other characteristic…of any permitted use, not requiring a special permit AND the location and size of the use and nature of hours and intensity of operations WILL conflict with the existing permitted uses on adjacent blocks AND the proposed use is not compatible with the neighborhood, and activities permitted within the structure won't adequately be buffered from any surrounding residential homes.**

We continue to count on the Planning Board to protect our right to the quiet enjoyment of our homes and issue a positive declaration.

Sincerely,

Betty Wall
8 River Ridge Court
Beacon, NY 12508

# STEVEN JAFFE

8 River Ridge Ct., Beacon, NY 12508 |


**3/14/23 – Prophecy Theater 1113 Wolcott Ave**

Dear Chairman Gunn and the Planning Board Members:

I am a relative newcomer to Beacon; I've lived here for 2 ½ years and have come to love my home and my newly adopted City. I take good care of my property, pay my taxes, I vote, and I patronize local merchants. I am a good Beacon citizen.

The applicant and a few proponents of Prophecy Theater have characterized those opposed to this project as being rich, being NIMBYist, and that our concerns are mere quibbles. But none of this is true. We are residents of Beacon and all we want is the quiet enjoyment of our homes.

The development of the Prophecy Theater next door to my home will take away that *quiet enjoyment*, a right that is an age-old principle in property ordinances.

Beacon's city code Section 223-18 C states: 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 four than would be the operations of any permitted use, not requiring a special permit.

Further, Special Permit condition 223-18B(1)(a) requires: That the location and size of the use and nature of hours, and intensity of operations will not conflict with the existing permitted uses on adjacent blocks.

Shoe-horning a hotel, a restaurant and an event venue into a space surrounded by residential communities will totally change the fabric of this quiet residential neighborhood. The developer has said that there will be 160 events a year. That means I will have at least 150 people arriving and departing 3 times a week next door to my home---hardly conducive to *quiet enjoyment*. Additionally, the developer has not defined what an event is, can an event be a "Lollapalooza" type concert with several capacity sessions in any given day?

I am sure that developers and their attorneys can find loopholes in the rules and ordinances, but the spirit of the ordinances clearly indicates that this development does not belong in this quiet residential neighborhood.

Thank you to the board for listening to my concerns.

Steve Jaffe

Friday, March 10th, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Our continued concerns relating to the Prophecy Theater LLC 1113 Wolcott Avenue development**

We are here again—standing together as representatives of three residential complexes comprised of more than 160 residents—to express our continued concerns regarding the Prophecy Theater LLC development proposal for 1113 Wolcott Avenue.

Considering the latest adjustments to the Prophecy Theater proposal—the 17th proposal since the application began—we continue to believe this proposal clearly violates multiple standards set forth in Section 223-18 and Section 223-24.7 of the City Zoning Code.

Last month Cuddy and Feder repeatedly invoked the importance of following the SEQRA process, and we couldn't agree more. Our complexes were built in an existing residential area and were approved by the City of Beacon Planning Board. We invested in our properties in good faith that this would remain a residential area, as the business district in and around Main Street is already so clearly defined. Why is it now acceptable to turn our quiet community into a business district? We deserve the protection of the Zoning Codes, too.

**Section 223-18 of the City Zoning Code** points to the standards the Applicant must meet for the issuance of a special permit. They do not meet the standards of subsections "a," "b," "c," or "d," as the proposed use clearly conflicts with the existing permitted uses on adjacent blocks i.e. the residential communities.

Furthermore, **Section 223-24.7 (b) of the City Zoning Code** clearly states that they must meet the following standard: "The proposed use is compatible with the neighborhood, and activities permitted within the structure can be adequately buffered from any surrounding residential homes." From everything that has been presented to the Planning Board by the community and its own consultants—particularly those who conducted the acoustics study— it's evident the Applicant doesn't meet this standard on either count.

**Our quality of life will be significantly diminished:**

If this project is given the green light, the onus will be entirely upon Prophecy Theater's neighbors to ensure its adherence to the hours of operation, noise ordinances, and capacity limits. In practice this could mean endless calls to Beacon Police Department and the City's Building Inspector until the City Council is forced to address the concerns. It will be a huge burden to the residents forced to police it, as well as the police department and the City. Our quality of life will be greatly diminished.

**Our overarching concerns:**

Our numerous concerns remain the same: noise, traffic, parking, trespassing, and safety. We ask the Planning Board to consider the following questions and ensure the Applicant responds directly to them:

1. There remains no clear definition of what kinds of events will take place at the venue. Can we expect all day festivals or events, for example, where a different set of 150 people continue to come and go throughout the day and evening?
2. While the applicant *may perhaps* be able to control large groups of people leaving his property, there is no recourse for the neighborhood once they step off his property line. What are we to do?
3. Who will be monitoring how many attendees there are? What measures are in place to monitor adherence to commitments outlined in this proposal? Let's remember that this

developers' original intention was to open a venue with capacity for 500 people, with hours of operation running until late into the night.

Whether the number is 150 or 180, attendees will still all be arriving and all leaving at the same time, well into the evening, and that is one of our overwhelming concerns.

**The hotel:**

In Cuddy and Feder's Supplemental Submission Letter (Page 2, note 2. It states that "*the applicant is proposing an additional staff member to work at the hotel front desk after hours*." In Exhibit E the hours are merely stated as "*Daily*," with a footnote that states "*These staff will maintain the ability to work remotely or onsite when needed*." We do not believe this is a serious commitment to have in-person coverage 24 hours a day and ask that the Planning Board require their clarification on this point.

**Tone:**

It's worth adding that we don't appreciate the tone the Prophecy Theater LLC team has taken. As neighbors, we have collectively worked hard to maintain a sense of fairness and courtesy throughout this process. By contrast, we are seeing criticisms from the few supporters of the Prophecy Theater—those who will not be affected by this project because of their location in the city—and snippy comments from Prophecy Theater itself dismissing our concerns as NIMBYism and speculative. If this is the developer's idea of neighborly behavior now, then you can understand why we have concerns regarding their behavior if the project is approved.

**Current outstanding items:**

At the time of writing this letter, we have not seen a follow up report from the Noise Consultancy, nor the Parking and Safety Committee. We hope we will have the opportunity to review these reports ahead of any future decisions taken by the Planning Board?

We look forward to your forthcoming visit to our communities.

Thank you, as always, for your time and consideration.

Sincerely,

Shelley Simmons-Bloom | Board President, The View, 30 Beekman Street

Betty Wall | Board President, River Ridge Views, River Ridge Court

Dawn Powell Manso | Board President, Hammond Plaza, Beekman Street

March 12, 2023

**Re: Proposed development of 1113 Wolcott Avenue**

Dear Chairman Gunn and the City of Beacon Planning Board,

I am writing to share my opposition with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

While the proposal has been further streamlined, it lessens none of the concerns that exist for those who will be close neighbors of this proposed development: significantly increased noise, traffic, parking, and safety.

Once approved, the onus will be placed upon residents to monitor and register noise, trespassing, and parking challenges. Our lone recourse for remedy will be to file complaints with the police and Building Inspector. That is an unfair burden to place on residents and in turn, the Beacon police department. I am counting on you to protect our rights.

Our neighborhood is a residential area, surrounded by residential complexes. We enjoy relatively quiet streets. The conversion of a church into the proposed business enterprise does not fit in our neighborhood. There is no doubt that our quality of life will be negatively impacted if the current proposal is approved.

Please vote, “No.”

Sincerely,

/fp/

Frank Pietrzak
30 Beekman Street Unit 111
Beacon, NY 12508

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

While the proposal may be further streamlined, it lessens none of the concerns that exist for those who will be close neighbors of this proposed development: significantly increased noise, traffic, parking, and safety.

The sad fact is that the onus will be placed upon residents to monitor and register noise, trespassing, and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on us and the Beacon police department, and we're counting on you to protect our rights.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name: Peter DeNat
Address: 18 Hammond Plaza, Beacon, NY

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

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Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved, and we are counting on you to protect our rights.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Karen DeCandia

Name Karen DeCandia
Address 6 Kitteridge Pl.
Beacon

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

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Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved, and we are counting on you to protect our rights.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Philip DeCandia

Name Philip DeCandia
Address 6 Kitteridge Pl
Beacon

March 8, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

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The sad fact is that the onus will be placed upon residents to monitor and register noise, trespassing and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on residents and the Beacon police department.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved, and we are counting on you to protect our rights.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name Nicholas DeCandia
Address 6 Kitteridge Pl.
Beacon

3.20.23

Dear Honorable Chairman Mr. Gunn and City Planning Board,

From the beginning of time till the current date, I still do not believe in Prophecy's Theater proposal or business model/mgmt plan. The entire plan remains confusing, ambiguous, and based on assumptions and not to facts/code abidance.

Assumption Examples:
Per Collier's Design and Engineer Report 2.23:
"During typical operations i.e., no event at the church, hotel parking **will generally be accommodated** by the available on-site parking. **The café use, which requires 17 parking spaces per City of Beacon Code will generally be accommodated by other off-site public parking in the vicinity** of the Project. However, **it is anticipated that a portion of the patrons visiting the café will also be hotel guests or residents** walking to the site from the surrounding area, thereby reducing the overall parking demand for the café.
During events, event related parking will **generally be accommodated** by off-site public parking in the vicinity of the Project. This **is anticipated to create** a need for the management of on-site dropoff and pick-up operations. In addition, it was determined that specific parking strategies were needed to ensure event parking occurs in desired locations, to reduce parking as practicable and manage on-site parking. **It is anticipated that this Traffic & Parking Management Plan ("TPMP") will be implemented by the owner/operator of the Project regardless of the size of the event. "**

*Note, the entire above statement alone is entirely general and anticipated based. All of the above are integral to the business model, parking and everything we have been discussing for the past 1.5 yrs. The Hotel Guests should always be guaranteed an onsite parking spot and per code each of the 4/5 employees and the 17 café parking spots per code should also be guaranteed. Again, the HOTEL is currently the ONLY ALLOWABLE BUSINESS/USE OF SITE PARCEL

Per Applicant's Mgmt Plan 2.23:
"Parking attendant: responsible for the duties set forth in Traffic and Parking Management Plan prepared by Colliers Engineering and Design in order to direct patrons and vehicle traffic outside the building. Such attendants will also be able to serve as general staff, security, concessions, cleanup crew and grounds control personnel, as needed."
"Hotel Front Desk Employees 2 daily"

*Note: Again, more assumptions. How are the 3 parking attendants/cleaning/security going to be able to handle a 150-person event and assist Hotel Guests and their parking needs? What does daily mean for hotel front staff?

Bottom Line, if applicant is basing everything on assumptions, then I too am basing my comments on assumptions. I do not believe wedding guests will be walking up the public stair corridors. I believe and assume that the current staffing model is inadequate and it will be upon the local residents to be policing/monitoring this entire nonrealistic business plan. I assume that no booking hotel guest will care if there is type A or B event going on. I am assuming a hotel guest expects parking and the advertised food and beverage program.

I am assuming quality of life will be deteriorated for entire surrounding residents who live in the this R1-40 zoned resident area.

Again, why should the local residents suffer and be the ones monitoring this and why should a potential hotel guest need to know when booking a room if there might be a type A or B event going on?

Continued Cemetery Comments:
I have asked numerous times re Applicant's experience with tombstones, as Applicant is proposing to put a public pathway through a Historic cemetery. Per the NYS Division of Cemeteries, it is illegal to disturb a body or a tombstone. Has Applicant even begun his due diligence regarding the tombstones and how will he protect them with a public pathway?

Closing Statement:
I still do not understand much of Applicant's business model/mgt plan and the fact that we are still discussing the same issues for the past 1.5yrs.

That being said, today is the present and we remain thankful to The Planning Board for its continuous attention, due diligence and good faith effort regarding Prophecy Theater's proposal.

If Applicant can't even deliver a sufficient Hotel plan how can a Special Permit be given?

I believe enough facts and not assumptions have been clearly provided through public comments, letters, city consultants and you the board yourself for a Positive SQERA declaration.

Respectfully,

Rachel Rivkind
10 River Ridge Ct
Beacon, NY

March 22, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 28, 2023.

While the proposal may be further streamlined, it lessens none of the concerns that exist for those who will be close neighbors of this proposed development: significantly increased noise, traffic, parking, and safety.

The sad fact is that the onus will be placed upon residents to monitor and register noise, trespassing, and parking complaints with the police and Building Inspector on a regular basis. That is an unfair burden to place on us and the Beacon police department, and we're counting on you to protect our rights.

Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Carol Zaccara

Carol Zaccara
14 Hammond Plaza
Beacon, N.Y. 12508

10th March 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Proposed development of 1113 Wolcott Avenue**

I am writing to share my concerns with you regarding the proposed development of a hotel/bar/restaurant/café/event space/wedding venue for the Dutch Reformed Church, graveyard, and parsonage at 1113 Wolcott Avenue.

I remain deeply concerned about the Prophecy Theater's updated proposal submitted for the upcoming Planning Board meeting on Tuesday, March 14th, 2023.

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Our neighborhood is a residential area, surrounded by complexes that were approved by the City of Beacon Planning Board and quiet neighborhood streets. Why is it now acceptable to turn our quiet community into a business district? There is no doubt that our quality of life will be greatly diminished if the current proposal is approved.

Thank you for your careful consideration of this proposal and your time.

Sincerely,

Name: Michael Bath
Address: 5 Hannah Plaza, Beacon, NY

142

THE NOISE CONSULTANCY, LLC
309 VAN NESTE ROAD
FLEMINGTON, NEW JERSEY 08822

(908) 237-0298 noiseconsultancy@aol.com www.noiseconsultancy.com

March 24, 2023

Mr. John Gunn
Planning Board Chairman
City of Beacon
One Municipal Plaza
Beacon, NY 12508

Re: Acoustical Review of Application
Proposed Prophecy Theater and Hotel
1113 Wolcott Avenue
Beacon, NY

Dear Mr. Gunn,

We have received and reviewed the following new documents:

Cuddy + Feder LLP February 28, 2023
Supplemental SEQR Submission in Support of a Negative Declaration
Streamlined Event Management & Further Reduced Hours of Operation & Event Capacity
Application for Site Plan & Special Use Permit Approval
Premises: 1113 Wolcott Avenue, Beacon, New York 12508
Tax Parcel ID: (5954-26-651901)
(Applicant's Cover Letter)

Re: Acoustical Supplemental Report – Prophecy Theater LLC – Proposed Event Space/Conference Center and Hotel, Beacon, NY, prepared by B. Laing Associates, dated February 28, 2023 (Applicant's Report).

Herewith are our comments.

**Stipulations**

The Applicant's Cover Letter stipulates to an acoustically impactful modification of the operations of the facility:

> On Fridays, Saturdays, and Holiday Eves, conferences/events shall now end no later than 8:30 p.m., with attendees dispersed by 9:00 p.m., while on Sundays, Thursdays, and Holidays preceding workdays, conferences/events shall end no later than 7:30 p.m. with attendees dispersed by 8:oo p.m.

As such, noise emissions from the activities regulated under §149-10 ("amplified or non-amplified sound and patron noise") are proposed to terminate prior to the onset of the more restrictive regulatory noise limits that apply during nighttime hours ("the hours between 9:00 pm. and 7:00 a.m."). This renders moot the discussion of whether certain activities would be "plainly audible inside the dwelling of an affected person."

That said, contrary to testimony delivered to the Planning Board on February 15, 2023 by Applicant's expert, the following is the definition of "plainly audible" at §149-4:

> Any sound that can be detected by an investigator using his or her unaided hearing faculties of normal acuity. As an example, if the sound source under investigation is a sound production device, the detection of the rhythmic bass component of the music is sufficient to verify plainly audible sound. The investigator need not determine the title, specific words, or the artist performing the song.

Specific words need not be identifiable; the criteria is simply the detection of the sound. A lengthier discussion of the specifics of the applicant's evaluation of whether sounds from the site will be "plainly audible" within adjacent residences, and the appropriate methodology for making such determinations, is held in abeyance owing to the hours stipulation.

Additional stipulations in the Applicant's Cover Letter include:

> The Applicant is now also proposing an identical fence (a 6.o' tall sound dampening rough cedar double-faced privacy fence) along the southeastern property line, along with 4.0' high fences surrounding the HVAC equipment and solid fillings within any opening of the brick wall extending from the back of the existing church to the edge of the deck.

The acoustical barriers, consisting of "rough cedar", should be constructed in such a manner that as they age in the weather gaps do not develop, which would reduce their remedial efficacy. Tongue in groove construction allows for some board shrinkage without the development of gaps.

**Barrier Insertion Loss**

It must be reiterated here as in our previous memo (erroneously dated December 13, 2022, but actually filed on February 13, 2023), that a barrier of 6' or 8' would only be acoustically effective for receptors at ground level, and possibly to the first floor window (depending on its upper elevation). All the modeling presented in Applicant's Report (Figure 3: Noise Reduction Calculations: Patron Voices and Vehicles in Northern Parking Lot & Driveway) are for a receptor at 5.5 feet in height three-feet on the other side of the barrier. They will have no effect on sound received at the second or third floor windows of River Ridge or West End Lofts. As such, these calculations do not apply to the upper floors.

This is meaningful for the vehicles exiting the facility, as the frequency with which vehicles will leave the site via this driveway will be significantly greater than it may have been in the past. While these

vehicles do not represent an entirely new sound source category to these receptors, as they currently have oblique exposure to vehicle noise from Wolcott Avenue, vehicles exiting the site driveway will be much closer to the West End Loft windows.

It is important to reiterate here that ambient measurements conducted by the applicant at Location #1 – immediately adjacent to Wolcott Avenue – are not reasonably representative of residential exposure at either the West End Lofts or River Ridge. In fact, in discussing their ambient sound level monitoring, Applicant's Report dated January 31, 2023 notes that "(t)he northern property line (Location 2) was more protected from road noise than some of the other sample locations due to the existing parsonage," (page 3). Location 2 was adjacent to the West End Lofts.

In order to determine with certainty the sound levels at those upper windows, it would require more advanced three-dimensional acoustical modeling than was performed in this matter. Modeling software such as CadnaA or SoundPLAN could be used to determine with precision the sound levels as received at various receptor locations (height, distance), from various source heights and distances to a sound barrier, below and above the sightline disruption provided by the barrier.

For the sake of this discussion, arguendo accepting the vehicle emission data included in the Applicant's Report at 4.0 B (see Vehicle Sound Levels, below), it estimates a sound level from vehicles in the driveway at 59 dB(A) which would be at 50 feet. It further assumes a barrier insertion loss of 10 dBA, and thus concludes regulatory compliance for receptors at the West End Lofts. If however, the barrier does not break the line of sight from the vehicles to the second or third floor windows, the sound level will presumably be 59 dBA.

Again, it might be noted here that Applicant's Cover Letter stipulates that facility operations will be limited to daytime hours.

**Vehicle Sound Levels**

Applicant provides calculations on page 9 of "Vehicle dB(A) vs Speed", and references the results in the report. The levels presented do not agree with the U.S. Department of Transportation Federal Highway Administration's Technical Manual for the Traffic Noise Model (TNM) 3.0 dated December 2019. An excerpt is appended to this report. The data in TNM is based upon 6000 vehicle measurements. The disparity should be explained. Also, TNM evaluates the maximum sound levels (Lmax) of passing vehicles while the modeling presented on page 9 apparently evaluates average sound levels (Leq). This disparity sound be explained.

Applicant's Report does not address our previous comments regarding vehicles leaving the site and accelerating into the flow of traffic. The appended TNM pages demonstrate that the sound levels for accelerating (full throttle) vehicles are substantially higher than those from vehicles at cruise throttle.

**Applicability of Chapter 149 to Vehicles**

Notwithstanding all the discussion of vehicle sound levels, it is unclear whether Chapter 149 applies to all vehicles on the site of a facility as a regulatory matter, which in itself is a different matter than whether there are noise impacts that should be considered in a Special Use Permit Application or

SEQR evaluation. Section 149-10 regulates "all sound emitted from the commercial establishment, including but not limited to, amplified or non-amplified sound and patron noise…".

I cannot speak to how this distinction is addressed in New York State, but I am very familiar with the guidance of the New Jersey Department of Environmental Protection on this matter, which is obviously not binding in Beacon, but it is in New Jersey. Patron and employee vehicles are not considered part of a facility's noise emissions for determination of compliance with the state or local noise codes, while all vehicles servicing or doing business with the facility are (e.g, delivery trucks). All vehicles, however, are considered in a use variance application, as the standard there is impact, not strict regulatory compliance.

**Brick Wall Faux Windows**

It is meaningful that the applicant has clarified/stipulated that the openings to the proposed brick wall above and below the rear deck will be closed in some manner (e.g., glass block) so as to not to reduce the efficacy of the brick wall as an acoustical barrier for sounds generated by patrons and mechanical equipment to be received at River Ridge.

**General Comments**

Applicant's assertion that vehicle trips on NYS Route 9D (Wolcott Avenue) are expected to increase by 10-19% from 2019 to 2023 is unsupported or at least unreferenced.

Applicant asserts that there is a 7.2 dBA attenuation to be applied to sounds generated in the parking lot behind the hotel as received at West End Lofts ("45 degree, off-angle loss"). The calculations or a reference are not provided, just a summary of findings on page 8 of the report.

The hotel building will serve as an effective acoustical barrier for sound generated mid-site as received at the West End Lofts. This is accurate and was not previously discussed in applicant's reports.

Patrons speaking on site will likely be compliant with the daytime permissible limit of 55 dBA at the residential receptors. As previously stated, discussions of audibility within their residences will be held in abeyance due to the applicant's hours stipulation.

The sound levels of patron voices off-site returning to their cars is another matter. That sound source, at that location, is certainly not subject to regulation under Chapter 149, and owing to Applicant's hours stipulation, any impacts should be viewed in that context. If an individual patron was disorderly leaving the facility, police have other tolls at their disposal, should they be able to respond in time.

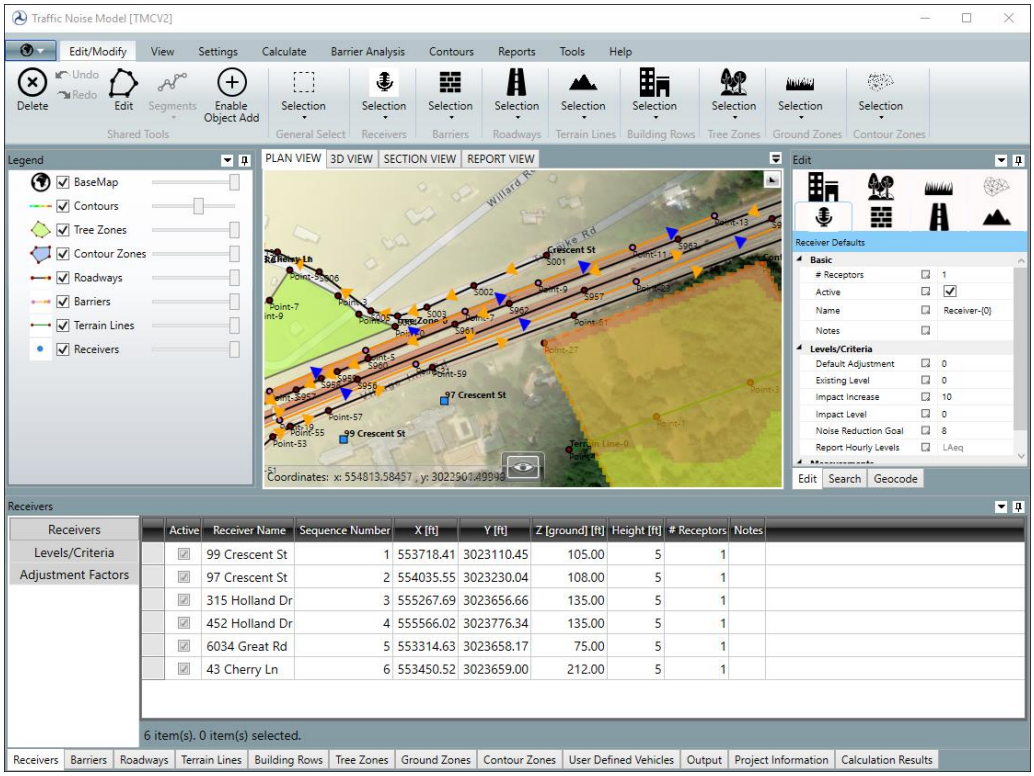
Sincerely,

Eric M. Zwerling, M.S., INCE, ASA
President

DECEMBER 2019

U.S. Department of Transportation

**Federal Highway Administration**




# TECHNICAL MANUAL

## TRAFFIC NOISE MODEL 3.0


FHWA-HEP-20-012

FEDERAL HIGHWAY ADMINISTRATION

OFFICE OF NATURAL ENVIRONMENT

Washington, D.C.

### 2.2.2 Exit Speeds

Whenever TNM is tracking the speed of a particular vehicle type, it will compute the exit speed for the current elemental roadway segment using a set of regression equations developed for this purpose. TNM contains regression equations for all vehicles to accelerate them when their entrance speed is less than the user input speed. TNM also contains regression equations for heavy trucks to decelerate them when they are on a roadway segment with a grade greater or equal to 1.5%. Details of these regressions are given in Appendix A.

## 2.3 Vehicle Noise Emissions

This section describes how the vehicle noise emission levels (EL) are determined for each elemental triangle. This is a function of vehicle type and speed and thus can be affected by flow control devices and roadway grade.

As a single, acoustically isolated vehicle approaches and then passes a microphone that is located 15 m (50 ft) perpendicularly from the centerline of the near travel lane, its sound level rises, reaches a maximum, and then falls as the vehicle recedes from the microphone location. The maximum A-weighted sound level during the passby is called that vehicle's noise-emission level and the energy associated with this is the noise emission. Note that during computations TNM usually works with the energy associated with noise emissions; however, it is often more intuitive to discuss these steps according to the levels associated with the noise emission level. These two values are directly related to one another through the relationships described in Equations (3) and (4).

### 2.3.1 Noise Emission Database

TNM 3.0 relies on a database of maximum A-weighted sound pressure levels for passby events and corresponding one-third octave-band spectra to determine vehicle noise emission levels. This database includes noise emission levels from approximately 6000 vehicles measured in 9 states (Fleming, Rapoza, & Lee, Development of National Reference Energy Mean Emission Levels for the FHWA Traffic Noise Model, 1995). Measurements included in the database were acquired over relatively flat ground, with the microphone at height 1.5 m (5 ft) and with the microphone horizontal distance at 15 m (50 ft). Generally, the ground between the roadway edge and the microphone was acoustically absorptive. The data were collected for cruise and full-throttle conditions over a variety of vehicle and pavement types. Vehicle types included in the database are described in **Table 1**.

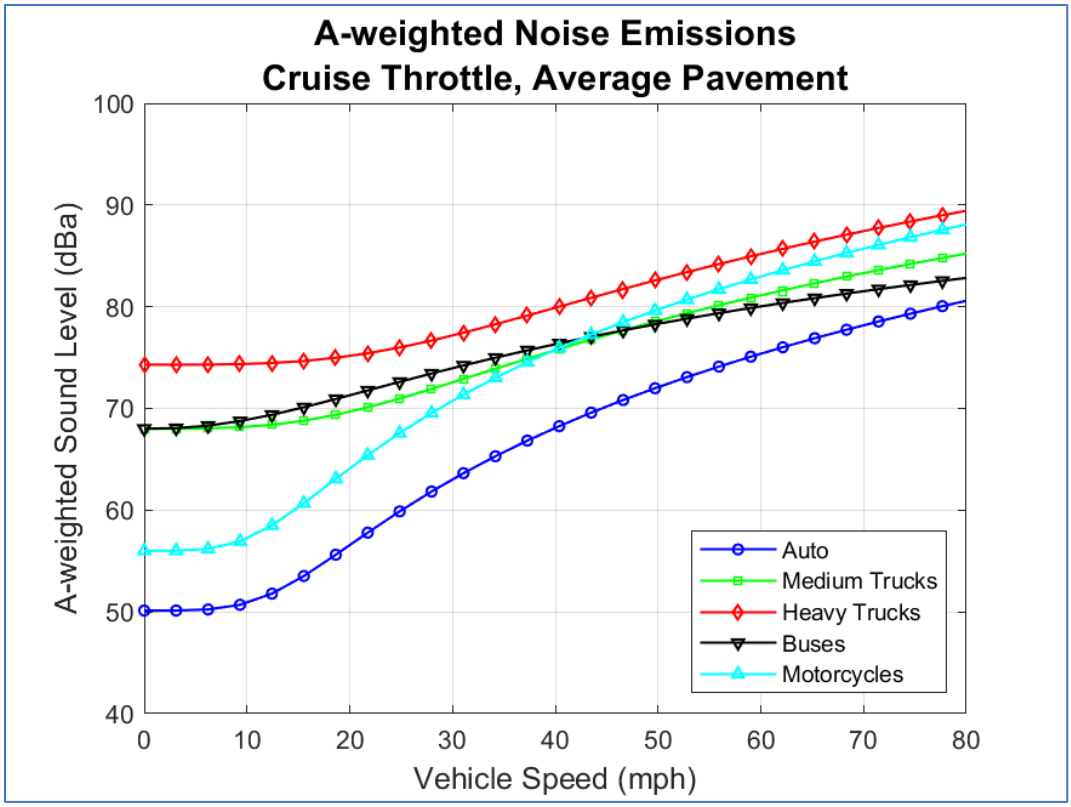



***Figure 26*** *A-weighted sound-level emissions: Average pavement, cruise throttle*

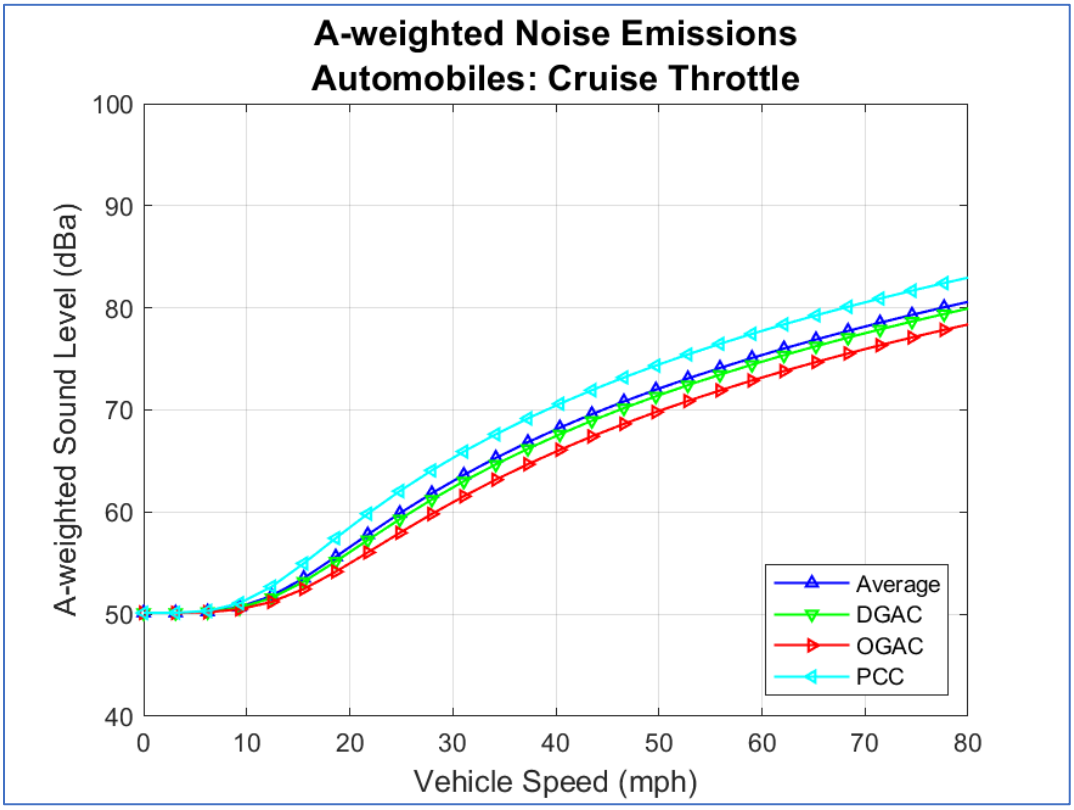



***Figure 27*** *A-weighted sound-level emissions: Automobiles, cruise throttle*

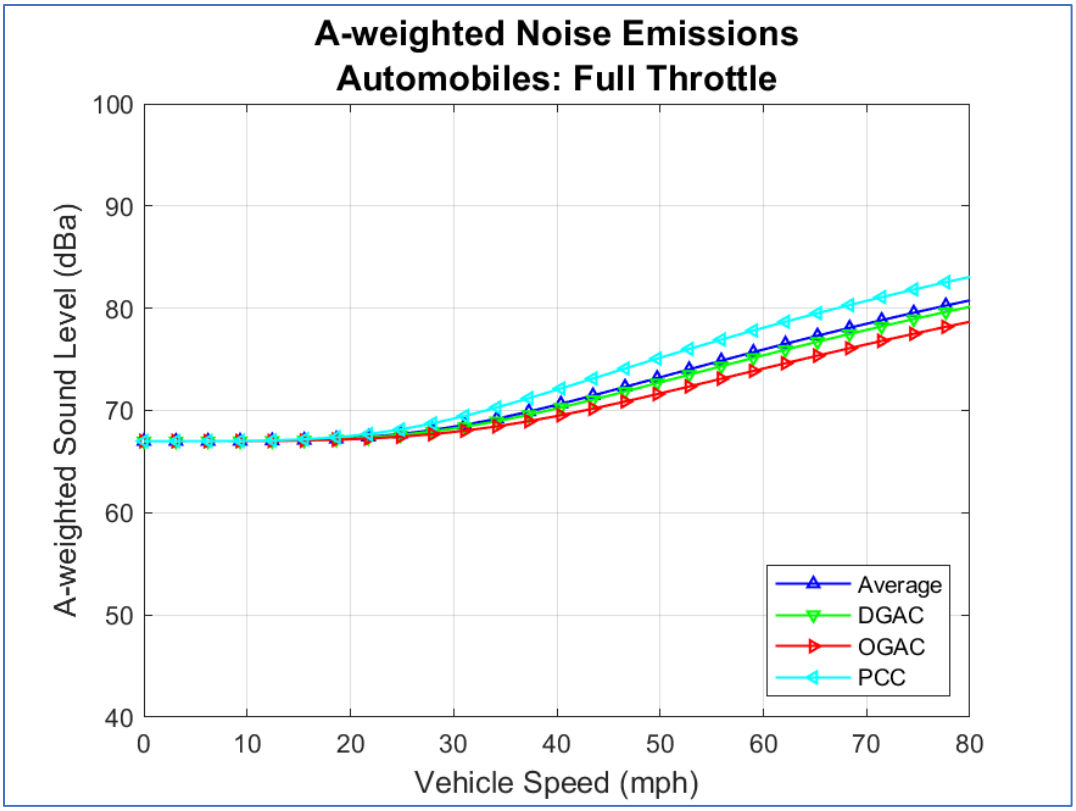



***Figure 28*** *A-weighted sound-level emissions: Automobiles, full throttle*

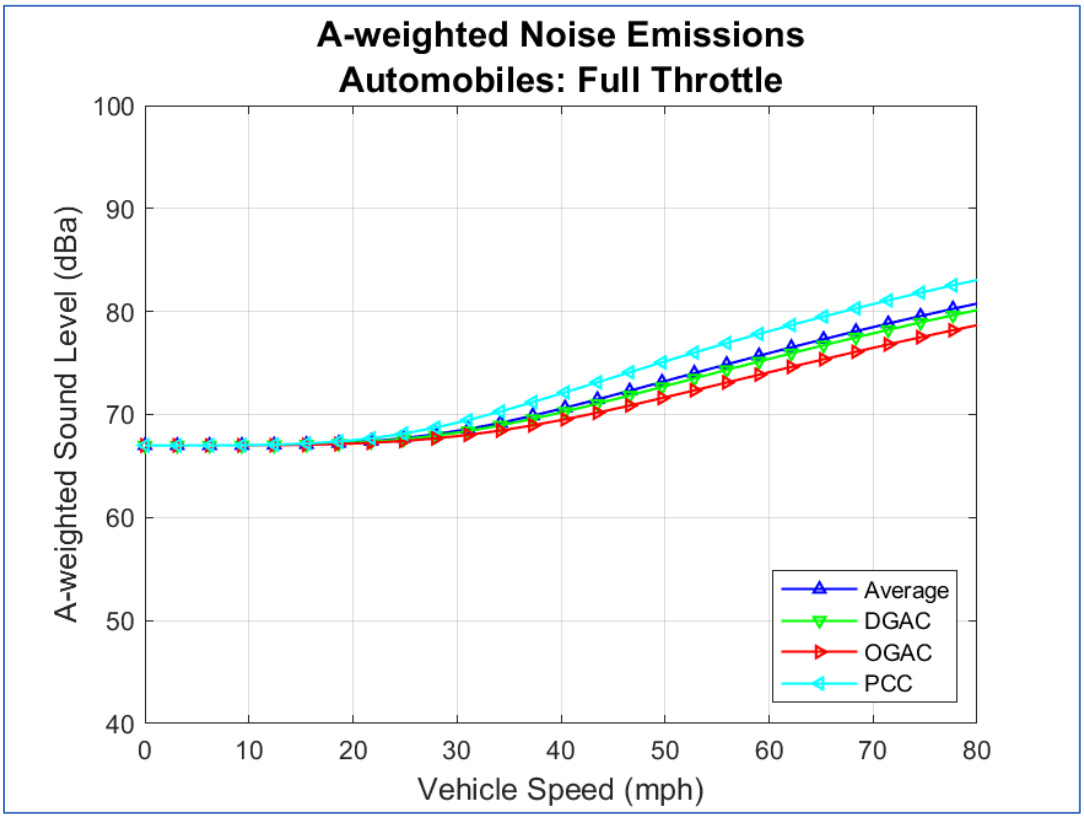



***Figure 29*** *A-weighted sound-level emissions: Medium trucks, cruise throttle*

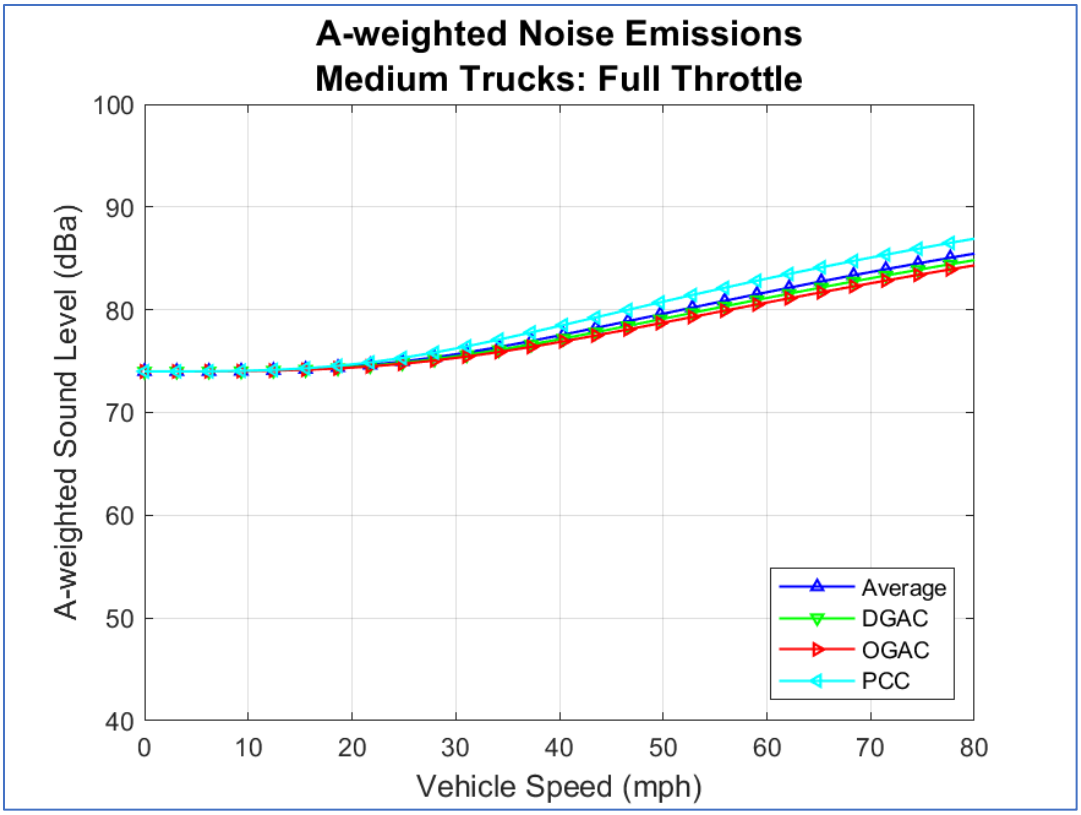



***Figure 30*** *A-weighted sound-level emissions: Medium trucks, full throttle*

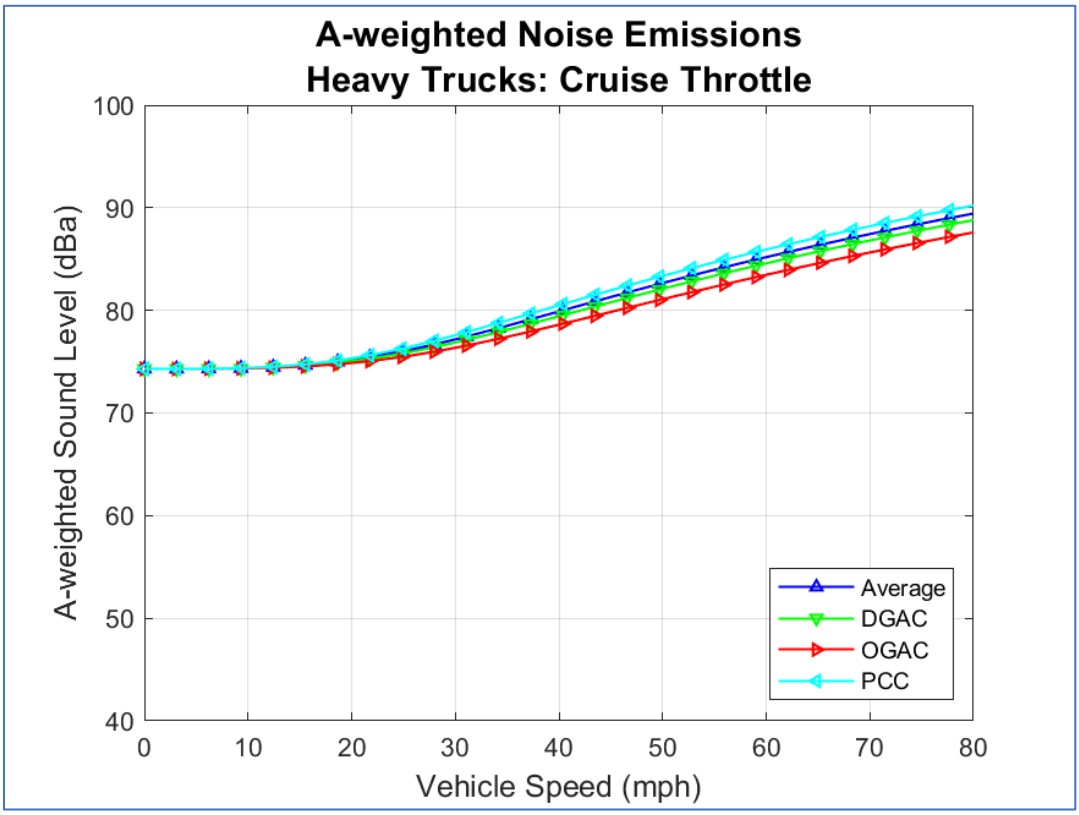



***Figure 31*** *A-weighted sound-level emissions: Heavy trucks, cruise throttle*

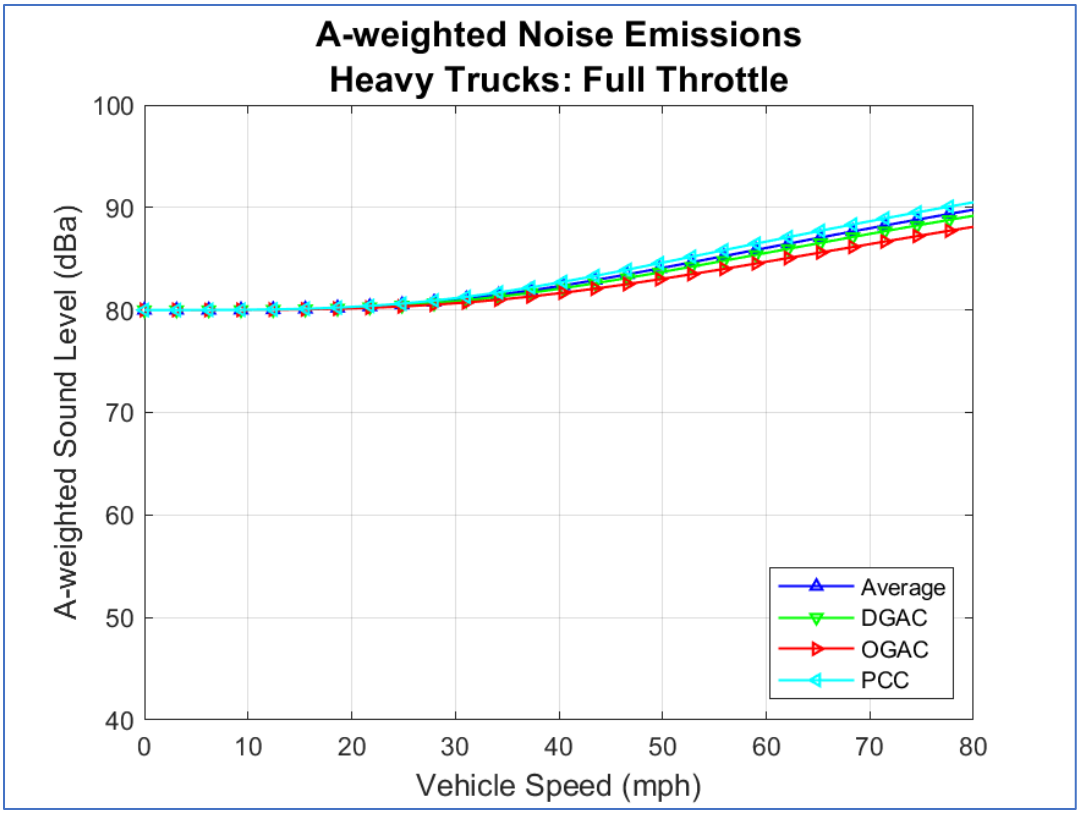



***Figure 32*** *A-weighted sound-level emissions: Heavy trucks, full throttle*

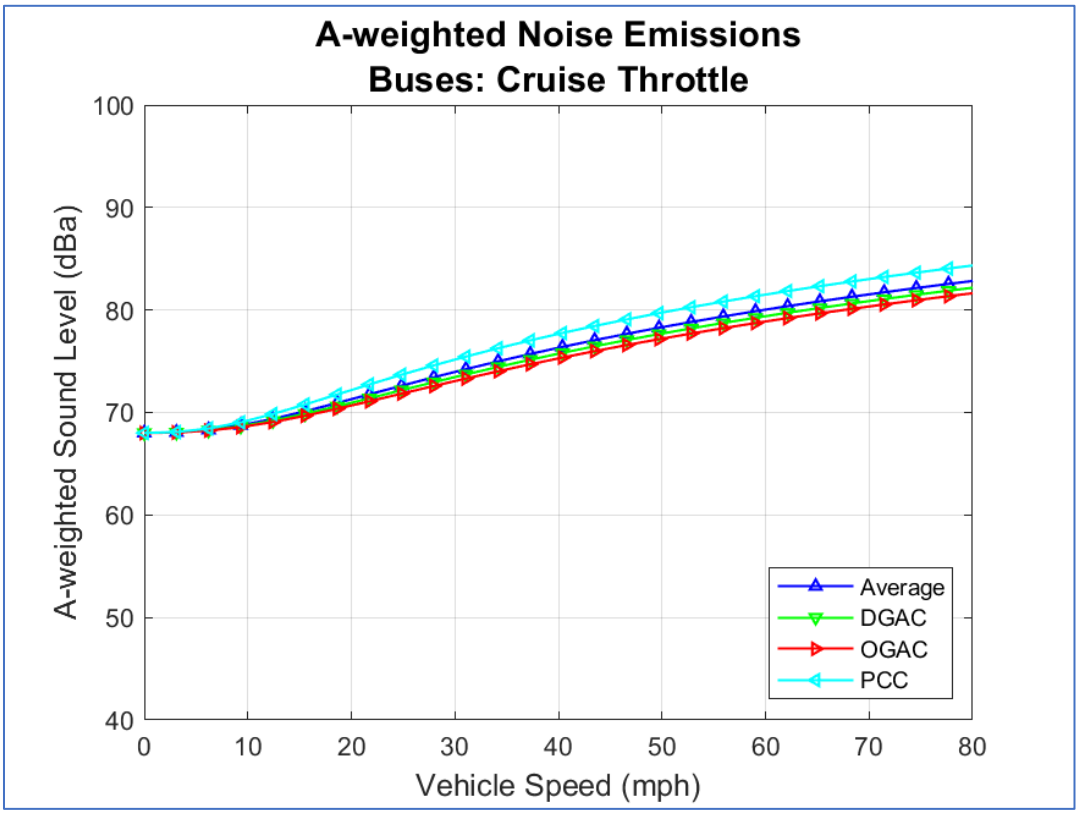



***Figure 33*** *A-weighted sound-level emissions: Buses, cruise throttle*

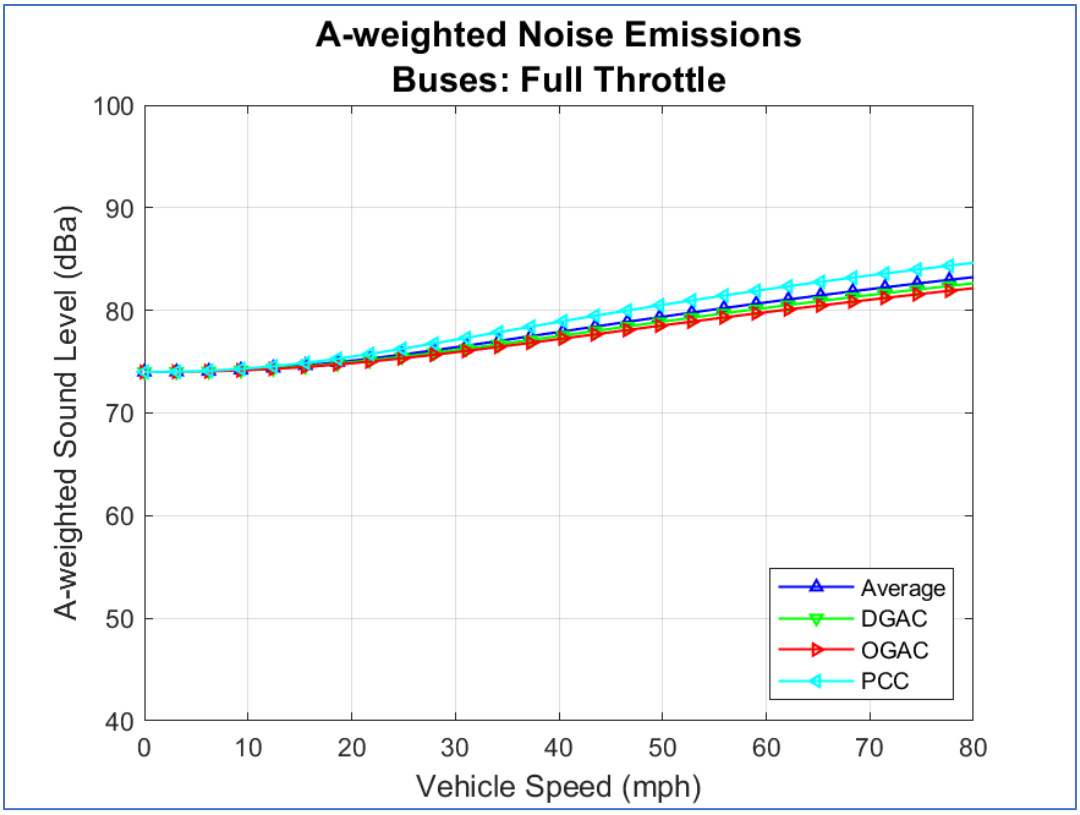



***Figure 34*** *A-weighted sound-level emissions: Buses, full throttle*

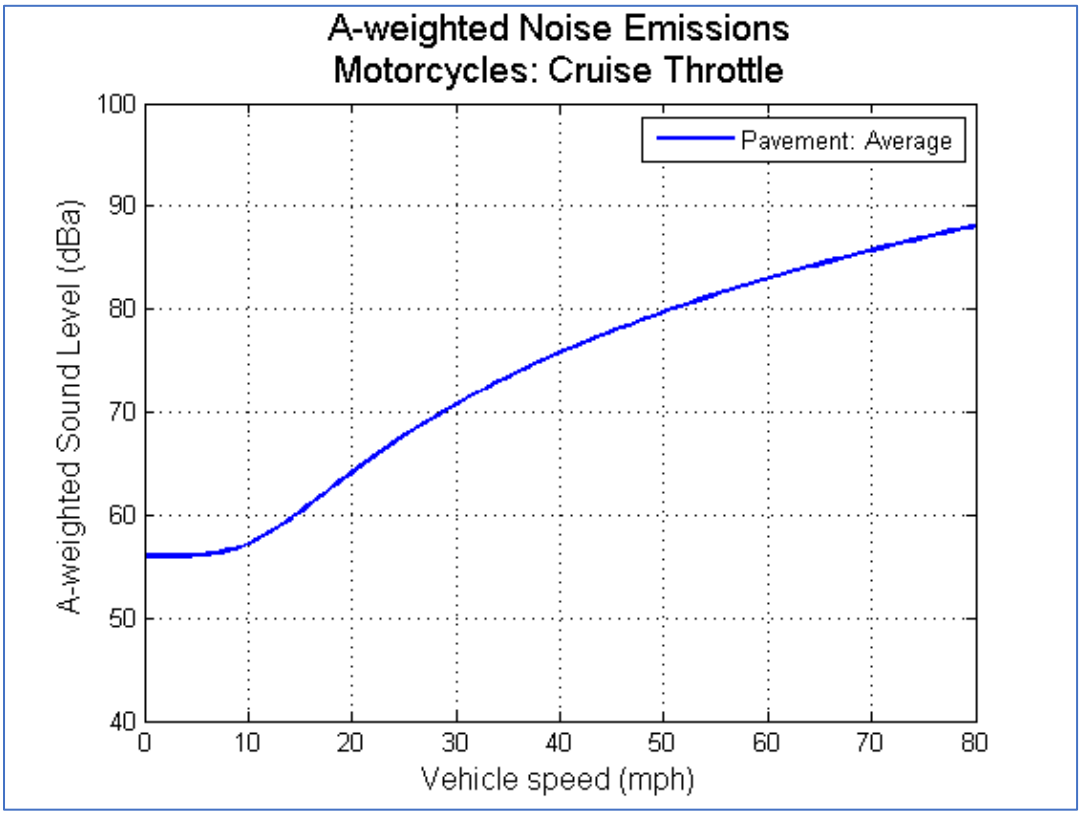



***Figure 35*** *A-weighted sound-level emissions: Motorcycles, cruise throttle*

CITY OF BEACON

Traffic Safety Committee
One Municipal Plaza
Beacon, New York 12508
845-838-5010
cityofbeacon@beacony.gov

## MEMORANDUM

**To:** **City of Beacon Planning Board**
**From:** **Benjamin Swanson, Secretary to the Traffic and Safety Planning Committee**
**Date:** **March 24, 2023**
**Re:** **1113 Wolcott Avenue Parking Referral**

I am writing this memorandum on behalf of the Traffic and Safety Committee ("Committee"), which met on March 23, 2023. At the request of the Planning Board, the Committee reviewed in detail and discussed a memorandum from Creighton Manning and a Traffic and Parking Management Plan by Colliers Engineering & Design, both relating to the 1113 Wolcott Avenue Proposal ("Proposal"). Specifically, the Committee was asked to review on-street parking within a quarter-mile radius of said location.

The Committee issues the following findings:

- The Proposal has adequate on-street parking within a quarter mile radius to satisfy the Committee at this point. However, the Committee specifically recommended against the use of Rombout Avenue, Beacon Street, or Stratford Avenue for overflow parking.

- The Committee recommended that the Proposal emphasize the potential use of the Metro North parking lot (particularly on weekends) and Beekman Street for overflow parking.

- The Committee had some concerns regarding overflow parking into surrounding residential neighborhoods, but found that a clause allowing for the Planning Board to revisit and review issues that come up at a later point would be an adequate method of addressing these concerns. The Police representative on the Committee noted that the Department will observe whether or not problems arise in this area as events take place.

In sum, the Committee found that on-street parking surrounding 1113 Wolcott Avenue to be adequate, but did recommend avoiding overflow on particular surrounding roadways and to allow for the Planning Board to have flexibility in addressing parking issues as they develop once operations at the facility begin. The Committee is open to providing input on any further issues that arise, as well.

Monday, March 27th, 2023

Dear Chairman Gunn and the City of Beacon Planning Board,

**Re: Questions regarding Prophecy Theater development proposal for 1113 Wolcott Avenue**

We understand that this public hearing is the appropriate opportunity to have our voices heard, and we appreciate Ms. Gray's recent guidance that we share our questions for you and the Applicant in this public forum.

There are multiple questions from the community that remain unanswered— after many months—by the Applicant. Some of these questions have been raised on multiple occasions. We respectfully ask that the Planning Board require the Applicant to answer our questions without further delay. We also request that the Planning Board provide answers to the questions we have for them.

**Questions for the Applicant:**

1. **How would the Applicant realistically prevent customers from parking in his neighbors' parking lots or on residential streets?** Our experience is that signs don't work. We don't want to have event signage on our property, nor incur the cost of installing towing signs. Equally, we don't want to have to look at towing signs on our property nor do we want to have to call the police or get into conflicts with the Applicant's customers when they do park on our property.

2. While the Applicant can "encourage" people to leave his premises at a certain time, how can he prevent them from moving a few steps onto neighbors' properties and

congregating in front or back of his neighbors' homes? In short, how will he prevent trespassing on our properties?

3. How will he ensure his neighbors are not disturbed by noisy and inconsiderate attendees and hotel guests?

4. **Will the Applicant confirm exactly what type of events he will host and will not host?** We have absolutely no sense of his vision for this space. For example, is his intention to host all day festival style events where instead of having an event for 150 people, he could have events going on all day and evening where groups of 150 people are leaving, and other groups of 150 people are coming? This could amount to 600+ people per day. This is another "loophole" that needs to be addressed.

5. **The Applicant has not adequately addressed the question of safety at the hotel. Will he commit to an on-site staff member 24 hours a day, seven days a week?** Remote working is inadequate for a commercial hotel property of this size, sitting in the middle of a residential neighborhood. It has the potential to become a 30-room Airbnb with only neighbors around to report issues.

6. How will the Applicant ensure that the bar/restaurant and event space are safely run when he plans to have so few staff on site and/or doing double duty?

7. Who is going to undertake the restoration to this historic cemetery and what are their credentials? What is going to be done to it, and can the Planning Board confirm that the descendants of those buried there need to give permission?

8. Will the Applicant commit to **not allowing** smoking of any type **inside or outside** of his property and surroundings?

9. What type of restoration is going to be done to the outside of the church?

10. **What is the proposed barrier between the church and River Ridge Views?** Originally there was a landscaping barrier proposed but several times Planning Board members flagged that there is bedrock along the property line. In the most recent site plan, a 6-foot acoustic fence and 4-foot stockade fence is indicated but isn't noted in any other documents. The residents of River Ridge Views have major concerns about both proposed "barriers" including that a fence won't prevent noise on upper floors. Affected residents shouldn't have to look out their front window and lose their view and instead see a 6-foot fence just a few feet from their front windows. (Many additional concerns were listed in Karoline Nowillo's letter dated March 12th and submitted to the Planning Board.)

11. How does the Applicant plan to protect the Indiana bats and other wildlife that inhabit the church grounds and neighboring residential properties during and after construction?

12. **Who are the investors behind Prophecy Theater?** As the Applicant is not a known entity and has been so vague about the details of intended use of the space, it is important that the local community understands the background of the investors.

**Questions for the Planning Board:**

1. How will the city monitor the number of attendees, hours of operation, number of events per year, noise levels or will all of that become the responsibility of Beacon residents? If so, that is an unreasonable burden to place on the residents.

2. Who will be responding to noise, capacity and trespassing complaints? Will the police respond each time? Will the Building Inspector respond?

3. With regards to the question above of whether the Applicant intends to host all day festival events, will the Planning Board require a written provision to prevent the Applicant from doing this should a Negative Declaration be granted?

4. In the very unfortunate event that the proposal receives approval, can the Planning Board please confirm that an event venue **could not open** before the hotel is up and running, since the event venue is “an accessory” to the hotel?

Thank you, as always, for your time and consideration.
Sincerely,

Shelley Simmons-Bloom | Board President, The View, 30 Beekman Street
Betty Wall | Board President, River Ridge Views, River Ridge Court
Dawn Powell Manso | Board President, Hammond Plaza, Beekman Street

**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Continue Public Hearing on application for Subdivision Approval, 12 Highland Place, submitted by Lori Joseph Builders, Inc.

**ATTACHMENTS**

12 Highland Place_Sheet 1 of 1.pdf

12 Highland Place_Sheet 1 of 7.pdf

12 Highland Place_Sheet 2 of 7.pdf

12 Highland Place_Sheet 3 of 7.pdf

12 Highland Place_Sheet 4 of 7.pdf

12 Highland Place_Sheet 5 of 7.pdf

12 Highland Place_Sheet 6 of 7.pdf

12 Highland Place_Sheet 7 of 7.pdf

City of Beacon_12 Highland Place Subdivision Response Letter_2023-0227.pdf

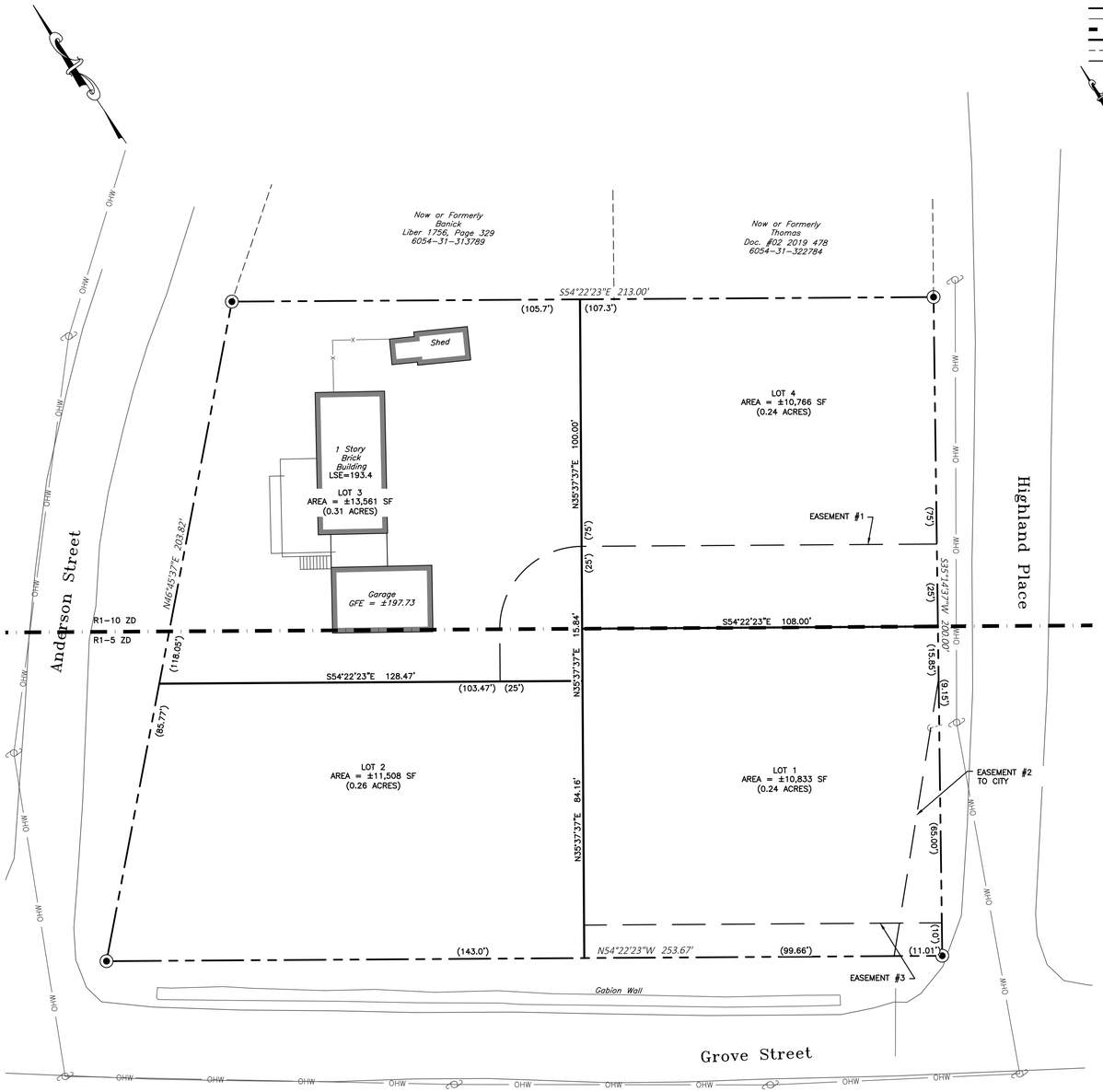
Engineer Review 12 Highland 03-06-23.pdf

Building Inspector Memo 12 Highland Place 3-7-23.pdf

Planner Review Highland Pl Sub 3.10.23.pdf

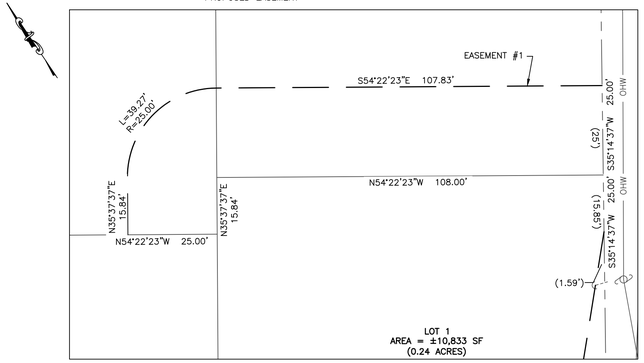
12 Highland Public Comment McCredo.pdf

12 Highland Place Subdivision Approval Resolution (4854-9582-3444.5).pdf

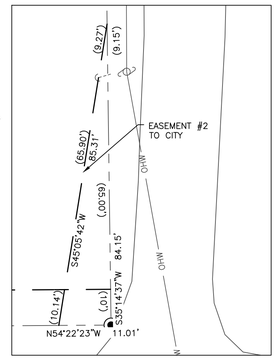



LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- ZONING DISTRICT BOUNDARY
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- PROPOSED EASEMENT




## EASEMENT #1
SCALE: 1" = 20'




## EASEMENT #2
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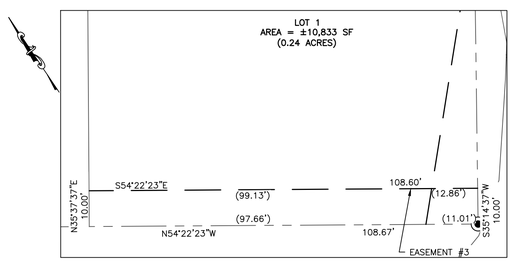



## EASEMENT #3
SCALE: 1" = 20'

## SITE LOCATION MAP
SCALE: 1" = 400'

### SCHEDULE OF REGULATIONS (R1-5 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

| PARAMETER | REQUIREMENT | LOT #1 | LOT #2 |
|---|---|---|---|
| LOT AREA: | 5,000 SQUARE FEET MIN | 10,833 S.F. | 11,508 S.F. |
| LOT WIDTH: | 50 FEET MINIMUM | 108 FEET | 84.16 FEET |
| LOT DEPTH: | 100 FEET MINIMUM | 100 FEET | 128.47 FEET |

### SCHEDULE OF REGULATIONS (R1-10 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

| PARAMETER | REQUIREMENT | LOT 3 | LOT 4 |
|---|---|---|---|
| LOT AREA: | 10,000 SQFT MIN./UNIT | ±13,561 SQFT | ±10,766 SQFT |
| LOT WIDTH: | 85 FEET MINIMUM | ±115.8 FEET | ±100 FEET |
| LOT DEPTH: | 100 FEET MINIMUM | ±105.7 FEET | ±107.3 FEET |

## SURVEY REFERENCE:
1. "BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED FOR JOSEPH" DATED JUNE 6, 2022 AS PREPARED BY BRENDAN JOHNSON PLS. (845) 380-0528.

## SURVEY NOTES:
1. COPYRIGHT JOHNSON 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 TWO FOOT. ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD 88 USING NYSNET RTN GPS.

## TOTAL PARCEL AREA:
±46,669 SF OR 1.071 ACRES

## TAX MAP REFERENCE:
CITY OF BEACON 6054-31-306777

## FLOOD BOUNDARY:
SUBJECT PARCEL IS LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN) PER PANEL 36027C0464E DATED MAY 2, 2012.

## WETLAND NOTE:
NO NYSDEC OR FEDERAL WETLANDS WERE FOUND ONSITE.

## SUBDIVISION NOTES:
1. EASEMENT #1 IS AN ACCESS AND UTILITY EASEMENT OVER LOTS 3 & 4 FOR ACCESS TO LOTS 2 AND 3.
2. EASEMENT #2 IS A UTILITY EASEMENT OVER LOT 1 FOR THE BENEFIT OF THE CITY OF BEACON.
3. EASEMENT #3 IS AN ACCESS EASEMENT OVER LOT 1 FOR A SIDEWALK BENEFITING LOT 2.
4. THE SUBDIVISION CONTAINS A SHARED DRIVEWAYS WHICH THE CITY OF BEACON HAS NO RESPONSIBILITY TO MAINTAIN, PROVIDE SERVICE FOR, NOR MAKE ANY IMPROVEMENTS TO; ALL SUCH COSTS SHALL BE BORNE BY THE PROPERTY OWNERS USING SAID DRIVEWAYS IN ACCORDANCE WITH THE TERMS OF A MAINTENANCE DECLARATION OR AGREEMENT.

## SUBDIVISION PLAT
SCALE: 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY COMPLETED ON FEBRUARY 16, 2022.

BY: _____
*BRENDAN JOHNSON, P.L.S.* *N.Y. State Lic. no. 50031*

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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 7/26/22 | PER PLANNING BOARD COMMENTS | CMB | 7 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 2 | 8/29/22 | PER PLANNING BOARD COMMENTS | CMB | 8 | 2/27/23 | REDUCED 4 - LOT SUBDIVISION | MAB |
| 3 | 9/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 4 | 10/14/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 5 | 11/29/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 6 | 12/27/22 | REVISED PER UPDATED LAYOUT | CMB | | | | |

Dig Safely. New York. Call 811 before you dig

SEAL

HUDSON LAND DESIGN
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

FINAL SUBDIVISION PLAT

# HIGHLAND PLACE SUBDIVISION

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-31-306777

| | |
|---|---|
| JOB #: | 2022:011 |
| DATE: | 6/28/2022 |
| SCALE: | 1" = 20' |
| TITLE: | PT-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

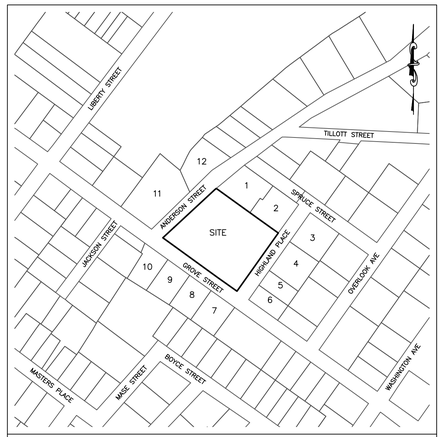
# HIGHLAND PLACE SUBDIVISION

## RESIDENTIAL SUBDIVISION

| PROJECT INFORMATION: | |
|---|---|
| PARCEL OWNER: | GARY JOSEPH, 1 EAST MAIN STREET, BEACON NY 12508 |
| PROJECT ENGINEER: | HUDSON LAND DESIGN P.C., 174 MAIN STREET, BEACON NY 12508 |
| PARCEL LOCATION: | 12 HIGHLAND PLACE, BEACON NY 12508 |
| TAX PARCEL ID: | 6054-31-306777 |
| PARCEL AREA: | ±1.07 ACRES |
| WATER SUPPLY: | PROPOSED MUNICIPAL |
| SEWAGE DISPOSAL: | PROPOSED MUNICIPAL |

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK

PARCEL INFORMATION:
TAX ID: 6054-31-306777
TOTAL LOT AREA: ±1.07 ACRES
ZONING DISTRICT: R1-10 & R1-5




SITE LOCATION MAP SCALE: 1" = 400'

| ADJOINING OWNERS |
|---|
| PARCEL: OWNER & ADDRESS |
| 1. HOWARD BANICK, 18 MEAD AVENUE, BEACON NY 12508 |
| 2. ANNE THOMAS, 22 HIGHLAND PLACE, BEACON NY 12508 |
| 3. EVERETT GIFFORD, 21 HIGHLAND PLACE, BEACON NY 12508 |
| 4. JASON MCREDO, 11 HIGHLAND PLACE, BEACON NY 12508 |
| 5. PAUL LYONS, 7 HIGHLAND PLACE, BEACON NY 12508 |
| 6. ANNE GUAQUIE, 64 GROVE STREET, BEACON NY 12508 |
| 7. SANDRA FITZGERALD, 14 GARDEN PLACE, BEACON NY 12508 |
| 8. PATRICIA KOMISAR, 43 GROVE STREET, BEACON NY 12508 |
| 9. CARLTON GOOD, 39 GROVE STREET, BEACON NY 12508 |
| 10. AHLENA LEON, 31 GROVE STREET, BEACON NY 12508 |
| 11. MEREDITH HEUER, 24 GROVE STREET, BEACON NY 12508 |
| 12. CITY OF BEACON SCHOOL DISTRICT, 10 EDUCATION DRIVE, BEACON NY 12508 |

PROJECT ENGINEER:
HUDSON LAND DESIGN
PROFESSIONAL ENGINEERING P.C.
174 MAIN STREET
BEACON, NEW YORK 12508
PH: 845-440-6926
F: 845-440-6637

DRAWING INDEX:
SHEET 1: COVER SHEET (CV-1)
SHEET 2: EXISTING CONDITIONS & REMOVALS PLAN (XC-1)
SHEET 3: SUBDIVISION PLAN (SP-1)
SHEET 4: GRADING & UTILITY PLAN (GU-1)
SHEET 5: EROSION & SEDIMENT CONTROL PLAN (ESC-1)
SHEET 6: CONSTRUCTION DETAILS (CD-1)
SHEET 7: CONSTRUCTION DETAILS (CD-2)

REFERENCE DRAWING:
SHEET 1 OF 1 SUBDIVISION PLAT (PT-1)

OWNER/APPLICANT:
GARY JOSEPH
LORI JOSEPH BUILDERS, INC.
1 EAST MAIN STREET
BEACON, NEW YORK 12508
PH: 845-416-1808

PROJECT SURVEYOR:
BRENDAN JOHNSON, PLS
10 MEADOW LANE
PLEASANT VALLEY, NEW YORK 12569
PH: 845-380-0528

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.

_____ _____
GARY JOSEPH 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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 7/26/22 | PER PLANNING BOARD COMMENTS | CMB | 7 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 2 | 8/29/22 | PER PLANNING BOARD COMMENTS | CMB | 8 | 2/27/23 | REDUCED 4 - LOT SUBDIVISION | MAB |
| 3 | 9/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 4 | 10/14/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 5 | 11/29/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 6 | 12/27/22 | NO CHANGE THIS SHEET | CMB | | | | |

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STATE OF NEW YORK MICHAEL A. BODENDORF 084468 LICENSED PROFESSIONAL ENGINEER
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

COVER SHEET

HIGHLAND PLACE SUBDIVISION

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-31-306777

| | |
|---|---|
| JOB #: | 2022:011 |
| DATE: | 6/28/2022 |
| SCALE: | AS SHOWN |
| TITLE: | CV-1 |
| SHEET: | 1 OF 7 |

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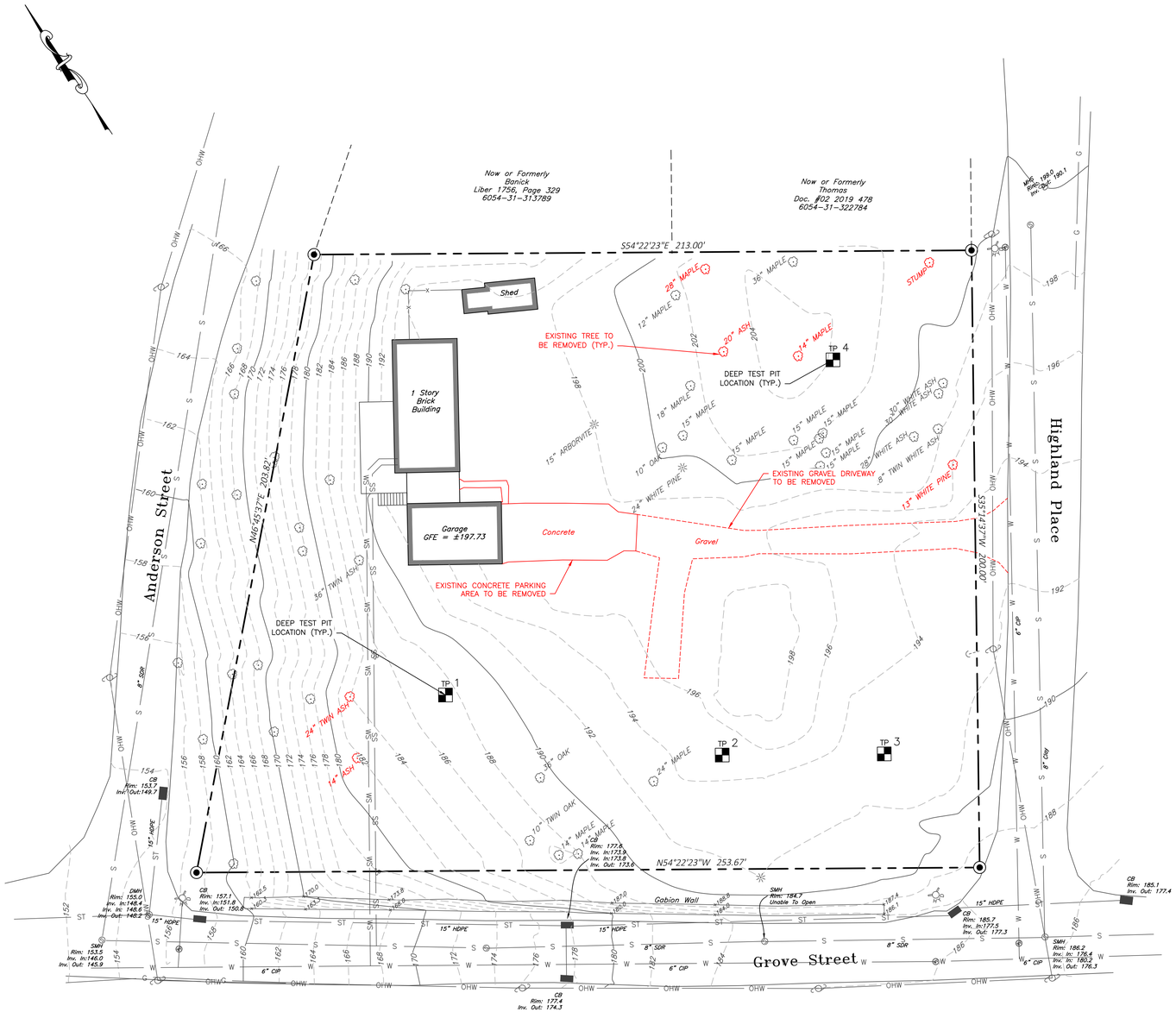


## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- ZONING DISTRICT BOUNDARY
- 250 EXISTING MAJOR CONTOUR
- 252 EXISTING MINOR CONTOUR
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- SS EXISTING SEWER SERVICE LINE
- S EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED DEMOLITION

## SURVEY REFERENCE:

1. "BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED FOR JOSEPH" DATED JUNE 6, 2022 AS PREPARED BY BRENDAN JOHNSON PLS. (845) 380-0528.

## SURVEY NOTES:

1. COPYRIGHT JOHNSON 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 TWO FOOT. ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD 88 USING NYSNET RTN GPS.

### DEEP TEST HOLE TABLE:

DEEP TEST HOLE RESULTS ESTABLISHED ON AUGUST 25, 2022 AND DIRECTED BY HLD.

| |
|---|
| TP1: 3" TOPSOIL, 3"-84" SAND-GRAVELLY LOAM. BEDROCK AT 84". |
| TP2: 4" TOPSOIL, 4"-48" SAND-GRAVELLY LOAM. BEDROCK AT 48". |
| TP3: 3" TOPSOIL, 3"-94" SANDY-SILTY LOAM. BEDROCK SHELF (SOUTH SIDE) AT 72". |
| TP4: 2" TOPSOIL. BEDROCK AT 2". |

## EXISTING CONDITIONS & REMOVALS PLAN

SCALE: 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

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.

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_____ SECRETARY

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DRAWN BY: CMB — CHECKED BY: MAB

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
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| 6 | 12/27/22 | NO CHANGE THIS SHEET | CMB |

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 7 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 8 | 2/27/23 | REDUCED 4 - LOT SUBDIVISION | MAB |

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SEAL

HUDSON LAND DESIGN
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13 CHAMBERS ST., NEWBURGH, NEW YORK 12550
PH: 845-440-6926
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EXISTING CONDITIONS & REMOVALS PLAN

# HIGHLAND PLACE SUBDIVISION

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-31-306777

| | |
|---|---|
| JOB #: | 2022:011 |
| DATE: | 6/28/2022 |
| SCALE: | 1" = 20' |
| TITLE: | XC-1 |
| SHEET: | 2 OF 7 |

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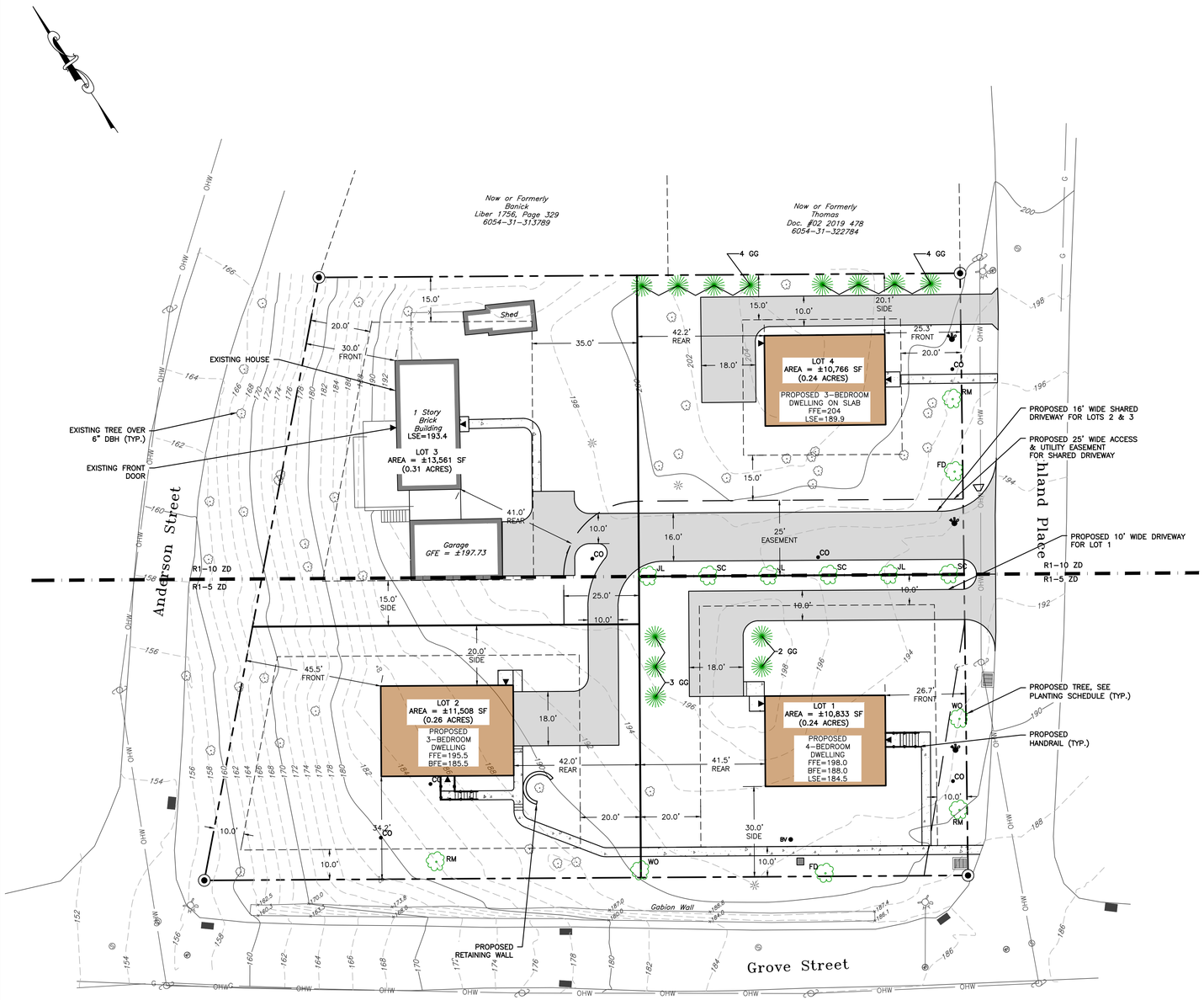


## SUBDIVISION PLAN
SCALE: 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

**LEGEND:**

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- ZONING DISTRICT BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- EXISTING SEWER SERVICE LINE
- EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- EXISTING WATER LINE
- EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- PROPOSED EASEMENT
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED STORM WATER LINE
- PROPOSED ROOF LEADER LINE
- PROPOSED FOOTING DRAIN LINE
- PROPOSED YARD DRAIN
- PROPOSED BACKFLOW PREVENTION DEVICE
- PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED ENTRY DOOR LOCATION

## PLANTING SCHEDULE

TREES

| KEY | QTY | BOTANICAL NAME | COMMON NAME | PLANTING HEIGHT | SPACING |
|---|---|---|---|---|---|
| FD | 2 | CORNUS FLORIDA | FLOWERING DOGWOOD | 6 FT | AS SHOWN |
| RM | 3 | ACER RUBRUM | RED MAPLE | 6 FT | AS SHOWN |
| WO | 2 | QUERCUS ALBA | WHITE OAK | 6 FT | AS SHOWN |
| GG | 13 | THUJA GREEN GIANT | GREEN GIANT ARBORVITAE | 4 FT | 10' O.C. |
| SC | 3 | PRUNUS VIRGINIANA SCHUBERT | SCHUBERT CHOKECHERRY | 6 FT | AS SHOWN |
| JL | 3 | SYRINGA RETICULATA | JAPANESE LILAC | 6 FT | AS SHOWN |

## SCHEDULE OF REGULATIONS (R1-5 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

| PARAMETER | REQUIREMENT | LOT #1 | LOT #2 |
|---|---|---|---|
| LOT AREA: | 5,000 SQUARE FEET MIN | 10,833 S.F. | 11,508 S.F. |
| LOT WIDTH: | 50 FEET MINIMUM | 100 FEET | 84.2 FEET |
| LOT DEPTH: | 100 FEET MINIMUM | 108.3 FEET | 128.5 FEET |
| YARD SETBACKS (RESIDENTIAL USE): | | | |
| FRONT YARD: | 10 FEET MINIMUM | 26.7 FEET | 45.5 FEET |
| SIDE YARD: | 10 FEET MINIMUM | 30 FEET | 20 FEET |
| REAR YARD: | 20 FEET MINIMUM | 41.5 FEET | 42 FEET |
| MAX. BUILDING HEIGHT: | MAX 35 FEET, 2.5 STORIES | ≤35 FEET | ≤35 FEET |
| MAX. BUILDING COVERAGE: | 40% MAX | ±11% | ±12% |
| DWELLING UNITS PER LOT: | MAX 1 | 1 | 1 |

* MEASUREMENT TAKEN TO EASEMENT.

## SCHEDULE OF REGULATIONS (R1-10 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

| PARAMETER | REQUIREMENT | LOT 3 | LOT 4 |
|---|---|---|---|
| LOT AREA: | 10,000 SQFT MIN./UNIT | ±13,561 SQFT | ±10,766 SQFT |
| LOT WIDTH: | 85 FEET MINIMUM | ±115.8 FEET | ±100 FEET |
| LOT DEPTH: | 100 FEET MINIMUM | ±105.7 FEET | ±107.3 FEET |
| YARD SETBACKS (RESIDENTIAL USE): | | | |
| FRONT YARD: | 20 FEET | 30 FEET | 25.3 FEET |
| SIDE YARD: | 15 FEET | 15 FEET | 20.1 FEET |
| REAR YARD: | 35 FEET MINIMUM | 41.0 FEET | 42.2 FEET |
| MAX. BUILDING HEIGHT: | 35 FT, 2.5 STORIES | ≤35 FEET | ≤35 FEET |
| MAX. BUILDING COVERAGE: | 25% MAX. | ±14% | ±11% |
| MAX. UNITS/BUILDING: | 1 MAX | 1 | 1 |

* MEASUREMENT TAKEN TO EASEMENT.

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

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DRAWN BY: CMB | CHECKED BY: MAB

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| 5 | 11/29/22 | PER PLANNING BOARD COMMENTS | CMB |
| 6 | 12/27/22 | REVISED PER UPDATED LAYOUT | CMB |
| 7 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 8 | 2/27/23 | REDUCED 4 - LOT SUBDIVISION | MAB |

Dig Safely. New York Call 811 before you dig

STATE OF NEW YORK MICHAEL A. BOSENKOFF LICENSED PROFESSIONAL ENGINEER 084463

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

SUBDIVISION PLAN

# HIGHLAND PLACE SUBDIVISION

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-31-306777

JOB #: 2022:011
DATE: 6/28/2022
SCALE: 1" = 20'
TITLE: SP-1
SHEET: 3 OF 7

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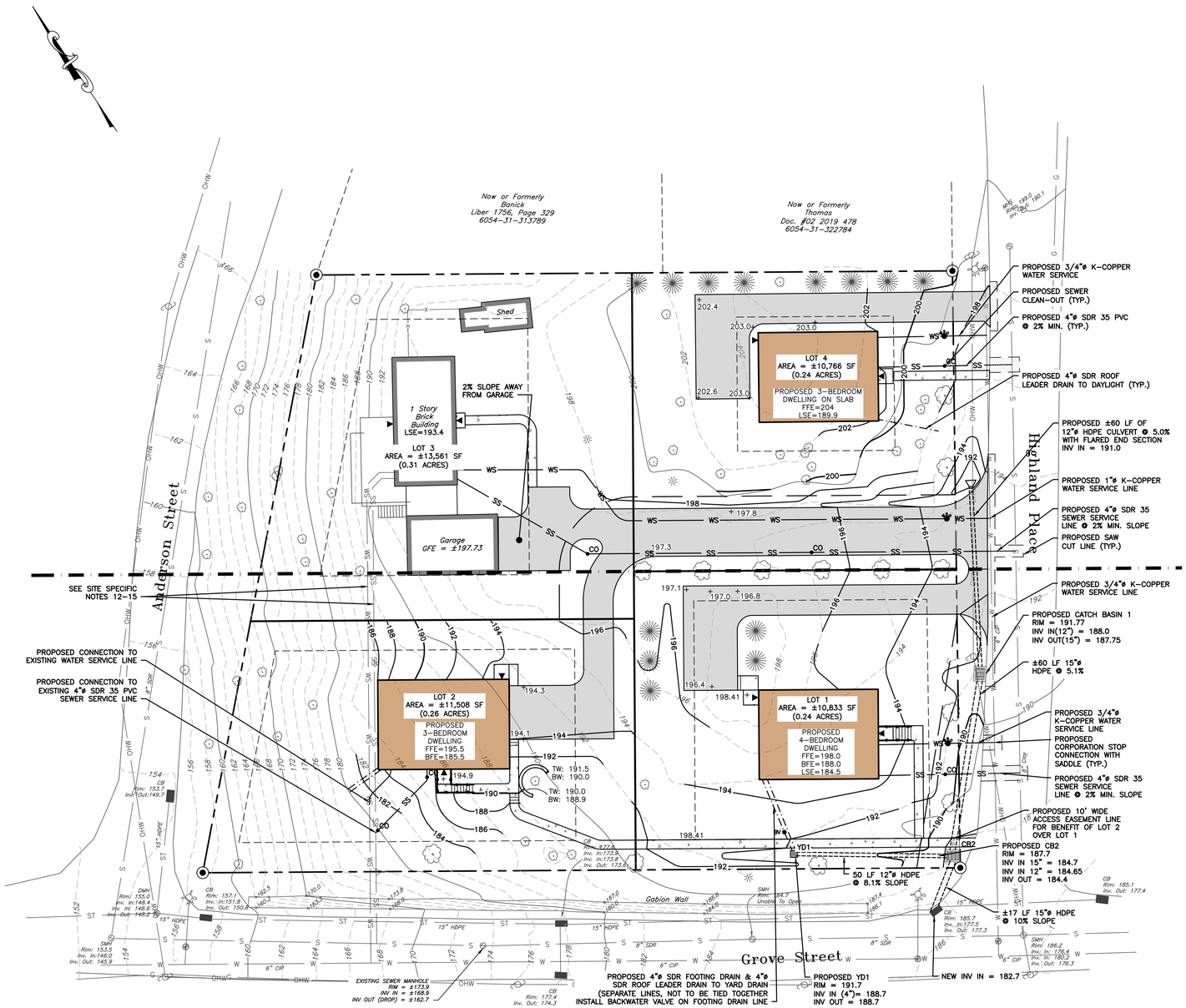


## GRADING & UTILITY PLAN

SCALE: 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )

1 inch = 20 ft.

## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- ZONING DISTRICT BOUNDARY
- 250 EXISTING MAJOR CONTOUR
- 252 EXISTING MINOR CONTOUR
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- SS EXISTING SEWER SERVICE LINE
- S EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- CO EXISTING SEWER CLEAN OUT
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- RL EXISTING CATCH BASIN
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- PROPOSED EASEMENT
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- CO PROPOSED SEWER CLEAN OUT
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- FD PROPOSED FOOTING DRAIN LINE
- PROPOSED YARD DRAIN
- BV PROPOSED BACKFLOW PREVENTION DEVICE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED ENTRY DOOR LOCATION

## UTILITY NOTES:

1. ALL WATER & SEWER CONNECTIONS SHALL COMPLY WITH CITY WATER AND SEWER DISTRICT REQUIREMENTS.
2. THE PROPOSED BUILDING SHALL BE SET AT SUCH ELEVATION TO ENSURE GRAVITY FLOW FROM THE RAW SEWER LINE TO THE POINT OF CONNECTION WITH THE EXISTING SEWER MAIN, WHILE MAINTAINING PROPER EARTH COVER ABOVE ALL PIPING.
3. NO CELLAR, ROOF, OR FOOTING DRAINS SHALL BE DISCHARGED INTO THE SANITARY SEWER SYSTEM.
4. LOTS 1 AND 2 SHALL HAVE SUMP PUMPS WITHIN THE BASEMENTS. THE SUMP PUMPS SHALL BE DISCHARGED TO THE PROPOSED DRAINAGE STRUCTURES ON EACH LOT.

## SITE SPECIFIC NOTES:

1. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962. SPECIFIC ATTENTION SHALL BE PAID TO THE LOCATIONS OF THE GAS (IF APPLICABLE), WATER AND SEWER MAINS WITH RESPECT TO THE PROPOSED LOCATIONS FOR THE SERVICE LINES.
2. THE CONTRACTOR SHALL CONTACT THE CITY OF BEACON WATER AND SEWER DEPARTMENTS TO SCHEDULE A PRE-CONSTRUCTION MEETING TO ENSURE THAT THE ARRANGEMENTS FOR WATER SUPPLY AND SEWAGE DISPOSAL ARE COMMENCED IN ACCORDANCE WITH THE APPROVED PLANS AND AMENDMENTS THERETO AND GENERALLY ACCEPTED STANDARDS.
3. THE PROPOSED LOT SHALL BE SERVED BY THE CITY OF BEACON MUNICIPAL WATER AND SEWER SERVICES.
4. THE WATER SERVICE LINE AND METER SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BEACON WATER DEPARTMENT REQUIREMENTS.
5. THE WATER SERVICE LINE SHALL BE 3/4"ø K-COPPER ON LOTS 1, 2 & 4. LOT 3 SHALL BE 1"ø K-COPPER.
6. THE SEWER SERVICE LINE SHALL BE 4"ø SDR 35 PVC PIPE WITH PITCH AS SHOWN ON THE PLAN (MINIMUM OF ¼" PER FOOT SHALL BE MAINTAINED).
7. A ROAD OPENING PERMIT SHALL BE REQUIRED FOR THE INSTALLATION OF THE PROPOSED WATER AND SEWER SERVICES FOR THE NEW LOT. STREET CLOSURE FOR WATER AND SEWER SERVICE CONNECTIONS SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF BEACON REQUIREMENTS.
8. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION. THE PROPOSED DRIVEWAY SHALL HAVE A STABILIZED CONSTRUCTION ENTRANCE.
9. ROOF LEADER CONNECTIONS TO BE MINIMUM 4"ø PVC OR HDPE @ 2.0% MIN. AND DIRECTED TOWARDS THE PROPOSED STORMWATER SYSTEM.
10. SUMP PUMP TO BE PROVIDED FOR FOOTING DRAINS, IF NECESSARY ON PROPOSED LOTS 1, 2 AND 5. THE TYPE OF PUMP AND METHODS USED TO ENSURE PROPER DRAINAGE SHALL BE ACCEPTABLE TO THE CITY OF BEACON BUILDING DEPARTMENT. BACKFLOW PREVENTION DEVICES SHALL BE PLACED ON THE FOOTING DRAINS TO PREVENT BACKFLOW INTO THE FOOTING DRAIN.
11. THE PROPOSED DRIVEWAY SIGHT DISTANCE SHALL BE IN COMPLIANCE WITH THE CITY OF BEACON'S 192-9(B) CODE AND THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION REQUIREMENTS. THE STATE UTILIZES THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) GUIDELINES FOR INTERSECTION SIGHT DISTANCES. FOR ROADS WITH A SPEED LIMIT OF 30 MPH, AASHTO DESIGN TABLES CALL FOR A SIGHT DISTANCE OF 290 FEET TO THE LEFT AND 335 FEET TO THE RIGHT. THE MEASURED SIGHT DISTANCE IS AS FOLLOWS:

    PROPOSED LOT 1: SLSD LEFT = ±247 FEET TO THE 90° TURN WITHIN HIGHLAND PLACE. SLSD RIGHT = 111 FEET TO THE INTERSECTION WITH GROVE STREET. SLSD RIGHT = ±111 FEET TO THE INTERSECTION WITH GROVE STREET.STOPPING SIGHT DISTANCE (SSD) WAS OBSERVED TO BE ±233 FEET WHEN APPROACHING THE PROPOSED DRIVEWAY FROM THE NORTH ON HIGHLAND PLACE.

    PROPOSED LOT 2 & LOT 3: SLSD LEFT = ±223 FEET TO THE 90° TURN WITHIN HIGHLAND PLACE.SLSD RIGHT = ±136 FEET TO THE INTERSECTION WITH GROVE STREET.STOPPING SIGHT DISTANCE (SSD) WAS OBSERVED TO BE ±209 FEET WHEN APPROACHING THE PROPOSED DRIVEWAY FROM THE NORTH ON HIGHLAND PLACE.

    PROPOSED LOT 4: SLSD LEFT = ±133 FEET TO THE 90° TURN WITHIN HIGHLAND PLACE. SLSD RIGHT = ±210 FEET TO THE INTERSECTION WITH GROVE STREET.STOPPING SIGHT DISTANCE (SSD) WAS OBSERVED TO BE ±124 FEET WHEN APPROACHING THE PROPOSED DRIVEWAY FROM THE NORTH ON HIGHLAND PLACE.

    THE SLSD LEFT AND RIGHT FOR ALL DRIVEWAYS, AS WELL AS SSD FOR LOT 4 ARE LESS THAN THE MINIMUM REQUIRED SIGHT DISTANCE; HOWEVER, THE MEASUREMENTS ARE TO A SHARP 90° TURN WITHIN HIGHLAND PLACE LOOKING LEFT, AND A ROAD INTERSECTION WITH GROVE STREET TO THE RIGHT. APPROACHING VEHICLES CANNOT BE TRAVELING AT THE POSTED SPEED LIMIT WHILE BEING ABLE TO NAVIGATE THESE TURNS. THEREFORE, THE DESIGN SPEED LIMITS ARE LOWER THAN 30 M.P.H. AT THE TURN/INTERSECTION, AND WILL LIKELY NOT REACH 30 M.P.H. AT THE DRIVEWAY LOCATIONS DUE TO THE SHORT STRETCH OF ROAD.
12. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND INVERTS OF ALL CATCH BASINS, STORM SEWER LINES, SANITARY MANHOLES, SEWER LINES, WATERLINES, AND UNDERGROUND UTILITY LINES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT. INVESTIGATIVE TEST PITS MAY BE REQUIRED TO VERIFY LOCATIONS.
13. THE CONTRACTOR SHALL EXCAVATE TEST PITS ON PROPOSED LOT 2 AT THE PROPOSED CONNECTION POINTS WITH THE EXISTING WATER AND SEWER SERVICE LINES FROM PROPOSED LOT 3 TO VERIFY THE LOCATION AND DEPTHS OF THE EXISTING LINES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER OF ANY CONFLICTS OR OTHER ISSUES WITH THE SERVICE LINES.
14. THE NEW SERVICE LINES FOR PROPOSED LOT 3 SHALL BE CONSTRUCTED AND PLACED INTO SERVICE PRIOR TO DISCONTINUATION OF THE EXISTING WATER AND SEWER SERVICE LINES.
15. THE EXISTING PORTION OF THE WATER AND SEWER SERVICE LINES ON PROPOSED LOT 2 SHALL BE REMOVED UP TO THE PROPERTY LINE WITH LOT 3 AND ABANDONED IN PLACE ON PROPOSED LOT 3 AFTER THE NEW CONNECTIONS ARE MADE TO THE SERVICE LINES.
16. IF ROCK IS ENCOUNTERED DURING EXCAVATION, IT SHALL BE REMOVED BY MECHANICAL MEANS. NO BLASTING SHALL BE PERMITTED WITHOUT APPROVAL FROM THE BUILDING DEPARTMENT. LOT 4 DWELLING SHALL BE CONSTRUCTION ON SLAB.
17. THE APPLICANT/APPLICANT'S PLUMBER SHALL ACQUIRE WATER METERS AND MXU UNITS (SIGNAL SENDING AND RECEIVING UNIT) FOR THE AMI SYSTEM (ADVANCED METERING INFRASTRUCTURE) FROM THE CITY OF BEACON WATER DEPARTMENT. THE MXU UNIT SHALL BE INSTALLED ON THE EXTERIOR OF THE BUILDING AND SHALL BE LOCATED 2 TO 3 FEET ABOVE THE EXTERIOR GROUND ELEVATION.

## GENERAL CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962.
2. WATER, SEWER AND STORM SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS. ALL OTHER UTILITIES (TELEPHONE, ELECTRIC, GAS, CABLE, ETC.) SHALL BE INCORPORATED FOLLOWING SITE PLAN APPROVAL. ALL SUCH UTILITY DESIGNS SHALL BE DEVELOPED IN COOPERATION WITH THE RESPECTIVE UTILITY COMPANIES.
3. THE CONTRACTOR SHALL FIELD VERIFY THE SIZE, LOCATION, DEPTH AND CONDITION OF ALL UTILITIES AND REPORT ANY DISCREPANCIES TO THE ENGINEER. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT.
4. THE CONTRACTOR SHALL CONSTRUCT ALL IMPROVEMENTS AS SHOWN ON PLANS. ANY FIELD CONDITIONS THAT MAY RESULT IN A VARIATION FROM THE PLAN SET SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IN WRITING. VARIATIONS FROM THE PLAN WITHOUT APPROVAL FROM THE ENGINEER WILL BE CONSIDERED DEFICIENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ON-SITE OR OFF-SITE DAMAGES TO VEGETATION OR PROPERTY CAUSED BY HIS OPERATIONS. SUCH DAMAGES SHALL BE REPAIRED OR REPLACED AT THE CONTRACTORS COST TO THE SATISFACTION OF THE ENGINEER, PROPERTY OWNER OR AGENCY HAVING JURISDICTION.
6. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
7. THE CONTRACTOR SHALL KEEP THE SITE IN A CLEAN AND ORDERLY MANNER.
8. THE CONTRACTOR SHALL NOT INTERRUPT EXISTING ACCESS OR OPERATIONS FOR THE REMAINDER OF THE SITE.

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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 7/26/22 | PER PLANNING BOARD COMMENTS | CMB | 7 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 2 | 8/29/22 | PER PLANNING BOARD COMMENTS | CMB | 8 | 2/27/23 | REDUCED 4 - LOT SUBDIVISION | MAB |
| 3 | 9/27/22 | SHEET ADDED | CMB | | | | |
| 4 | 10/14/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 5 | 11/29/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 6 | 12/27/22 | REVISED PER UPDATED LAYOUT | CMB | | | | |

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STATE OF NEW YORK MICHAEL A. BOSENKOW 084468 LICENSED PROFESSIONAL ENGINEER

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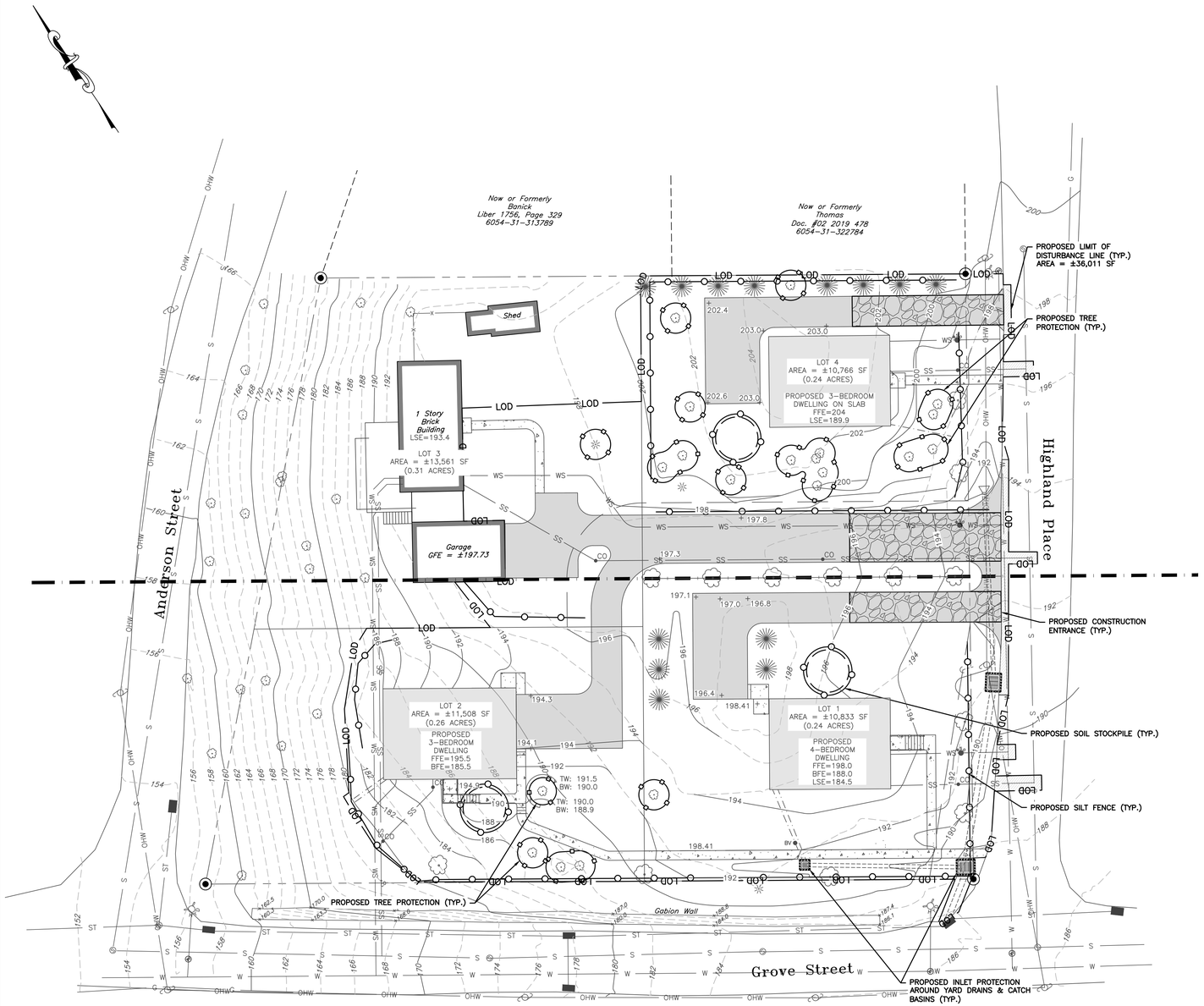
GRADING & UTILITY PLAN

# HIGHLAND PLACE SUBDIVISION

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-31-306777

| | |
|---|---|
| JOB #: | 2022:011 |
| DATE: | 6/28/2022 |
| SCALE: | 1" = 20' |
| TITLE: | GU-1 |
| SHEET: | 4 OF 7 |

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




## EROSION & SEDIMENT CONTROL PLAN

SCALE: 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )

1 inch = 20 ft.

LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- ZONING DISTRICT BOUNDARY
- 250 EXISTING MAJOR CONTOUR
- 252 EXISTING MINOR CONTOUR
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- SS EXISTING SEWER SERVICE LINE
- S EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- CO EXISTING SEWER CLEAN OUT
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- PROPOSED EASEMENT
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- CO PROPOSED SEWER CLEAN OUT
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- FD PROPOSED FOOTING DRAIN LINE
- PROPOSED YARD DRAIN
- BV PROPOSED BACKFLOW PREVENTION DEVICE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED ENTRY DOOR LOCATION
- PROPOSED SILT FENCE
- LOD PROPOSED LIMIT OF DISTURBANCE
- PROPOSED CATCH BASIN INLET PROTECTION
- PROPOSED CONSTRUCTION ENTRANCE
- PROPOSED TREE PROTECTION

## EROSION AND SEDIMENT CONTROL NOTES:

1. ALL EROSION CONTROL MEASURES EMPLOYED DURING THE CONSTRUCTION PROCESS SHALL BE INSPECTED BY THE CONTRACTOR IN ACCORDANCE WITH THE MAINTENANCE SCHEDULE. ALL EROSION CONTROL STRUCTURES SHALL BE REPAIRED AND MAINTAINED AS NECESSARY BY THE CONTRACTOR.
2. ALL STORMWATER MANAGEMENT STRUCTURES (E.G. CATCH BASINS) SHALL BE REGULARLY INSPECTED FOR SEDIMENT ACCUMULATIONS. CATCH BASINS SHALL BE CLEANED WHEN SEDIMENT DEPTH REACHES A MAXIMUM OF ONE-HALF THE AVAILABLE SUMP DEPTH.
3. ALL EROSION CONTROL INSTALLATION AND MAINTENANCE MEASURES SHALL MEET THE REQUIREMENTS OF THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
4. ANY PILE OF POTENTIALLY EROSIVE MATERIAL TEMPORARILY STOCKPILED ON THE SITE DURING THE CONSTRUCTION PROCESS SHALL BE LOCATED IN AN AREA AWAY FROM STORM DRAINAGE AND SHALL BE PROPERLY PROTECTED FROM EROSION BY A SURROUNDING SILT FENCE.
5. PERMANENT SEEDED AREAS FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH DETAIL AND SPECIFICATIONS ON THIS PLAN.
6. AREAS UNDERGOING CLEARING OR GRADING AND WHERE WORK IS DELAYED OR COMPLETED AND WILL NOT BE REDISTURBED FOR A PERIOD OF 21 DAYS OR MORE SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATIVE COVER WITHIN 14 DAYS.
7. ON-SITE DUST CONTROL SHALL BE ACCOMPLISHED BY STANDARD METHODS OF LIGHTLY WATERING ALL EXPOSED SOIL AND RAPIDLY STABILIZING THE REGRADED AREAS WITH TOPSOIL, LOAM AND/OR SEEDING.
8. THE CITY ENGINEER AND PROJECT ENGINEER SHALL BE NOTIFIED NO LESS THAN 48 HOURS PRIOR TO THE START OF ANY SITE WORK, AND BY SUCH NOTIFICATION, SHALL BE PROVIDED WITH THE NAME AND TELEPHONE NUMBER OF THE GENERAL CONTRACTOR RESPONSIBLE FOR SUCH WORK.
9. THE CITY AND/OR ITS REPRESENTATIVES MAY INSPECT EROSION AND SEDIMENT CONTROL PRACTICES ON THE SITE DURING CONSTRUCTION AND RECOMMEND THAT THE CONTRACTOR INSTALL ADDITIONAL EROSION CONTROL MEASURES IF DEEMED NECESSARY TO PROTECT ANY UNDISTURBED AREAS OF THE SITE. ANY SUCH REQUESTS SHALL BE MADE DIRECTLY TO THE CONTRACTOR AND QUALIFIED PROFESSIONAL AND FOLLOWED UP WITH A WRITTEN NOTIFICATION TO THE DEVELOPER. IN ADDITION, THE PROJECT ENGINEER SHALL BE CONSULTED ON ANY SPECIAL ADDITIONS OR DELETIONS OF EROSION CONTROL MEASURES WARRANTED BY CHANGING FIELD CONDITIONS.
10. IF GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONSTRUCT A DEWATERING PIT IN ACCORDANCE WITH NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL TO FILTER WATER FOR PUMPING TO A SUITABLE LOCATION.
11. WHEN ALL DISTURBED AREAS ARE STABLE, ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED.

## INSPECTION SCHEDULE & MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES

PERMANENT AND TEMPORARY VEGETATION:
INSPECT ALL AREAS THAT HAVE RECEIVED VEGETATION EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. ALL AREAS DAMAGED BY EROSION OR WHERE SEED HAS NOT ESTABLISHED SHALL BE REPAIRED AND RESTABILIZED IMMEDIATELY.

STABILIZED CONSTRUCTION ENTRANCE:
INSPECT THE ENTRANCE PAD EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. CHECK FOR MUD, SEDIMENT BUILD-UP AND PAD INTEGRITY. MAKE DAILY INSPECTIONS DURING WET WEATHER. REGRADE PAD AS NEEDED FOR RUNOFF CONTROL. WASH AND REPLACE STONE AS NEEDED. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE MUD BEING CARRIED OFF SITE BY VEHICLES. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING. REMOVE TEMPORARY CONSTRUCTION ENTRANCE AS SOON AS THEY ARE NO LONGER NEEDED TO PROVIDE ACCESS TO THE SITE AS DIRECTED BY PROJECT ENGINEER.

SILT FENCE:
INSPECT FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE FENCE BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE FENCE. IF FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF FENCE IMMEDIATELY.

SOIL STOCKPILE:
INSPECT SEDIMENT CONTROL BARRIERS (SILT FENCE) AND VEGETATION FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE SEDIMENT CONTROL BARRIER BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE SEDIMENT CONTROL BARRIER. IF SEDIMENT CONTROL BARRIER TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF SEDIMENT CONTROL BARRIER IMMEDIATELY. REVEGETATE DISTURBED AREA TO STABILIZE SOIL STOCKPILE. REMOVE THE SEDIMENT CONTROL BARRIER WHEN THE SOIL STOCKPILE HAS BEEN REMOVED.

DUST CONTROL:
SCHEDULE CONSTRUCTION OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED AREAS AT ANY ONE TIME DURING THE COURSE OF WORKS. APPLY TEMPORARY SOIL STABILIZATION PRACTICES SUCH AS MULCHING, SEEDING, AND SPRAYING (WATER). STRUCTURAL MEASURES (MULCH, SEEDING) SHALL BE INSTALLED IN DISTURBED AREAS BEFORE SIGNIFICANT BLOWING PROBLEMS DEVELOP. WATER SHALL BE SPRAYED AS NEEDED. REPEAT AS NEEDED, BUT AVOID EXCESSIVE SPRAYING, WHICH COULD CREATE RUNOFF AND EROSION PROBLEMS.

## INDIANA BAT PROTECTION NOTES:

1. TREE CLEARING SHALL BE RESTRICTED TO THE PERIOD BETWEEN OCTOBER 1 AND MARCH 31.
2. THE LIMITS OF DISTURBANCE SHALL BE DEMARCATED BY INSTALLING ORANGE CONSTRUCTION FENCE FOR THE GENERAL IMPROVEMENT AND INFRASTRUCTURE CONSTRUCTION ACTIVITIES AND FOR THE INDIVIDUAL LOT CONSTRUCTION. THESE LIMITS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
3. DUST CONTROL DURING CONSTRUCTION SHALL BE IMPLEMENTED. THIS INCLUDES USE OF CONSTRUCTION ENTRANCES, APPLYING LIGHT WATER, AND ESTABLISHING VEGETATION.
4. STREET LIGHTS ARE NOT PERMITTED. RESIDENTIAL LIGHTING SHALL BE DIRECTED DOWNWARD TO REDUCE IMPACTS TO BATS FORAGING FOR FOOD.

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

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| 6 | 12/27/22 | REVISED PER UPDATED LAYOUT | CMB | | | | |

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STATE OF NEW YORK MICHAEL A. BOSTJANCIC 084466 LICENSED PROFESSIONAL ENGINEER

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HUDSON LAND DESIGN
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EROSION & SEDIMENT CONTROL PLAN

# HIGHLAND PLACE SUBDIVISION

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-31-306777

| | |
|---|---|
| JOB #: | 2022:011 |
| DATE: | 6/28/2022 |
| SCALE: | 1" = 20' |
| TITLE: | ESC-1 |
| SHEET: | 5 OF 7 |

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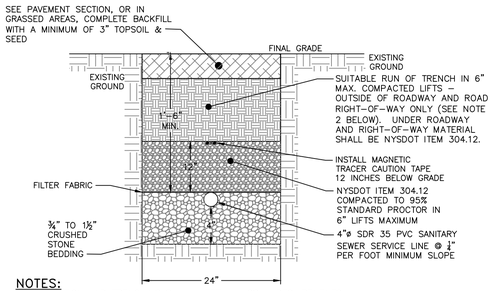
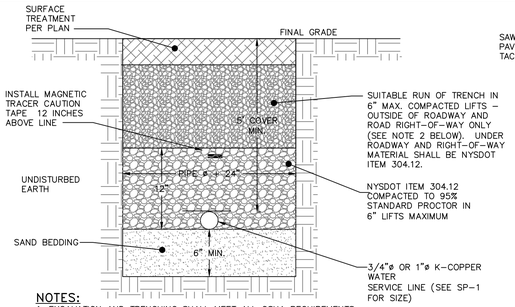



NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

## SANITARY SEWER SERVICE LINE TRENCH DETAIL
NOT TO SCALE




NOTES:
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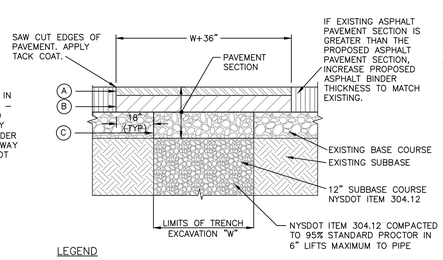
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ENLOGATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. IN AREAS WHERE 5' COVER REQUIREMENT CANNOT BE MET, THE CONTRACTOR SHALL PROVIDE PIPE INSULATION TO PREVENT FREEZING.
4. IF WATER SERVICE AND SEWER SERVICE LINE CROSSINGS ARE NEEDED, PROVIDE 18" OF VERTICAL SEPARATION

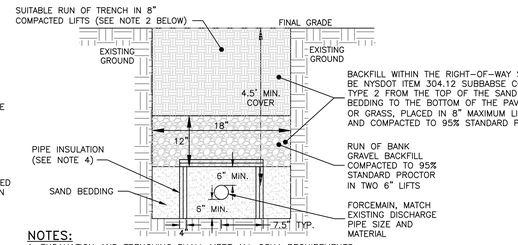
## WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE




LEGEND
(A) 1.5" ASPHALT CONCRETE TOP COURSE– NYSDOT TYPE F1
(B) 3.0" ASPHALT CONCRETE BINDER COURSE– NYSDOT TYPE F9
(C) 3.0" ASPHALT BASE COURSE– NYSDOT TYPE F9

NOTES:
1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT AS SPECIFIED.
5. ALL SEAMS SHALL BE SEALED.

## PAVEMENT RESTORATION DETAIL
NOT TO SCALE




NOTES:
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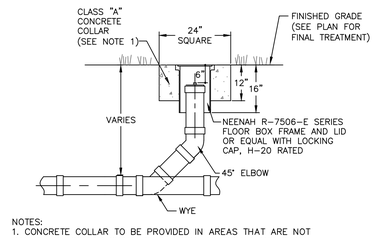
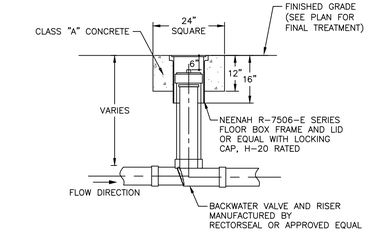
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. CONTRACTOR TO VERIFY ALL PIPE CROSSINGS PRIOR TO CONSTRUCTION (E.G., WATER SERVICES, SEWER SERVICES, GAS LINES, ETC.).
4. WHERE MINIMUM 4.5' COVER REQUIREMENT CANNOT BE MET, PROVIDE PIPE INSULATION BOARD CERTIFOAM 40 OR APPROVED EQUAL, CLOSED CELL EXTRUDED POLYSTYRENE FOAM MEETING ASTM C578 TYPE VI WITH MINIMUM 40 PSI COMPRESSIVE STRENGTH PER ASTM D1621, 0.1% MAXIMUM WATER ABSORPTION PER ASTM C272. PROVIDE TWO 2" THICK BOARDS, OVERLAP ALL INSULATION BOARD JOINTS.

## SUMP PUMP FORCEMAIN TRENCH DETAIL
NOT TO SCALE

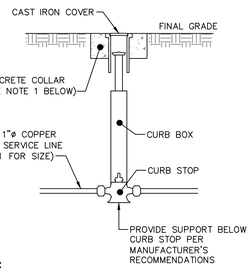



NOTES:
1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.

## CLEANOUT DETAIL
NOT TO SCALE

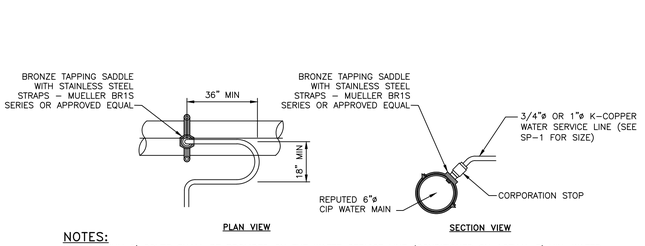



## BACKWATER VALVE FOR FOOTING DRAIN DETAIL
NOT TO SCALE



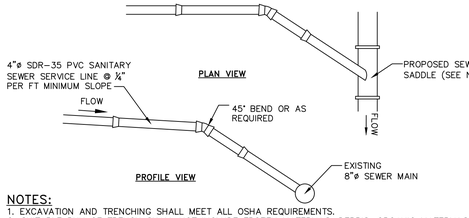

NOTES:
1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.
2. CURB STOP TO BE COMPRESSION TYPE BY MUELLER.
3. AREA AROUND CURB BOX TO BE BACKFILLED WITH GRAVELLY MATERIAL.

## WATER SHUT–OFF VALVE DETAIL
NOT TO SCALE



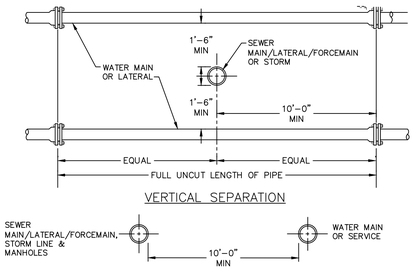

NOTES:
1. A MINIMUM 5' COVER SHALL BE PROVIDED ON THE WATER SERVICE LINE (CONDITIONED ON ACTUAL 5' MIN. WATER MAIN DEPTH).
2. CORPORATION STOP TO BE COMPRESSION TYPE BY MUELLER.
3. WATER SERVICE LINE TO HAVE A 'GOOSENECK' NEAR CORPORATION STOP.
4. CORPORATION STOP TO BE INSTALLED IN THE UPPER HALF OF THE WATER MAIN AT AN ANGLE OF APPROXIMATELY 45° FROM HORIZONTAL.
5. THE CONTRACTOR SHALL INSTALL A FULL BODIED STAINLESS STEEL TAPPING SLEEVE AT THE PROPOSED WATER SERVICE LOCATION.

## WATER SERVICE CONNECTION DETAIL
NOT TO SCALE

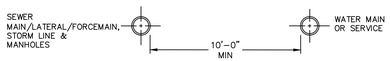



NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. TAPPING SADDLE FOR CONNECTION OF THE PROPOSED SERVICE LINE TO THE EXISTING SEWER MAIN TO BE A 4" PREDCO HUB TAP SADDLE – MODEL #HTS4/E.

## SANITARY SEWER SERVICE CONNECTION DETAIL
NOT TO SCALE



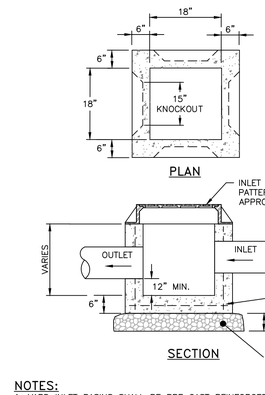

VERTICAL SEPARATION




HORIZONTAL SEPARATION

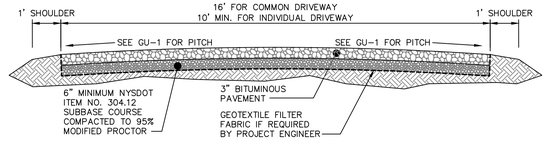
NOTE:
1. NO DEVIATION IN THE SEPARATION REQUIREMENTS WILL BE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE DUTCHESS COUNTY DEPARTMENT OF HEALTH AND THE CITY OF BEACON. CONCRETE ENCASEMENT OF WATERLINE OR OFFSETTING OF WATERLINE SHALL BE REQUIRED WHERE SEPARATION DISTANCES CANNOT BE MAINTAINED.

## WATER LINE SEPARATION DETAIL
NOT TO SCALE



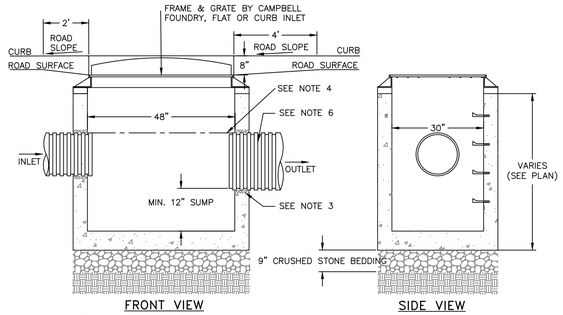

NOTES:
1. YARD INLET BASINS SHALL BE PRE CAST REINFORCED CONCRETE SHALL HAVE A MINIMUM 28–DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND SHALL BE IN CONFORMANCE WITH ASTM 478–68. WALLS AND BASE SHALL BE ONE PIECE CONSTRUCTION. YARD INLET BASIN SHOWN BY EXPANDED SUPPLY PRODUCTS (ESP), 3330 ROUTE 9, COLD SPRING, NY (845) 265–3771.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE WITHIN 10 FEET OF A WATER MAIN (OR SERVICE LINE) OR A SEWER MAIN (OR SERVICE LATERAL) SHALL BE MADE WATERTIGHT.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN INLET AND OUTLET INVERTS (MATCH CROWNS FOR PIPES WITH DIFFERENT SIZE) UNLESS OTHERWISE NOTED ON THE PLAN.
5. BACKFILL USING SELECT MATERIAL, COMPACTED IN 6" LIFTS.
6. SUMP SHALL BE 12".
7. FRAMES AND GRATES SHALL BE SET IN A FULL BED OF MORTAR.

## PRE–CAST CONCRETE YARD INLET DETAIL
NOT TO SCALE



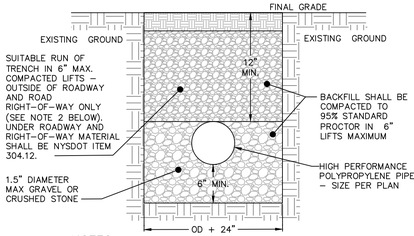

NOTE:
1. PAVEMENT THICKNESS TO MATCH EXISTING PAVEMENT ON HIGHLAND PLACE, BUT SHALL NOT BE LESS THAN 3" BINDER COURSE AND 1–1/2" TOP COURSE (I.E., 4.5" MIN. TOTAL THICKNESS). SUBBASE FOR FIRST 25' OF COMMON DRIVEWAY SHALL BE MINIMUM 4" NYSDOT ITEM NO. 304.12 COMPACTED TO 95% MODIFIED PROCTOR.
2. IF DRIVEWAY IS ADJACENT TO STRUCTURE, PITCH DRIVEWAY A MINIMUM OF 1% AWAY FROM STRUCTURE.

## COMMON DRIVEWAY SECTION DETAIL
NOT TO SCALE




NOTES:
1. PRECAST CONCRETE CATCH BASIN WITH CONCRETE STRENGTH OF 4,000 PSI @ 28 DAYS.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE CATCH BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE WITHIN 10 FEET OF A WATER MAIN (OR SERVICE LINE) OR A SEWER MAIN (OR SERVICE LATERAL) SHALL BE MADE WATERTIGHT.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN INLET AND OUTLET INVERTS (MATCH CROWNS FOR PIPES WITH DIFFERENT SIZE) UNLESS OTHERWISE NOTED ON THE PLAN.
5. CATCH BASINS WITH AN INTERIOR DEPTH OF 4' AND GREATER SHALL BE FURNISHED WITH STEEL REINFORCED POLYPROPYLENE PLASTIC STEPS AT 12" INTERVALS.
6. HDPE PIPE SHALL BE PROVIDED WITH WATERTIGHT CONNECTIONS. ADS MODEL N12 WT IB OR APPROVED EQUAL.
7. CASTINGS SHALL BE DOMESTICALLY MADE IF THEY ARE TO BE OWNED BY THE CITY OF BEACON.

## CATCH BASIN DETAIL
NOT TO SCALE




NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

## STORM LINE TRENCH DETAIL
NOT TO SCALE

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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 7/26/22 | PER PLANNING BOARD COMMENTS | CMB | 7 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 2 | 8/29/22 | PER PLANNING BOARD COMMENTS | CMB | 8 | 2/27/23 | REDUCED 4 – LOT SUBDIVISION | MAB |
| 3 | 9/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 4 | 10/14/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 5 | 11/29/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 6 | 12/27/22 | NO CHANGE THIS SHEET | CMB | | | | |

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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

CONSTRUCTION DETAILS

# HIGHLAND PLACE SUBDIVISION

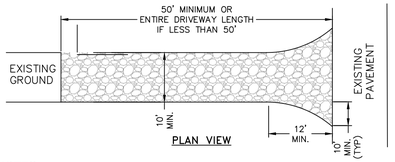
12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054–31–306777

JOB #: 2022:011
DATE: 6/28/2022
SCALE: AS SHOWN
TITLE: CD–1
SHEET: 6 OF 7

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

## GENERAL RETAINING WALL NOTES:

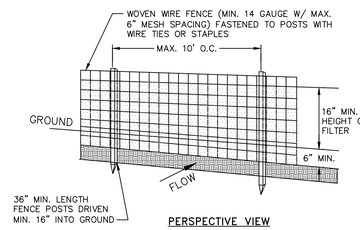
1. PROPOSED RETAINING WALL TO BE UNILOCK CONCORD WALL XL OR ESTATE WALL (SEE PLAN AND PROFILE SHEETS). ALL WALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
2. THE CONTRACTOR SHALL VERIFY MATERIAL COLORS WITH THE OWNER.
3. LEVELING BASE IS THE COMPACTED GRANULAR SOIL, OR IF SPECIFIED IN THE CONSTRUCTION DOCUMENTS AN UNREINFORCED CONCRETE FOOTING, PLACED BENEATH THE FIRST COURSE OF SEGMENTAL RETAINING WALL UNITS.
   - 3.1. THE LEVELING BASE MATERIAL SHALL BE NON-FROST SUSCEPTIBLE, WELL GRADED, COMPACTED ANGULAR GRAVEL-SAND MIXTURE (GW AS PER ASTM D2487).
4. DRAINAGE FILL IS A FREE DRAINING AGGREGATE WITH HIGH PERMEABILITY PLACED DIRECTLY BEHIND THE MODULAR CONCRETE UNITS. THIS WILL INCLUDE A DRAINAGE PIPE AND MAY BE SEPARATED FROM OTHER FILL WITH A SUITABLE GEOTEXTILE FILTER.
   - 4.1. THE DRAINAGE FILL SHALL BE A FREE DRAINING ANGULAR, GRAVEL MATERIAL OF UNIFORM PARTICLE SIZE SMALLER THAN 1 INCH AND GREATER THAN 1/4 INCH. THE DRAINAGE FILL SHALL BE SEPARATED FROM THE REINFORCED FILL OR RETAINED FILL BY A SPECIFIED GEOTEXTILE FILTER.
5. DRAINAGE PIPE IS A PERFORATED PIPE USED TO CARRY WATER, COLLECTED FROM WITHIN THE SEGMENTAL RETAINING WALL, TO OUTLETS, TO PREVENT PORE WATER PRESSURES FROM BUILDING UP WITHIN THE SEGMENTAL RETAINING WALL AND SPECIFICALLY BEHIND THE SEGMENTAL RETAINING WALL UNITS.
   - 5.1. THE DRAINAGE PIPE SHALL BE A PERFORATED CORRUGATED POLYETHYLENE OR PERFORATED PVC PIPE, WITH A MINIMUM DIAMETER OF 4 INCHES, PROTECTED BY A GEOTEXTILE FILTER TO PREVENT THE MIGRATION OF SOIL PARTICLES INTO THE DRAINAGE PIPE.
6. GEOTEXTILE FILTER IS A PERMEABLE PLANAR POLYMER STRUCTURE THAT WILL ALLOW THE PASSAGE OF WATER FROM ONE SOIL MEDIUM TO ANOTHER WHILE PREVENTING THE MIGRATION OF FINE PARTICLES THAT MIGHT CLOG THE DOWNSTREAM FILL. SELECTION OF A GEOTEXTILE FILTER IS BASED ON THE CHARACTERISTICS OF THE DIFFERENT SOILS USED IN AND SURROUNDING THE SEGMENTAL RETAINING WALL.
   - 6.1. THE GEOTEXTILE FILTER SHALL BE NEEDLE PUNCHED NONWOVEN (FOR DRAINAGE AND SEPARATION) BY ADS OR APPROVED EQUAL.
7. DESIGN ASSUMPTIONS:
   - 7.1. THE FOUNDATION SOILS WILL PRODUCE ACCEPTABLE TOTAL AND DIFFERENTIAL SETTLEMENT GIVEN THE APPLIED LOAD OF THE SEGMENTAL RETAINING WALL.
   - 7.2. THE MAXIMUM GROUNDWATER ELEVATION IS AT LEAST 2/3 X H (HEIGHT) BELOW THE BASE OF THE SEGMENTAL RETAINING WALL.
   - 7.3. THERE WILL BE NO HYDROSTATIC PRESSURE WITHIN OR BEHIND THE SEGMENTAL RETAINING WALL.
   - 7.4. THE SURROUNDING STRUCTURES WILL NOT EXERT ANY ADDITIONAL LOADING ON THE SEGMENTAL RETAINING WALL.
   - 7.5. THERE ARE NO STRUCTURES (UTILITIES SUCH AS GAS/WATER MAINS, STORM SEWERS, ELECTRICAL/COMMUNICATIONS CABLES, ETC) TO BE PLACED WITHIN OR BELOW THE REINFORCED FILL DURING OR AFTER CONSTRUCTION. (NOT APPLICABLE – NO REINFORCED FILL THIS PROJECT).
8. IF UNEXPECTED SOURCES OF WATER ARE IDENTIFIED (E.G., A HIGHER WATER TABLE OR WEEPING SOIL LAYERS), ADDITIONAL DRAINAGE STRUCTURES MAY BE REQUIRED (E.G., BLANKET DRAINS OR CHIMNEY DRAINS). THE SPECIFIC DETAILS WILL NEED TO BE DETERMINED BY THE DESIGN ENGINEER. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IF UNEXPECTED SOURCES OF WATER ARE IDENTIFIED DURING INITIAL EXCAVATION.
9. GENERAL INSTALLATION GUIDES ILLUSTRATING PROPER METHODS AND TECHNIQUES FOR GOOD CONSTRUCTION ARE AVAILABLE TO THE INSTALLER FROM RISI STONE SYSTEMS OR THE SEGMENTAL RETAINING WALL MANUFACTURER UPON REQUEST.
10. CONSTRUCTION: SITE PREPARATION.
    - 10.1. COMPLY WITH ALL CURRENT FEDERAL, STATE, AND LOCAL REGULATIONS FOR EXECUTION OF THE WORK, INCLUDING LOCAL BUILDING CODES AND EXCAVATION REGULATIONS. PROVIDE EXCAVATION SUPPORT AS REQUIRED TO MAINTAIN STABILITY OF THE AREA DURING EXCAVATION AND SEGMENTAL RETAINING WALL CONSTRUCTION AND TO PROTECT EXISTING STRUCTURES, UTILITIES, LANDSCAPE FEATURES, PROPERTY OR IMPROVEMENTS.
    - 10.2. PRIOR TO GRADING OR EXCAVATION OF THE SITE, CONFIRM THE LOCATION OF THE SEGMENTAL RETAINING WALL AND ALL UNDERGROUND FEATURES, INCLUDING UTILITY LOCATIONS WITHIN THE AREA OF CONSTRUCTION. ENSURE SURROUNDING STRUCTURES ARE PROTECTED FROM EFFECTS OF SEGMENTAL RETAINING WALL EXCAVATION.
    - 10.3. COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH SEGMENTAL RETAINING WALL INSTALLATION.
    - 10.4. CONTROL SURFACE WATER DRAINAGE AND PREVENT INUNDATION OF THE SEGMENTAL RETAINING WALL CONSTRUCTION AREA DURING THE CONSTRUCTION PROCESS.
    - 10.5. THE FOUNDATION SOIL SHALL BE EXCAVATED OR FILLED AS REQUIRED TO THE GRADES AND DIMENSIONS SHOWN ON THE PLAN.
    - 10.6. THE FOUNDATION SOIL SHALL BE PROOF ROLLED AND EXAMINED BY THE GENERAL REVIEW ENGINEER TO ENSURE THAT IT MEETS THE MINIMUM STRENGTH REQUIREMENTS SPECIFIED IN THE CONSTRUCTION DOCUMENTS. IF UNACCEPTABLE FOUNDATION SOIL IS ENCOUNTERED, THE GENERAL REVIEW ENGINEER SHOULD CONTACT THE DESIGN ENGINEER TO DISCUSS OPTIONS AND DETERMINE THE MOST APPROPRIATE COURSE OF ACTION.
    - 10.7. IN CUT SITUATIONS, THE NATIVE SOIL SHALL BE EXCAVATED TO THE LINES AND GRADES SHOWN IN THE CONSTRUCTION DOCUMENTS AND REMOVED FROM THE SITE OR STOCKPILED FOR REUSE AS REINFORCED OR RETAINED FILL AS IDENTIFIED ON THE PLAN. CARE SHOULD BE TAKEN NOT TO CONTAMINATE OR OVERLY SATURATE THE STOCKPILED FILL MATERIAL.
11. CONSTRUCTION: INSTALLING DRAINAGE SYSTEM.
    - 11.1. THE APPROVED GEOTEXTILE FILTER SHALL BE SET AGAINST THE BACK OF THE FIRST SEGMENTAL RETAINING WALL UNIT, OVER THE PREPARED FOUNDATION SOIL EXTENDING TOWARDS THE BACK OF THE EXCAVATION, UP THE EXCAVATION FACE AND EVENTUALLY OVER THE TOP OF THE DRAINAGE FILL TO THE BACK OF THE SEGMENTAL RETAINING WALL UNITS NEAR THE TOP OF THE WALL OR AS SHOWN ON THE PLAN. GEOTEXTILE OVERLAPS SHALL BE A MINIMUM OF 1 FOOT AND SHALL BE SHINGLED DOWN THE FACE OF THE EXCAVATION IN ORDER TO PREVENT THE MIGRATION OF PARTICLES FROM ONE FILL TYPE TO ANOTHER.
    - 11.2. THE DRAINAGE PIPE SHALL BE PLACED AS SHOWN ON THE PLAN, IN ACCORDANCE WITH THE OVERALL DRAINAGE PLAN FOR THE SITE. THE MAIN COLLECTION DRAIN PIPE SHALL BE A MINIMUM OF 4 INCHES IN DIAMETER. THE PIPE SHALL BE LAID TO ENSURE GRAVITY FLOW OF WATER FROM THE REINFORCED FILL. CONNECT DRAINAGE COLLECTION PIPE AT A STORM SEWER CATCH BASIN OR DAYLIGHT ALONG SLOPE AT AN ELEVATION LOWER THAN LOWEST POINT OF PIPE, EVERY 50 FEET MAXIMUM.
    - 11.3. IF OTHER SOURCES OF WATER ARE DISCOVERED DURING EXCAVATION OR ANTICIPATED, REFER TO NOTE 8 ABOVE.
12. CONSTRUCTION: INSTALLING SEGMENTAL RETAINING WALL UNITS.
    - 12.1. THE BOTTOM ROW OF SEGMENTAL RETAINING WALL UNITS SHALL BE PLACED ON THE LEVELING BASE AS SHOWN IN THE CONSTRUCTION DOCUMENTS. THE UNITS SHALL BE PLACED IN THE MIDDLE OF THE LEVELING BASE. CARE SHALL BE TAKEN TO ENSURE THAT THE SEGMENTAL RETAINING WALL UNITS ARE ALIGNED PROPERLY, LEVELED FROM SIDE TO SIDE AND FRONT TO BACK AND ARE IN COMPLETE CONTACT WITH THE LEVELING BASE.
    - 12.2. THE SEGMENTAL RETAINING WALL UNITS ABOVE THE BOTTOM COURSE SHALL BE PLACED TO INTERCONNECT THE SHEAR KEY AND THEN PUSHED FORWARD, CREATING THE SPECIFIED BATTER OF THE SEGMENTAL RETAINING WALL FACE.
    - 12.3. THE SEGMENTAL RETAINING WALL UNITS SHALL BE SWEPT CLEAN BEFORE PLACING ADDITIONAL COURSES TO ENSURE THAT NO DIRT, CONCRETE OR OTHER FOREIGN MATERIALS BECOME LODGED BETWEEN SUCCESSIVE LIFTS OF THE SEGMENTAL RETAINING WALL UNITS.
    - 12.4. SUCCESSIVE COURSES SHALL BE PLACED TO CREATE A RUNNING BOND PATTERN WITH THE EDGE OF ALL UNITS BEING APPROXIMATELY ALIGNED WITH THE MIDDLE OF THE UNIT IN THE COURSE BELOW IT. CUT SEGMENTAL RETAINING WALL UNITS MAY NEED TO BE PLACED TO ENSURE THE VERTICAL LINE BETWEEN ADJACENT SEGMENTAL RETAINING WALL UNITS REMAINS WITHIN THE MIDDLE THIRD OF THE SEGMENTAL RETAINING WALL UNIT BELOW.
    - 12.5. WHERE APPLICABLE, A MAXIMUM OF 3 COURSES OF SEGMENTAL RETAINING WALL UNITS CAN BE PLACED ABOVE THE LEVEL OF THE REINFORCED FILL AT ANY TIME.
    - 12.6. THE INSTALLER SHALL CHECK THE LEVEL OF SEGMENTAL RETAINING WALL UNITS WITH EACH LIFT TO ENSURE THAT NO GAPS ARE FORMED BETWEEN SUCCESSIVE LIFTS THAT MAY AFFECT THE PERFORMANCE OF THE SEGMENTAL RETAINING WALL.
    - 12.7. CARE SHALL BE TAKEN TO ENSURE THAT THE SEGMENTAL RETAINING WALL UNITS AND GEOSYNTHETIC REINFORCEMENT, WHERE APPLICABLE, ARE NOT DAMAGED DURING HANDLING AND PLACEMENT.
    - 12.8. NO HEAVY EQUIPMENT, FOR COMPACTION, FILL PLACEMENT OR OTHER, SHALL BE ALLOWED WITHIN 3 FEET OF THE BACK OF THE SEGMENTAL RETAINING WALL UNITS.
13. CONSTRUCTION: DRAINAGE FILL.
    - 13.1. THE DRAINAGE FILL WILL BE PLACED BEHIND THE SEGMENTAL RETAINING WALL UNITS WITH A MINIMUM WIDTH OF 1 FOOT AND SEPARATED FROM OTHER SOILS USING THE SPECIFIED GEOTEXTILE FILTER. DUE TO SITE CONSTRAINTS, THE DRAINAGE FILL MINIMUM WIDTH IS 6 INCHES FOR THIS PROJECT).
    - 13.2. DRAINAGE FILL SHALL BE PLACED BEHIND THE SEGMENTAL RETAINING WALL FACING IN MAXIMUM LIFTS OF 6 INCHES AND COMPACTED TO A MINIMUM DENSITY OF 95% STANDARD PROCTOR.
14. CONSTRUCTION: SECURE COPING.
    - 14.1. COPING UNITS SHALL BE SECURED TO THE TOP OF THE SEGMENTAL RETAINING WALL WITH TWO 3/8 INCH BEADS OF CONCRETE ADHESIVE POSITIONED 2 INCHES IN FRONT AND BEHIND THE TONGUE OF THE LAST COURSE OF SEGMENTAL RETAINING WALL UNITS.



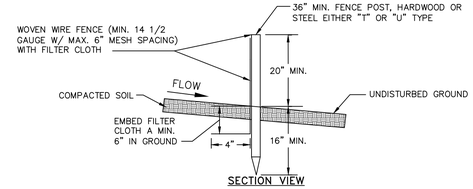

PLAN VIEW

NOTES:
1. STONE SIZE – USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. THICKNESS – NOT LESS THAN SIX (6) INCHES.
3. WIDTH – 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.
4. GEOTEXTILE – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
5. SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
6. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
7. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
8. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

## STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE



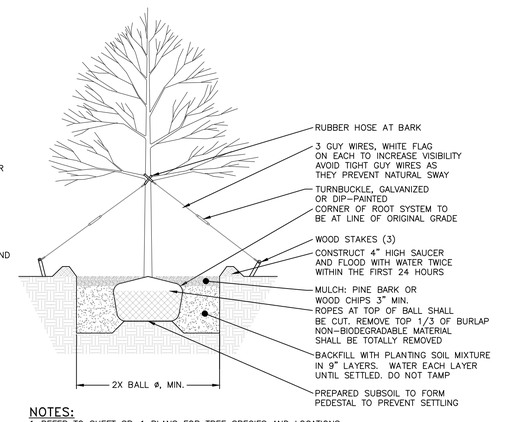

PERSPECTIVE VIEW




SECTION VIEW

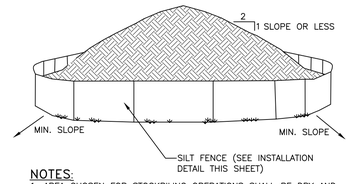
NOTES:
1. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.
3. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE OR APPROVED EQUAL.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

## SILT FENCE DETAIL
NOT TO SCALE



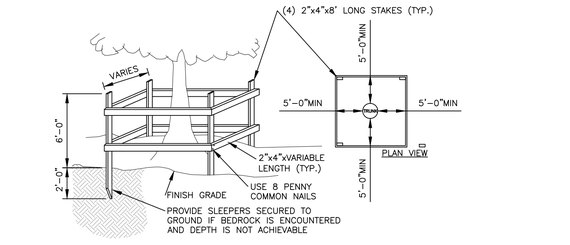

NOTES:
1. REFER TO SHEET SP-1 PLANS FOR TREE SPECIES AND LOCATIONS.

## TREE PLANTING DETAIL
NOT TO SCALE



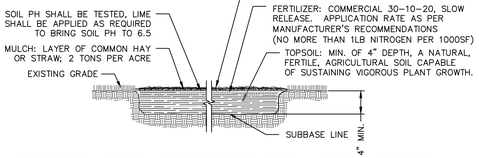

NOTES:
1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.

## TEMPORARY SOIL STOCKPILE DETAIL
NOT TO SCALE




NOTES:
1. REFER TO RETAINING WALL NOTES, THIS SHEET.

## SEGMENTAL RETAINING WALL DETAIL – GRAVITY WALL SECTION
NOT TO SCALE




## TOPSOIL SEED, FERTILIZER AND MULCH DETAIL
NOT TO SCALE




NOTES:
1. TREES TO REMAIN NOTED ON EXISTING CONDITIONS PLAN.
2. NOT ALL TREES TO REMAIN REQUIRE PROTECTION. TREE PROTECTION TO BE UTILIZED ON TREES WHERE CONSTRUCTION TRAFFIC WOULD COMPACT THE ROOT ZONE OF THE TREE.

## TEMPORARY TREE PROTECTION DETAIL
NOT TO SCALE

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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 7/26/22 | PER PLANNING BOARD COMMENTS | CMB | 7 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
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| 4 | 10/14/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 5 | 11/29/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 6 | 12/27/22 | NO CHANGE THIS SHEET | CMB | | | | |

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STATE OF NEW YORK – MICHAEL A. BOBINSKY – 084466 – LICENSED PROFESSIONAL ENGINEER

SEAL

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

CONSTRUCTION DETAILS

# HIGHLAND PLACE SUBDIVISION

12 HIGHLAND PLACE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-31-306777

| | |
|---|---|
| JOB #: | 2022:011 |
| DATE: | 6/28/2022 |
| SCALE: | AS SHOWN |
| TITLE: | CD-2 |
| SHEET: | 7 OF 7 |

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

HUDSON LAND DESIGN

*Civil & Environmental Engineering Consultants*
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February 27, 2023

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

Re: 12 Highland Place – Application for Preliminary & Final Subdivision Approval
Lori Joseph Builders, Inc. (Applicant)
12 Highland Place, City of Beacon, New York
Tax Parcel: 6054-31-306777, ±1.07 ac.

Dear Chairman Gunn and Members of the Planning Board:

On behalf of the Applicant for the above-referenced project, Hudson Land Design ("HLD") respectfully submits this letter in support of the Application for Preliminary & Final Subdivision Approval, and in response to the comments at the Subdivision Public Hearing at the Board's February 15th meeting Agenda (the "Subdivision Public Hearing").[1]

As the Applicant discussed at the Subdivision Public Hearing, the Applicant has reduced the proposed five (5) lot subdivision down to four (4) total lots. As is more fully shown in the enclosed revised subdivision plans, the lots that were previously identified as Lots 1 and 2 have now been combined into one lot, which results in four (4) total lots. As you know, the reduced subdivision plan that proposes four (4) total lots was presented at the Subdivision Public Hearing. Understanding that the Planning Board's consultants did not have the opportunity to review the revised plans before the meeting, we respectfully submit the enclosed updated subdivision plans, which now include details in response to comments from the Board and from the public at the Subdivision Public Hearing, and in response to the comments in John Clarke Planning and Design's February 10, 2023 comment memorandum, and the comments in Lanc & Tully's February 13, 2023 comment letter.

Below is a point-by-point response to the comment letters.

**John Clark Planning and Design February 10, 2023 Comment Memorandum**

1. Comment noted.

[1] Note: As you know, the Subdivision Public Hearing was continued to the Planning Board's March meeting Agenda for continued review of the subdivision proposal that was reduced from five (5) total lots to four (4) total lots.

**Lanc & Tully February 13, 2023 Comment Letter**

General Comments

1. Comment noted.

1. Comment noted. The maintenance agreement will be provided for the Planning Board Attorney's review by the Applicant's attorney as a condition of approval.
2. Comment noted. A bond estimate will be provided in a future submittal as a condition of approval.
3. Comment noted. Easement descriptions will be provided by the project surveyor for the City's consultants to review and confirm in a future submittal as a condition of approval.

The Applicant respectfully submits that all consultant comments and Planning Board comments have been addressed at this time. Furthermore, as was discussed at the Subdivision Public Hearing, by reducing the project from five (5) lots down to four (4), the Applicant has further reduced impervious surfaces as well as reduced any other potential environmental impacts associated with the project, which is consistent with the SEQR determination for the project. As the refined project will further reduce any potential environmental impacts, and the project fully satisfies the requirements set forth in the City of Beacon Chapter 195 Subdivision of Land regulations applicable to the Project, the Applicant respectfully requests that the Board consider closing the Subdivision Public Hearing at its March 15, 2023 meeting Agenda.

In further support of this Application, please find five (5) hard copies of the revised Subdivision Plat set consisting of seven (7) sheets and five (5) hard copies of the Subdivision Plat consisting of one (1) sheet for review.

We look forward to appearing again at the Planning Board's March 15, 2023 meeting Agenda for the continued Subdivision Public Hearing on the Project. The public hearing signage on the property has been updated to indicate that the continued Subdivision Public Hearing will take place on Tuesday, March 15, 2023. In the meantime, should you have any questions, please feel free to contact me at 845-440-6926.

Sincerely,

Michael A. Bodendorf, P.E.
Principal

cc: Gary Joseph (w/ attachments)
Taylor M. Palmer, Esq. (w/ attachments)
Daniel G. Koehler, P.E. (HLD file)

LANC & TULLY
Engineering and Surveying, P.C.

March 6, 2023

Mr. John Gunn
Beacon Planning Board Chair
City of Beacon
1 Municipal Plaza
Beacon, NY 12508

RE: 12 Highland Place
4-Lot Subdivision
Tax No. 6054-31-306777
City of Beacon

Dear Mr. Gunn:

My office has received the following regarding a 4-lot subdivision of the parcel located at 12 Highland Place:

- Correspondence from Hudson Land Design dated February 27, 2023.
- Plan titled "Final Subdivision Plat – Highland Place Subdivision", with the latest revision date of February 27, 2023, as prepared by Hudson Land Design.
- Plan set titled "Highland Place Subdivision" as prepared by Hudson Land Design and consisting of the following sheets, all having the latest revision date of January 31, 2023:
  - Sheet 1 of 7 – Cover Sheet (CV-1)
  - Sheet 2 of 7 – Existing Conditions & Removal Plan (XC-1)
  - Sheet 3 of 7 – Subdivision Plan (SP-1)
  - Sheet 4 of 7 – Grading & Utility Plan (GU-1)
  - Sheet 5 of 7 – Erosion & Sediment Control Plan (ESC-1)
  - Sheet 6 of 7 – Construction Details (CD-1)
  - Sheet 7 of 7 – Construction Details (CD-2)

The proposed project entails the subdivision of a 46,669± square foot (1.071 acres) parcel located at 12 Highland Place into 4 lots. This project was previously presented as a 5-lot subdivision, but the applicant has reduced the number of proposed lots by combining the previous lots 1 & 2 into a single lot at this time. A single common driveway is proposed to provide access to Lots 2 & 3, whereas Lots 1 and 4 will be served by individual driveways. The proposed lots range in size from 10,766 square feet to 13,561 square feet in size. The existing parcel (proposed Lot 3) has a single-family residence, detached garage, and shed located on it at this time, which are proposed to remain. The parent parcel is bisected by a Zoning line, with the southern portion of the site being in the R1-5 Zone (Lots 1 & 2) and the northerly portion of the site (Lots 3 & 4) being in the R1-10 Zone.

Based on our review of the above documents and plans, we would like to offer the following comments:

General Comments:

1. The final subdivision plat shall include the name and address of owner of record and of subdivider, and the owner's endorsement as stated in Section 195-29B of the City Code.

2. As a Common Driveway is proposed for the project, the Applicant will need to prepare and submit for review a maintenance declaration or agreement for the common driveway. The maintenance agreement should also account for utilities that may be installed under the common driveway. ***Applicant notes that this will be submitted to Planning Board Attorney for review and is requesting that this be a condition of approval.***

3. As a condition of approval, the Applicant shall provide the City of Beacon with a performance guarantee and inspection fees as stated in Section 195-15 & 16, of the City Code for all public improvements to be constructed as part of the project. The project engineer shall submit a cost estimate for the prosed public improvements for review, as the project progresses. ***Applicant states that a bond estimate will be provided in a future submittal as a condition of approval.***

4. Documents and descriptions for the proposed easements shall be provided for review. ***Applicant notes that these will be provided as part of a future submission and is requesting that this be a condition of approval.***

This completes our review at this time. All previous engineering comments have been addressed, with the exception of the above, for which the applicant is requesting that they be made part of the conditions for any approvals issued by the Board. If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: John Clarke, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

# CITY OF BEACON
# New York
# Building Department

*Bruce Flower*
*Building Inspector*

*845-838-5020*
*Email: bflower@beaconny.gov*

To: Chairman John Gunn and City of Beacon Planning Board Members
From: Bruce Flower, Building Inspector
Date: March 7, 2023
Re: 12 Highland Place Subdivision

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I have reviewed the proposed 4 lot subdivision application for Lori Joseph Builders, Inc. which was submitted for the March 14th Planning Board meeting and have the following comments for the board.

1. A concern was brought to Chief VanVoorhis regarding emergency vehicle access to the homes. After reviewing the plans and consulting the Fire Chief, the current plan meets the requirements of the 2020 Fire Code of New York State Section 511 for emergency vehicle access. The existing home and the proposed new homes do not have front doors which are more than 300 feet from the public street.

2. The existing fire hydrants on Highland place also meet the distance requirements for the 2020 FCNYS Section 507.5 fire hydrant systems. The existing and proposed new homes are all within the 600' distance requirement from a fire hydrant.

3. Prior to applying for a building permits for the new and existing home, the applicant must request 911 addresses from Dutchess County Department of Emergency Response.

**John Clarke Planning and Design** jclarkeplandesign@gmail.com
845.797.4152

To: John Gunn, Chair, and the City of Beacon Planning Board
Date: March 10, 2023
Re: **12 Highland Place Subdivision**

I have reviewed a response letter from Hudson Land Design, a Final Subdivision Plat, and a 7-sheet Subdivision Plan set by Hudson Land Design, all dated February 27, 2023.

**Proposal**

The applicant is proposing to subdivide a 1.07-arcre parcel with one existing house into four lots for the construction of three additional houses. Proposed Lot 1 has 10,833 square feet, Lot 2 has 11,508 square feet, Lot 4 with the existing house has 13,561 square feet, and Lot 5 has 10,766 square feet. The parcel is split by the R1-5 and R1-10 zoning districts.

**Comments and Recommendations**

1. The lot width and lot depth for Lot 1 should be the same on the Subdivision Plat and Sheet 3 Schedule of Regulations. I suggest that the Lot 1 frontage be considered Highland Place.

2. All my other previous comments have been addressed.

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

John Clarke, Beacon Planning Consultant

c: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Daniel G. Koehler, P.E., Project Engineer

## Amanda Caputo

**From:** Jodi McCredo <jodimccredo@gmail.com>
**Sent:** Monday, March 13, 2023 3:24 PM
**To:** Amanda Caputo
**Subject:** 12 Highland Place
**Attachments:** Overhead 12 HIghland.pdf; Street view.pdf; PXL_20230303_231817180.jpg; PXL_20230308_232938908.jpg; PXL_20230303_171129799.jpg

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Hi Amanda,

Please forward this along to the planning board and add it to the agenda. Thanks!

Hello Planning Board Members!

Once again, thank you for your time and service to this community. I sincerely appreciate the time you take to thoroughly review these projects and protect our city.

In regards to the proposed subdivision on 12 Highland Place, the recent change that eliminated one of the lots was a step in the right direction. The residents of the area, and almost everything I've read on planning, development and flag lots in the past few months, still clearly show that 4 lots is still simply too much for this particular property.

When this project first came before this board, both the planning board chair and the city engineer immediately voiced concerns about the shared driveways. The chair said that the driveway and parking situation was weird and "feels uncomfortable," and everyone seemed to agree that this layout had too much pavement and too many curb cuts. The fact that the private road plan was also unacceptable in no way negates these valid concerns, and the removal of one lot did little to alleviate these issues. The driveway easement for what are now lots 2 and 3 take away pretty much all of the yard space for lot 4 when combined with the lot's own driveway of the other side of the house. The flag lots necessary for homes 2 and 3 (3 is an existing lot but it would become a flag lot with the creation of lot 4), including the easements that they require, are exactly what https://www.useful-community-development.org/what-is-a-flag-lot.html recommends to **"by all means avoid."** This is just part of what makes these proposed lots completely out of character with the existing neighborhood. The above referenced website states, "In sum, a flag lot is far from the worst thing you could allow in your city, but **certainly we hope you do not participate in creating any new ones**.... **We do think that a flag lot is preferable to having a lot where the only access is by way of easement over a neighbor's property.** So if you have a chance to prevent future conflict due to an encroachment over or very near to an easement, and the only way to eliminate the necessity of the easement is through creating a flag lot, feel free to allow that." This proposal requires the creation of two flag lots via easements, which Useful Community Development states is even worse than a flag lot without an easement. Worse than that, **proposed lot 2 requires easements over not one but two different lots.** This would set our neighborhood up for countless issues that will arise between neighbors over everything from snow removal to maintenance, with negative impacts that will affect this area for generations. Flag lots are mainly for rural areas, with ample land and few roads. They are completely out of place in, and detrimental to a small city like Beacon. One flag lot would be too much. Two flag lots is far beyond what should be considered for a street even twice the size of Highland.

We keep hearing that this project "conforms to the zoning," but that sentiment is based solely on lot size and dimensions. As noted below, there is much more to the requirements set forth in our city code for subdivisions than lot size. A tomato meets the minimum requirements to be considered a fruit, but that doesn't mean it belongs in a fruit

salad. I've attached an overhead shot taken from Google Maps showing just how green and beautiful this property currently is. Replacing a few trees is not enough to compensate for the extreme loss of nature, including many smaller trees and bushes, and displacement of animals (including the endangered Indiana Bat) that this layout requires. The fact that this developer wasn't able to cram these houses in on a private road does not mean that we have to allow at least twice as much pavement and three times as many curb cuts to get what he wants. At some point we have to acknowledge that this is simply too much and it isn't going to work.

Our code clearly states:

"§ 195-20 Minimum requirements; general standards.
A.The Planning Board, in considering an application for the subdivision of land, **shall** be guided by the following considerations and standards, which standards shall be deemed to be the **minimum requirements for the convenience, health, safety and welfare of the City**."
It goes on to list four considerations -
1- "Character of land," which this plan disregards as it detracts from what is currently a beautiful neighborhood with house lined streets and creates a hazard with limited emergency vehicle access and unsatisfactory living conditions.
2- "Preservation of Natural Features," which this plan disregards by cutting down so many trees, including smaller trees and bushes, and paving over so much land.
3- "Conformity to City Development Plan and Official Map," which this plan disregards by putting homes behind homes instead of lined up along the street like the rest of the city.
4- "Frontage on improved streets," which this plan disregards by claiming frontage on streets that cannot be accessed.
There is no reference in this chapter to lot size or dimensions, it simply lists these as the **minimum requirements**. None of these requirements have been met by this proposal.

You have heard statements regarding the impact to the character of our neighborhood, and it was pointed out that the current home at 12 Highland is set back very far from the street. The setback for this home was due to issues regarding building on the bedrock that covers the rest of the lot, which is still a concern that should be taken seriously as previous attempts to build on that bedrock have already caused damage to surrounding homes. The real impact to the character, however, is not about setbacks but about building flag lots with homes behind homes. In our neighborhood, and around almost all if not all of Beacon, all of our homes directly face the street that they have access to. Putting homes behind other homes significantly changes a neighborhood's character, unreasonably increases congestion, and unfairly burdens one street with traffic and parking issues that should be spread out among multiple streets. In the case of this proposal, it takes a burden that should be spread out among three separate streets (Grove, Highland, and Anderson) and puts the entire burden on Highland, which happens to be one of the smallest streets in the city.

The attorney for the applicant made the case that this proposal is consistent with the character of our neighborhood simply because they are all single family homes that meet lot size requirements. Once again, single family homes that meet lot size requirements are less than the minimum requisite here is. That is not enough to make this project consistent with the character of our neighborhood, which is a completely separate condition in our code. We've had block parties in our neighborhood where the residents all hang out in front of our homes with tables set up. We go far walks and chat with neighbors sitting on their porches or in their yards. We stop by for a quick chat at fire pits. The future residents of these proposed houses with their pretend frontage on top of a wall would not be a part of any of that because they are set up unlike any other homes anywhere in our vicinity. I really appreciated the comments at the last meeting regarding the fact that we create that character of our neighborhood, because that is the truth. This neighborhood has been an amazing place for children to grow up and play in the street, for people to let their pets out, for neighbors to hang out and go for walks and talk together. Many of us are actually excited for some new neighbors and hopefully new friends for us and our children. Four houses on this lot positioned in this way, with two of those houses behind other homes and cars trying to back out of long dangerous driveways, and the removal of so much greenery and the displacement of so many animals and so much more congestion than this small street was designed for would change that dynamic drastically.

You had a conversation two meetings ago about the proposed sidewalk, which was also referred to in that meeting as a "walkway", "charming path", and "private sidewalk." Whatever you call it, it is yet another thing that sets these houses apart from our neighborhood and gives them something that will be shared between only them and not the rest of the surrounding neighbors. This is completely out of step with bringing our community together with smart development that benefits our city.

More than the impact to the character, however, **this design poses significant impacts to traffic and parking**. It is extremely important to remember that **this only works by eliminating half of the parking on the same street that this project would double the density of.** It is true that Highland is way too narrow for a project of this size and scope, but there has never been an issue with the width of our street before this proposal to cram homes behind homes. The issue that was brought up in regards to emergency vehicles was about the **turning radius** required for a large vehicle to be able to maneuver onto a private road, which would now be down shared driveways. This was never an issue in the past because, when homes are built to conform to the true character of our neighborhood, they are lined up along a road that they have actual access to and emergency vehicles have never needed to maneuver around other homes to get to them. Spruce, Anderson, Overlook, all of our surrounding streets and streets all over this entire city are just as narrow and they do not have this issue because there is no need to get an emergency vehicle around one home to access another. There was already a suggestion at the discussion about this project in July about eliminating parking on one side of Grove near Highland. This was definitely an issue before this project was proposed, and I do agree with that suggestion because of how dangerous this area is. It would also, however, cause more cars to park on Highland since Highland ends at Grove and there is nowhere else to go. Eliminating parking on one side of Highland in addition would never be necessary without this project, and it will definitely have a devastating impact, particularly for those of us who regularly come home late from work and won't be able to park our cars. Are you also going to suggest the elimination of parking on Spruce, Anderson, and Overlook which are just as narrow? What about Jackson St., Masters Pl., Center St., Spring St. or countless others that look just like Highland all over this city? What makes them different, aside from the fact that no one is proposing cramming houses behind houses on those streets?

The February 8th memorandum from the traffic and safety committee is very confusing and paints an incorrect picture of the current conditions on Highland Place. My home came with a walkway that comes from my front door and curves south to the road. My family parks our cars on either side of that walkway for the easiest access to our home. The south spot, which is where I park every day, is directly opposite the driveway at 12 Highland. The memorandum states "There is currently no parking permitted opposite this driveway and therefore the committee is satisfied that Fire Department Vehicles will have adequate turn radius and ability to access all homes in the Proposal." This is completely false as there is currently no part of Highland that doesn't have parking permitted. **If creating a no parking zone opposite this driveway is the only way for the fire department vehicles to have adequate turn radius to access these homes, it would mean that the creation of these flag lots would require me to lose the ability to park in front of my home as I have been for the past 18 years.** Their next paragraph states, " The Committee has no concern about the proposal to limit parking on the West side of Highland Place. The Committee's Police representative expressed that the West side is used infrequently for parking currently." I've attached a few pictures taken recently of various cars that were parked on the west side of Highland, but it is also important to point out that it is used infrequently for parking **because no one currently lives there**. Adding three additional homes will obviously add cars. Removing parking as suggested in this letter would leave few remaining legal spaces on this street. **This will result in cars having to park directly in front of my walkway. Since there is no sidewalk, this is our only access point. Cars parked in front of it will make it difficult for my family to enter our own home, especially when our lawn is covered in snow or muddy from the rain.** As stated above, ALL of the surrounding streets in our area are just as narrow, and they all permit parking on both sides. Why should we lose our parking, and with it a significant portion of our quality of life on that street, just to allow one developer to increase his profits? The attached picture labeled "Street view" is taken from a Google Maps shot from 2012. In it, my car is clearly parked directly opposite the driveway for 12 Highland. One of the pictures that I attached to show a vehicle parked on the west side of Highland shows this as well. The memorandum concludes with, "The Committee did wish to highlight the need for continued no parking immediately across from the middle driveway in the proposal for the subdivision to ensure continued emergency vehicle access." **They are emphasizing the need to continue something that does not currently exist, and confirming that my family losing the right to park in front of our own home is a requirement to make this proposal work.**

At the last Planning Board meeting, John Clark mentioned that many people in Beacon park partially on their own lawns to make it easier for cars to pass through on narrow streets. I'm glad he brought that up because it is absolutely true, and something that my neighbors and I all do, especially during a holiday or when we know someone is having company. It is another thing that makes our community so special. The people who would live in these proposed homes, particularly lots 2 and 3, would not be able to do this as they are completely out of character with the rest of the neighborhood, having no real frontage on any accessible street.

The driveway layout necessary to fit all of this in is completely unrealistic. How would an ambulance get to lot 2 in an emergency? How would it get back out, from 2 or 3? How would that work in the snow? I have sent a couple of emails to the fire chief in the past weeks for clarification on this, but I have not heard back. How are cars getting in and out of any of these driveways? Imagine any of these driveways with one car already parked. How does another car maneuver in? How do they get back out? There is no room to turn around, so are all of these cars expected to safely back out of these long shared driveways into the street? Imagine you live in lot 2. How would you get in and out of your driveway every day? How are you backing your car up along that 10 foot wide curve? How would you do it from any of the lots? How does that work with snow and ice on the ground? Lots 1 and 2 have their own driveways and I still don't see a way for cars to safely maneuver in and out. How will these people get their garbage and recycling cans to the curb every week?

I know I made a lot of references to the issues regarding lot 3, and I obviously understand that this is an existing lot. The issue, however, is that the creation of lot 4 forces lot 3, which was never an issue in the past, to suddenly become a flag lot that has to pass over a long easement on lot 4 that it shares with lot 2 in order to access the home. This is what creates a problematic issue for lot 3 which never existed in the past.

Due to the ongoing discussions regarding the planning board's authority to say no to this project, I wanted to again point out the following from our city code -

*City of Beacon, NY / The Code / Part II: General Legislation / Subdivision of Land*

*195-20 **Minimum** requirements; general standards*

*(4) Frontage on improved streets. The area proposed to be subdivided shall have frontage on **and direct access to** a street duly placed on the Official Map, and if such street is not improved to the satisfaction of the Planning Board, such improvements shall be a condition of subdivision approval.*

This clearly states that a MINIMUM requirement is frontage on AND direct access to.This proposal has lots claiming frontage on streets that are on the opposite side of a wall from the property, and three of the lots only have indirect access via easements over other properties. It was said at the last planning board meeting that the "technical aspect of frontage" has been achieved, and that the rest can be worked out during the design phase. Our city code defines the frontage line as *"The front lot line separating an individual lot from the street right-of-way."* This proposal has front lot lines that separate the individual lots from a wall. The claims in this proposal do not constitute frontage as required in our code, and no amount of design can change the physical limitations of the lot.

The main flag lot definition that keeps coming up when I Google the term is, "**Flag lot:** This is a lot located behind other lots with a long and narrow access driveway to a public street, a flag lot generally has a reduced value due to the lack of privacy that results from being surrounded by other homes' backyards, flag lots also lack curb appeal."

*195-21 Streets*
*A. Location, width and improvement. Streets shall be suitably located, **of sufficient width, and adequately improved** to accommodate the expected traffic and to afford satisfactory access to police, fire-fighting, snow removal and other utility*

*and street maintenance equipment, and shall be coordinated so as to compose a safe and convenient system. The location, arrangement or design of street shall be such as to cause no undue hardship to adjoining properties.*

The traffic and safety committee has emphasized the need to prohibit me from parking in front of my own home to make this proposal work. That certainly qualifies as an undue hardship to adjoining properties.

*§ 195-23 Improvements.*
*A. Street improvements. Streets shall be graded and improved with pavement, sidewalks, curbs, gutters, street signs, street trees, water mains, sanitary sewers, storm drains, fire alarm signal devices, fire hydrants and other utilities, except that the Planning Board may waive, subject to appropriate conditions, such improvements as it considers are not requisite in the interest of the public health, safety and welfare. The subdivider shall install underground service connections to the property line of each lot before the street is paved. Except where waivers are granted, all such grading and street improvements shall conform in all respects to this chapter and to Chapter 192, Street Specifications.*

Highland Place is obviously not of sufficient width to accommodate this project. or the traffic and safety committee would not have to consider removing our parking. The burden of that fact should rest on the developer to widen the street or reduce the scope of the project. It should not be placed on the residents, who will lose our ability to park in front of our homes.

*195-24 Lots and driveways*
*B. Lot dimensions*
*(1)Except as provided elsewhere in this chapter or otherwise permitted by the City Council, lot area and dimensions shall comply with at least the minimum standards of the Zoning chapter for the district in which they are located. Where lots are more than double the minimum required area, the Planning Board may require that they be arranged so as to allow for further subdivision and the opening of future streets where necessary to serve such potential lots, all in compliance with the Zoning chapter and this chapter. Where, in the opinion of the Planning Board, lots of larger than minimum size are required for purposes of proper drainage, water supply, waste disposal, or the preservation of important ecological features, the Board may require such oversized lots as a condition of plat approval.*

We keep hearing that this needs to be approved because it fits the zoning based solely on lot dimensions. Lot dimensions are pretty far down in the city code for subdivisions, and even within that paragraph gives much leeway to the planning board for considerations. There is so much more to this plan than lot size, and it clearly should not be the deciding factor in your vote.

*G. Subdivisions with land in two or more zoning districts or municipalities.*
*(1) In general, a lot should not be divided by a zoning district or municipal boundary. If it is, however, necessary for a zoning district boundary to cross a lot, such lot shall be designed so that it can be readily developed in accordance with the standards of the more restrictive zoning district. If it is necessary for a municipal boundary line to cross a lot, the Planning Board may require suitable legal agreements to assure that the two portions of the lot will not be separated in the future and that the portion of the lot in the adjoining municipality will not be used for any purpose that would make it nonconforming if the entire lot were located within the City of Beacon.*

Respectfully, I disagree with the city planner's interpretation of this portion of the law. This is a proposed subdivision with land in two zoning districts, and the minimum standards of the more restrictive district would not allow 5 lots.

*I.Common driveways.*
*(4) Common driveways shall be permitted in residential districts when approved by the Planning Board. In determining the appropriateness of a common driveway, the Planning Board shall consider whether it will minimize adverse environmental effects on the site, the length of the road, overall density, proposed offset of driveways, road grades and center line radius, setback requirements, and all other generally accepted planning standards.*

In this instance, these shared driveways maximize adverse environmental effects on the site, are too long to safely back out of and too narrow to turn around in, and place way too much density on one street.

*195-25 Reservations and easements*
*B. Widening or realignment of existing streets. Where a subdivision borders an existing street which is narrower than the recommended right-of-way width as specified for such streets in this chapter, or where a subdivision borders an existing street planned for widening or realignment in such a way as to require the use of some land in the subdivision, the Planning Board may require the subdivision plat to show such areas which shall be marked "Reserved for Street Realignment (or Widening) Purposes." Land reserved for such purposes may not be counted in satisfying yard or area requirements of the Zoning chapter.*

*223-25 Site development plan approval*
*E. Considerations. In acting on any site development plan application, the Planning Board shall take into consideration the recommendations of the City Development Plan, the proposed location, height and bulk of buildings, traffic circulation within and without the site, provision of off-street parking spaces, exterior lighting,* ***buffer areas and other open spaces****, drainage improvement in accordance with § 223-25G of this chapter and display of signs,* ***so that any development will have a harmonious relationship with the existing or permitted development of contiguous land and of adjacent neighborhoods, and so that pedestrian and vehicular traffic will be handled adequately and safely within the site and in relation to the adjoining street system.***

This development will make it impossible for emergency vehicles to access these homes without undue burden to existing residents, extremely difficult and dangerous for cars to get in and out of these driveways, and much more dangerous to walk down our street.

The impression that my neighbors and I have been getting from these meetings is that many of you seem to be struggling with this decision because you agree that this proposal isn't right for this lot but you aren't sure where your authority is to say no. It is clear, however, that **there is not only justification in our code and comprehensive plan to say no to this, but clear instructions to.** Choosing to allow this plan to proceed with 4 lots would destroy our neighborhood in a way never before seen in this city, and set a truly dangerous precedent making it much more difficult for future planning boards to reject proposals that reduce safety and quality of life in favor of developer's profits. Requiring this developer to do the right thing and scale back this project to at least eliminate the flag lots and dangerous driveways would protect this entire city from predatory development that puts profits over people.

Please, protect us.

Thank you,

Jodi McCredo

# RESOLUTION

## PLANNING BOARD
## BEACON, NEW YORK

## PRELIMINARY AND FINAL SUBDIVISION PLAT APPROVALS FOR 12 HIGHLAND PLACE

**Parcel No. 6054-31-306777**

**WHEREAS**, the Beacon Planning Board received applications for Preliminary and Final Subdivision Plat Approvals from Lori Joseph Builders, Inc. (the "Applicant") for a 5-lot residential subdivision (the "Project" or "Proposed Action") on a 46,669 square foot parcel, or 1.07 acres, located at 12 Highland Place and designated on the Tax Map of the City of Beacon as **Parcel ID# 6054-31-306777** in the R1-10 One-Family Residence (R1-10) Zoning District and the R1-5 One-Family Residence (R1-5) Zoning District (the "Property"); and

**WHEREAS**, the Applicant initially proposed to subdivide a 46,669 square foot parcel, or 1.07 acres, with one existing housing and two auxiliary buildings (detached garage and shed) into five lots for the construction of four additional single-family houses; and

**WHEREAS**, the Planning Board is the approval authority for the Subdivision pursuant to City of Beacon Code § 195-2; and

**WHEREAS**, the application consists of application forms, correspondence, Short Environmental Assessment Form, Inflow and Investigation Report and professional studies and reports submitted to the Planning Board; and

**WHEREAS**, the Proposed Action is an Unlisted Action pursuant to the New York State Environmental Quality Review Act ("SEQRA"); and

**WHEREAS**, the Planning Board reviewed the application at its meetings on July 12, 2022, August 9, 2022, September 13, 2022, November 9, 2022, January 10, 2023, February 15, 2023, and March 28, 2023; and

**WHEREAS**, on September 13, 2022, the Planning Board opened a duly noticed public hearing to consider comments related to the Planning Board's environmental review of the Project at which time all those interested were given an opportunity to be heard, and the public hearing was closed on January 10, 2023; and

**WHEREAS**, on January 10, 2023, after circulating its Notice of Intent to Declare Lead Agency and receiving no objections, and after taking a "hard look" at each of the relevant areas of environmental concern through review of the SEAF and all associated materials prepared in connection with the Proposed Action the Planning Board, as Lead Agency, adopted a Negative Declaration pursuant to SEQRA finding that the Proposed Action will not result in any significant adverse environmental impacts; and

**WHEREAS,** the Project was referred to the City of Beacon Traffic Safety Committee; and

**WHEREAS**, on February 15, 2023, the Planning Board opened a duly noticed public hearing on the Subdivision at which time all those interested were given an opportunity to be heard; and

**WHEREAS,** in response to comments, the Applicant submitted a revised subdivision plat modifying the project to reduce the number of proposed lots from five (5) to four (4) for the construction of three (3) new homes ; and

**WHEREAS**, under the Reduced Project the Proposed Lot 1 would consist of 10,833 square feet containing a new house with private driveway access to Highland Place, Proposed Lot 2 would consist of 11,508 square feet containing a new house with common driveway access to Highland Place, Proposed Lot 3 would consist of 13,561 square feet containing the existing house and auxiliary buildings with common driveway access to Highland Place, and Proposed Lot 4 would consist of 10,766 square feet containing a new house with private driveway access to Highland Place and an easement for the common driveway and utility access for Proposed Lots 2 and 3; and

**WHEREAS,** the Planning Board has the authority to allow the use of common driveway for a maximum of two lots pursuant to Section 195-24.A of the City Code, subject to the provision of access easements and a maintenance declaration or agreement suitable to the City Attorney, provided the Planning Board determines that the use of the common driveway is more beneficial to the safety, welfare or convenience of the proposed users of the driveway and/or the people of the City in general than would be the case with separate driveways; and

**WHEREAS**, the Reduced Project is shown on a plan entitled "Final Subdivision Plat Highland Place Subdivision," last revised February 27, 2023, and a plan set entitled "Highland Place Subdivision," Sheets 1-7, dated June 28, 2022, last revised February 27, 2023, as prepared by Hudson Land Design Professional Engineering, P.C., Beacon, NY, as follows:

| Sheet | Title |
|---|---|
| 1 | *Cover Sheet* |
| 2 | *Existing Conditions & Removals Plan* |
| 3 | *Subdivision Plan* |
| 4 | *Grading & Utility Plan* |
| 5 | *Erosion & Sediment Control Plan* |
| 6 | *Construction Details* |
| 7 | *Construction Details*; and |

**WHEREAS,** the Planning Board is in receipt of a memorandum from the City Building Inspector dated March 7, 2023 confirming the proposed complies with the requirements of the 2020 Fire Code of New York State Section 511 for emergency vehicle access; and

**WHEREAS**, the public hearing was continued to March 28, 2023, at which time all those interested were given an opportunity to be heard, and the public hearing was closed on March 28, 2023; and

**WHEREAS**, the Planning Board is fully familiar with the Reduced Project and has reviewed the Reduced Project relative to all appliable provisions of the City Code.

**NOW THEREFORE BE IT RESOLVED**, that the Planning Board finds that the Reduced Project proposes less environmental impacts than the original Project, including a reduction in impervious surface coverage, and the Planning Board hereby re-affirms its prior Negative Declaration pursuant to SEQRA and finds the Reduced Project will not result in any significant adverse environmental impacts.

**BE IT FURTHER RESOLVED**, that pursuant to City Code §195-24 the Planning Board considered the proposed common driveway including whether it will minimize any adverse environmental effects, characteristics of the surrounding roadways, overall density, proposed offset of driveways, setback requirements, and all other generally accepted planning standards, and hereby finds that the proposed use of a common driveway for two lots is more beneficial to the safety, welfare or convenience of the proposed users of the driveway and the surrounding neighborhood in general than would be the case with separate driveways, and therefore approves the proposed common driveway.

**BE IT FURTHER RESOLVED**, that the Planning Board hereby grants Preliminary Subdivision Plat Approval for the Reduced Project, as shown on the application materials referenced above.

**BE IT FURTHER RESOLVED**, that the Planning Board hereby finds the Final Subdivision Plat will not be substantively changed from the Preliminary Subdivision Plat and hereby determines that a public hearing on the Final Plat is not required.

**BE IT FURTHER RESOLVED**, that the Planning Board hereby grants Final Subdivision Plat Approval, as shown on the application materials referenced above, subject to the following conditions and modifications set forth below and any other requirements which must be met by law:

**A. The following conditions shall be fulfilled prior to the signing of the Final Subdivision Plat by the Chairman of the Planning Board:**

1. All application review fees shall be paid in full.

2. The Applicant shall seek and obtain all required permits and/or approvals from the appropriate agencies for the Reduced Project, and shall meet all conditions contained in such approvals, as required therein.

3. The comments contained in the City Engineer's letter to the Planning Board dated March 6, 2023, and all comments in any subsequent letter(s) issued, shall be fulfilled to the satisfaction of the City Engineer.

4. The comments contained in the City Building Inspector's letter to the Planning Board dated March 7, 2023, and all comments in any subsequent letter(s) issued, shall be fulfilled to the satisfaction of the City Building Inspector.

5. The comments contained in the City Planner's letter to the Planning Board dated March 10, 2023, and all comments in any subsequent letter(s) issued, shall be fulfilled to the satisfaction of the City Planner.

6. All existing and proposed easements, as applicable, shall be shown on the Final Subdivision Plat to the satisfaction of the City Engineer and City Attorney. Proposed easement agreements, declarations of restrictive covenants or other appropriate documents corresponding with the easements and notes shown on the Final Subdivision Plat, including but not limited to (a) Common Driveway & Utility Easement and Maintenance Agreement, and (b) 10' Wide Access Easement for the Benefit of Lot 2 over Lot 1, shall be prepared and submitted to the City Attorney for review and acceptance as to form and shall be recorded in the Dutchess County Clerk's Office simultaneously with the Subdivision Plat, with a copy of the recorded documents submitted to the City Clerk for filing.

When the conditions above have been satisfied, six (6) sets of the above referenced plans, revised as per the conditions above, shall be submitted for enforcement by the Planning Board Chairman. One set of the endorsed plans will be returned to the Applicant, one set will be retained by the City Clerk, one set will be provided to the Planning Board, and one set each will be forwarded to the Building Inspector, City Engineer and City Planner.

**B. The following are general conditions which shall be fulfilled:**

1. Based on the current and anticipated future need for park and recreational opportunities in the City of Beacon, as set forth in the analysis provided by BFJ Planning, and the demands of the future population of the Project, the Planning Board hereby finds that additional recreation/parkland should be created as a condition of approval. However, the Planning Board hereby determines that recreation/parkland of adequate size and location cannot be provided on the Project Site. Therefore, that Applicant shall pay a Recreation Fee for the three (3) new lots as prescribed under Section 195-25.A(4) of the City Code. The Planning Board hereby requires that, prior to the issuance of the Certificate of Occupancy for each lot, the Applicant shall pay a Recreation Fee as per the City's Fee Schedule in effect at the time of payment.

2. The Building Inspector and the City Engineer shall have the right to direct the Applicant to cause the placement, cleaning and/or repair of sedimentation and erosion control devices wherever and whenever deemed necessary during construction.

3. The Applicant shall be responsible for the payment of all application review costs incurred by the City in its review and approval of this project. Such fees shall be paid by the Applicants within thirty (30) days of each notification by the City that such fees are due. If such fees are not paid within the thirty (30) day period, and an extension therefor has not been granted by the City, this Resolution shall be rendered null and void.

4. Prior to the issuance of a building permit, pursuant to the City Code § 195-15, the Applicant shall a file a performance bond with the City of Beacon to guarantee the satisfactory construction, installation, and completion of the required improvements within the City right-of-way in an amount acceptable to the City Engineer based on review of a cost estimate to be prepared by the Applicant.

5. Prior to the issuance of a building permit, pursuant to the City Code § 195-16.E, the Applicant shall establish an escrow with the City of Beacon for the inspection of the improvements in the amount acceptable to the City Engineer based on review of a cost estimate to be prepared by the Applicant's professional engineer,

which amount shall be equivalent of 6% of the amount of the estimated construction cost.

6. Prior to the issuance of a building permit, pursuant to City Code 190-13, the Applicant shall establish an escrow for stormwater inspections by the City Engineer on behalf of the City of Beacon.

7. Any rock encountered that requires removal shall be done by mechanical means only. No rock processing is permitted on-site.

8. As agreed to by the Applicant during review by the Planning Board, no construction shall occur on Saturdays.

9. As used herein, the term "Applicant" shall include Lori Joseph Builders, Inc., and its successors and assigns, and where applicable, its contractors and employees.

10. If any of the conditions enumerated in this Resolution upon which this approval is granted are found to be invalid or unenforceable, then the integrity of this Resolution and the remaining conditions shall remain valid and intact.

11. The approvals granted by this Resolution do not supersede the authority of any other entity.

12. Conditional approval of the Final Subdivision Plat shall expire one hundred eighty (180) days from the date of the adoption of this Resolution unless all items in Condition A above have been certified as completed and the Final Plat has been submitted for endorsement by the Planning Board Chairman, or unless a written request for an extension of Final Subdivision Plat Approval is granted. The Planning Board may grant ninety (90) day extensions to said time period.

13. Once the Final Subdivision Plat has been endorsed by the Planning Board Chairman, said Plat must be filed in the Dutchess County Clerk's Office within sixty-two (62) days. After said filing, two (2) copies of the Final Plat certified by Dutchess County shall be submitted to the Planning Board Secretary. One (1) certified copy of the Final Plat shall be retained by the Planning Board and the other certified copy shall be transmitted to the City Clerk along with a signed copy of this Resolution and proof of recording of the easement documents described above.

14. The Applicant must return for approval from the Planning Board if any changes to the endorsed plans and/or this Resolution of approval are subsequently desired other than changes determined to be field changes by the Building Inspector or

City Engineer. The Planning Board, in its discretion, shall determine the appropriate procedures for consideration of the proposed revision, and whether such revision is material enough to require further environmental analysis and/or further project review, as the Board may deem appropriate.

Resolution Adopted: March 28, 2023
Beacon, New York

_____ _____, 2023
John Gunn, Chairman Date
City of Beacon Planning Board

Motion by _____, seconded by _____:

| | | | |
|---|---|---|---|
| Kevin Byrne | Voting | Leonard Warner | Voting |
| Karen Quiana | Voting | J. Randall Williams | Voting |
| Jill Reynolds | Voting | John Gunn, Chairman | Voting |
| David Jensen | Voting: | | |

Resolution: Approved
Denied

**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Public Hearing on application for Site Plan Approval and Subdivision (lot merger) Approval, Mixed-Use Commercial and Residential, 393 Fishkill Ave, 397 Fishkill Ave, and 7 Conklin St, submitted by 397 Fishkill Ave LLC

**ATTACHMENTS**

2-28-23 393 & 397 Fishkill Avenue and 7 Conklin - Supplemental PB Submission Cover Letter.pdf

Exhibit A - Response to Comments Memo prepared by Aryeh J. Siegel Architect dated February 28, 2023.pdf

Site Plans Set - Sheets 1-8.pdf

Engineer Review 397 Fishkill Ave 03-08-23.pdf

397 Fishkill Av ARB 2.8.23.pdf

Planner Review 393 Fishkill Av 3.10.23.pdf

397 Fishkill Ave - Subdivision_SEQRA Declaration (4895-5123-1571.3).pdf

397 Fishkill Ave - EAF Part 3 (completed).pdf (4885-8293-5123.1).pdf

397 Fiskhill Ave - EAF Part 2 (completed).pdf (4860-1864-2003.1).pdf

CUDDY +FEDER LLP

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White Plains, New York 10601
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F 914 761 5372
cuddyfeder.com

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

February 28, 2023

**VIA E-MAIL AND HAND DELIVERY**
Hon. John Gunn
And Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Application for Lot Line Adjustment (Subdivision/Lot Merger) & Site Plan Approval for Proposed Mixed-Use Commercial & Residential Building – Supplemental Submission
Premises: 393 & 397 Fishkill Avenue and 7 Conklin Street, Beacon, New York
Tax IDs: (6055-80-392032, 6055-80-399035 & 6055-80-394041)

Dear Chairman Gunn and Members of the Planning Board:

On behalf of 397 Fishkill Avenue, LLC and 393 Fishkill Avenue, LLC (the "Applicant"), we respectfully submit this letter and the referenced enclosures in furtherance of the above-referenced Application.

As you know, at the February 15, 2023 meeting, the Planning Board set the Site Plan and Subdivision Public Hearing for this Board's March 14th meeting Agenda and authorized the Planning Board Attorney to prepare a draft Negative Declaration for the Board's consideration in connection with the SEQRA environmental review of the Project. The Board also received design feedback from the Board's Architectural Review Board ("ARB") Subcommittee and determined that no further appearances before the ARB were required for the Project. This supplemental submission provides additional, minor refinements to the Site Plan Set in response to the comments contained in the memoranda prepared by the City's consultants.

**THE PROPOSED MIXED-USE DEVELOPMENT – MINOR SITE PLAN REFINEMENTS:**

As this Board is aware, the Applicant is proposing to construct a zoning-compliant mixed-use building and associated off-street parking on the Premises. Consistent with prior submissions, the proposed building program includes a three (3)-story mixed-use development comprising twelve (12) apartments and approximately 3,500 square feet of commercial space. The proposed building will include six (6) apartments on both the second and third floors and commercial space

on the first floor with a potential mix of office and retail uses.[1] The expanded off-street parking area that will be located behind the new building will be accessed via an existing driveway off of Conklin Street and will now include thirty-three (33) off-street parking spaces.

As is more fully detailed on the enclosed updated Site Plan Set and will be discussed at the Board's March 14th Public Hearing, the Applicant made the following minor refinements to the building program:

1) The recreation area proposed on the west side of the building with the three (3) terraced patio areas has been revised to add a gate at the top of the first steps near the sidewalk using the same fence construction as the black pipe guard rails on top of the retaining walls;

2) In response to the comments from the ARB on February 8th and from the Planning Board at its meeting on February 15th, the Applicant has revised the front and side façades facing the Fishkill Avenue/Conklin Street intersection to incorporate more brick within the window inset areas. Photorealistic renderings of the updated building responsive to these changes are included on Sheet 2 of the enclosed Site Plan Set); and

3) At the request of the directly abutting neighbor to the south, the Applicant is proposing a vinyl fence produced by the brand, Illusions, along the southwestern property line. The neighbor requested Model V300-6 in grey and white with New England style caps to maintain consistency with the fence on the other side of his property.

**RESPONSES TO COMMENTS MEMORANDA:**

In addition to the foregoing updates to the Site Plan Set, the Applicant respectfully submits the following memoranda prepared by its consultants providing annotated responses to the applicable comments noted in the memoranda prepared by the City's Engineering Consultant, Lanc & Tully, dated February 9, 2023 (the "Engineering Comments Memorandum")[2] and the City's Planning Consultant, John Clarke Planning and Design, dated February 10, 2023 (the

[1] Note: One (1) of the apartments will be a Below Market Rate ("BMR") unit, in accordance with the City's Affordable-Workforce Housing local law, which requires ten percent (10%) of the apartments to be BMR units.

[2] Note: The Applicant acknowledges the Engineering Comments Memorandum's General Comments 1-5. These comments do not require any further response from Hudson Land Design Professional Engineering, P.C. ("HLD"). The Engineering Comments Memorandum's remaining comments are addressed in **Exhibit A**, annexed hereto.

"Planning Comments Memorandum"):[3]

- Response to Comments Memorandum prepared by Aryeh J. Siegel Architect dated February 28, 2023 (the "Architect Response to Comments Memorandum"), providing responses to the Planning and Engineering Comments Memorandum. *See* **Exhibit A** – Architect Response to Comments Memorandum.

**INDEX OF ENCLOSURES:**

In support of this Application, please find five (5) copies of the following documents:

**Exhibit A:** Response to Comments Memorandum prepared by Aryeh J. Siegel Architect dated February 28, 2023.

In further support of this Application, we respectfully submit the updated Site Plan Set entitled "Site Plan Application", prepared by Hudson Land Design Professional Engineering, P.C. and Aryeh Siegel, Architect, dated October 21, 2022, last revised February 28, 2023, numbered and titled as follows (unless otherwise noted):[4]

- Sheet 1 of 8 – Site Plan;
- Sheet 2 of 8 – Building Plans & Views;
- Sheet 3 of 8 – Landscaping & Lighting Plan;
- Sheet 4 of 8 – Existing Conditions and Demolition Plan (XC.1);
- Sheet 5 of 8 – Grading & Utility Plan (GU-1);
- Sheet 6 of 8 – Erosion & Sediment Control Plan (ESC-1)
- Sheet 7 of 8 – Construction Details (CD-1); and
- Sheet 8 of 8 – Construction Details (CD-2).

The Applicant looks forward to appearing at the Planning Board's March 14th meeting to continue review of the Project and to opening the Site Plan and Subdivision (lot merger) Public Hearing, at which time the Applicant respectfully requests the Board adopt a Negative Declaration pursuant to SEQR. The Applicant respectfully submits that the Project will not create any significant

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[3] Note: The City's Traffic Consultant's most recent memorandum, dated December 9, 2022, recognizes that all previous traffic comments have been addressed. There are no further traffic comments to respond to at this time.

[4] Note: As noted in our prior correspondence, on January 9, 2023, upon the request of the City's Engineering Consultant, HLD submitted the Site Plan Set to the Building Department for Emergency Services review. HLD has subsequently followed up on January 21st and February 6th and has yet to receive any response or comments from the Building Department.

adverse environmental impacts, as evidenced by our previously submitted written materials and presentations before the Board.

In the meantime, should the Board or City Staff have any questions, please do not hesitate to contact me. Thank you in advance for your consideration of the enclosed.

Very truly yours,

Taylor M. Palmer
Enclosures

cc: Jennifer L. Gray, Esq.
John Clarke Planning and Design
Lanc & Tully, P.C.
Aryeh J. Siegel Architect
Hudson Land Design Professional Engineering, P.C.
Colliers Engineering & Design, P.C.
Allison Fausner, Esq.

ARYEH SIEGEL
ARCHITECT

John Gunn - Planning Board Chairman
City of Beacon
One Municipal Plaza
Beacon, NY 12508

**Re: 393-397 Fishkill Avenue, Beacon, New York**
*Site Plan Application – Responses to Comments*

February 28, 2023

Dear Chairman Gunn and Members of the Planning Board,

Below please find our responses to the comments included in John Clarke Planning and Design's Memorandum, dated February 10, 2023. Please see responses and refer to Hudson Land Design's response letter regarding Lanc & Tully's letter dated February 9, 2023.

**John Clarke Planning and Design Comment Responses:**

1. The proposed fence is indicated on the Site Plan drawing at the property line. The Applicant spoke to his neighbor and the neighbor requested that the fence match the fence on the other side of his property for consistency. The proposed fence specification is on the Landscape Plan sheet.

2. The building design has been updated, and new renderings and elevation drawings have been submitted in response to the comments we received at the February Planning Board meeting. Changes suggested by the Planning Board have been incorporated.

**Lanc & Tully Comment Responses:**

**General Comments**

1. Please refer to Hudson Land Design's letter for responses to the General Comments

Please refer to Hudson Land Design's and Colliers Engineering letters for responses to additional engineering comments.

Sheet 1 of 8 - Site Plan

1. The landscape plan has been updated to coordinate with the retaining wall.

2. The landscaping has been modified to work with the snow storage area, and retaining wall.

84 Mason Circle | ajs@ajsarch.com | *Tel* 845 838 2490
Beacon, New York 12508 | www.ajsarch.com | *Fax* 845 838 2657

Sheet 3 of 8 - Landscaping and Lighting Plan

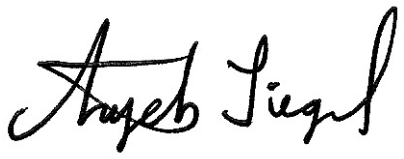
1. The landscaping has been modified to work with the snow storage area, and retaining wall.

2. Tree locations have been coordinated with utility lines.

3. Construction details for the light pole base has been corrected to show the depth of the light pole base into the ground.

Thank you. Please let me know if you have any questions.

Sincerely,



Aryeh Siegel
*Aryeh Siegel, Architect*

| REVISIONS: | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 2 | 12/27/22 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| | | | |
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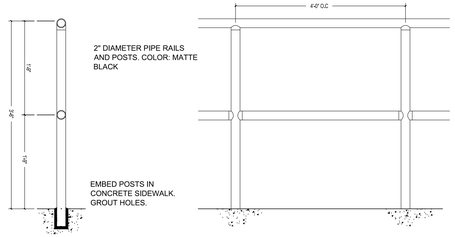
| | | | |
| | | | |

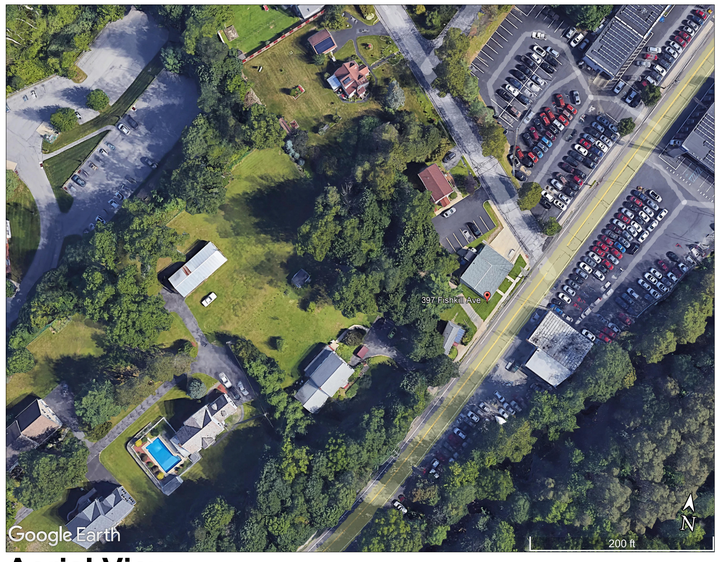
## Bulk Zoning Regulations Table

| | Required Setbacks | | | Proposed Setbacks | | | Minimum Lot Depth | Proposed Lot Depth | Allowable Building Height | Proposed Building Height | Maximum Residential Density | Proposed Residential Density | Lot Area | Required Lot Area | Proposed Floor Area |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Front | Side | Rear | Front | Side | Rear | | | | | | | | | |
| **Zoning District** | | | | | | | | | | | | | | | |
| **GB** | 15' | 20' | 25' | 15' | 20' | 76' | 100' | 181.83' | 35' | 35' | 1,500 sf per unit | 12 units | 0.62 acres | N/A | 15,948 sf |




# Pipe Rail Details

NTS




# Aerial View

Scale: Not to Scale

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE

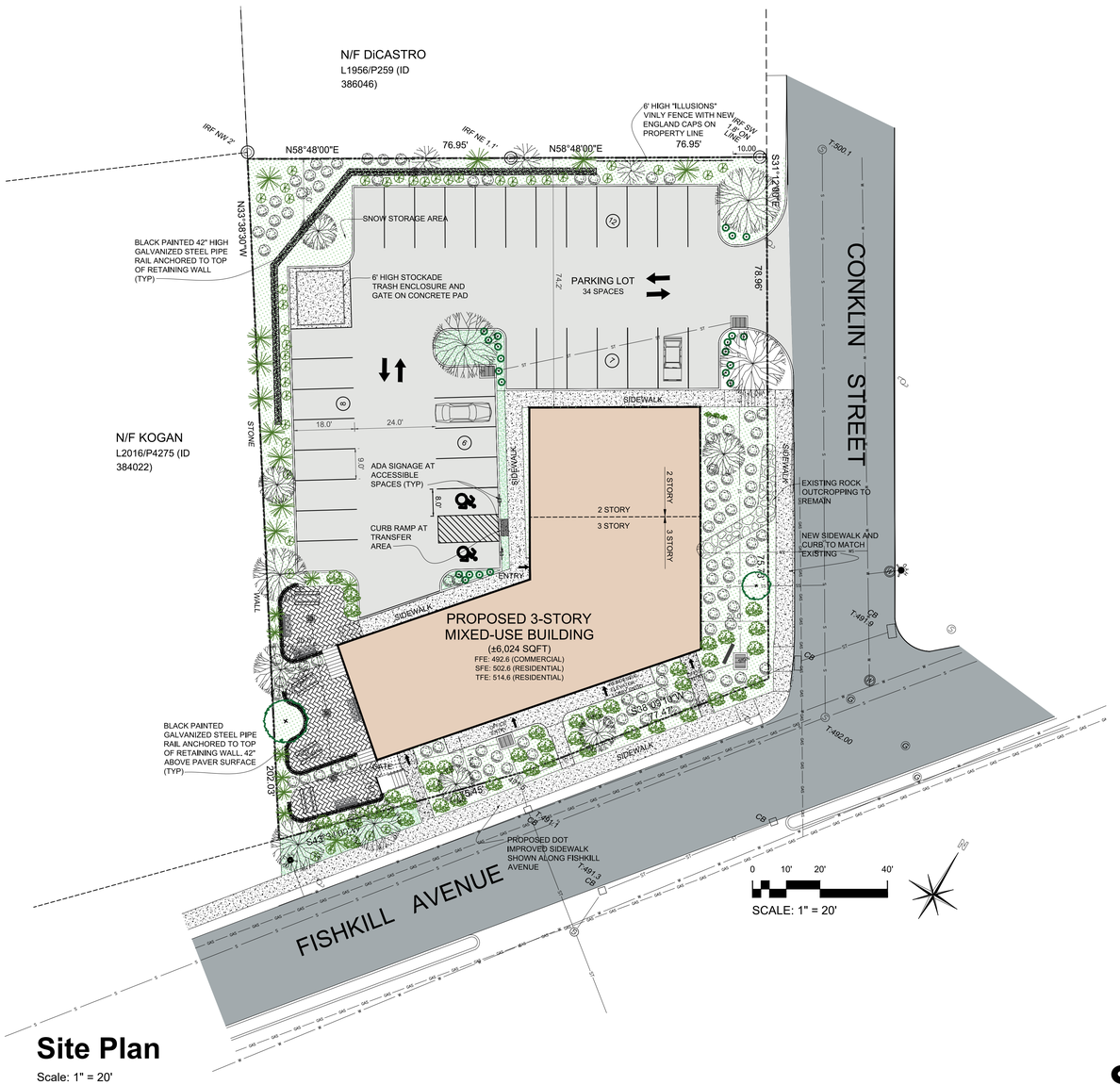
_____ DAY OF _____, 20_____ SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

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.




# Site Plan

Scale: 1" = 20'

# Location Plan

1" = 200'

## Zoning Summary

| | |
|---|---|
| Zoning District: | GB |
| Tax Map No.: | 6055-80-399035 & -6055-80-392032 & 6055-80-394041 |
| Lot Area: | 0.62 Acres (Total combined lot area) |
| Building Footprint: | 6,024 SF |
| Historical Overlay District: | No |
| Parking Overlay District: | No |
| Existing Use: | Office / Commercial / Multi Family Residential |
| Proposed Use: | Commercial / Multi Family Residential |

## Parking & Loading

| Use & Parking Requirements | Proposed Area | Current Parking Requirement |
|---|---|---|
| | | |
| **Residential** | | |
| (1) space per unit + ¼ space per bedroom | (12) One Bedroom Apartments | 15 parking spaces |
| | | |
| | | |
| **Commercial** | | |
| 1 space per 200 square feet | 3,500 sf | 18 parking spaces |
| | | |
| | | |
| **Total Required** | | **33 parking spaces** |
| | | |
| **Total Provided** | | **33 parking spaces** |

**Notes:**

1. Commercial hours are 7am – 10pm, Monday through Sunday, inclusive.
2. A freestanding sign is shown on the plans. The sign will be submitted to the Beacon Building Department for review and approval.
3. The project will comply with the 10% below-market-rate requirements in Article IVB, Affordable-Workforce Housing. There will be one Below Market Rate unit
4. Refuse pick-up will be limited to off-peak hours.
5. All landscaping shown on the Site Plan shall be maintained in a vigorous growing condition for the duration of the use and shall be trimmed so as to not interfere with pedestrian use of the sidewalk. All plant not so maintained shall be replaced with new plants of comparable size and quality at the beginning of the next immediately following growing season in compliance with the Site Plan, at the sole cost and expense of the property owner.

## Index of Drawings


| | |
|---|---|
| Sheet 1 of 8 | Site Plan |
| Sheet 2 of 8 | Building Plans & Views |
| Sheet 3 of 8 | Building Plans & Views |
| Sheet 4 of 8 | Existing Conditions & Demolition Plan XC-1 |
| Sheet 5 of 8 | Grading & Utility Plan GU-1 |
| Sheet 6 of 8 | Erosion & Sediment Control Plan ESC-1 |
| Sheet 7 of 8 | Construction Details CD-1 |
| Sheet 8 of 8 | Construction Details CD-2 |


# Site Plan Application

**Sheet 1 of 8 - Site Plan**

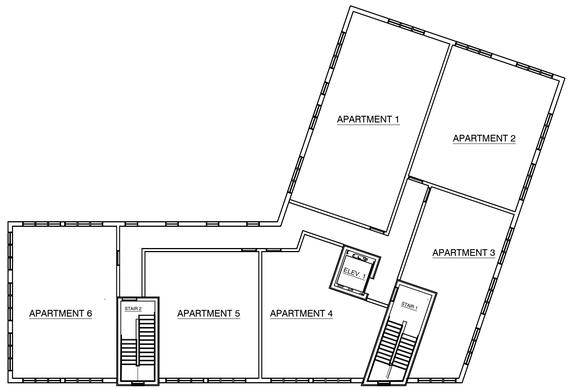

*Owner:*
**397 Fishkill Avenue, LLC & 393 Fishkill Avenue, LLC**
397 Fishkill Avenue
Beacon, NY 12508

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

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

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508


**397 Fishkill Avenue**
Beacon, New York
Scale: 1" = 20'
October 21,2022




## 3rd Floor Plan

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

## Front Elevation

Scale: $\frac{3}{32}$" = 1'-0"

| REVISIONS: | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | NO CHANGE | AJS |
| 2 | 12/27/22 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
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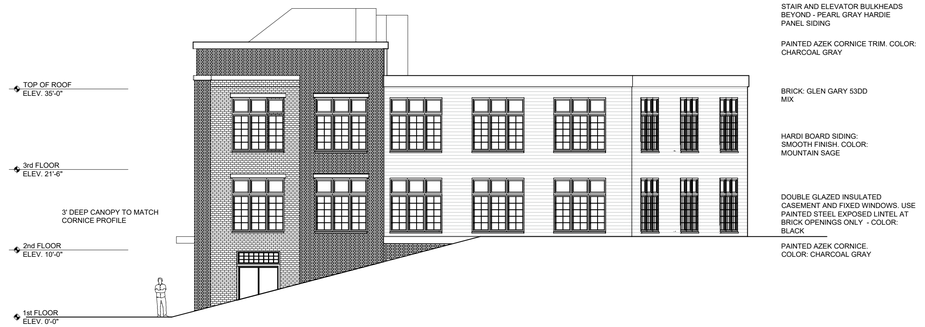
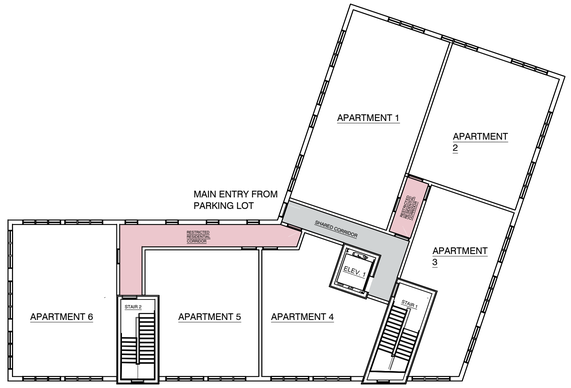



## Side Elevation: East

Scale: $\frac{3}{32}$" = 1'-0"

## View 1



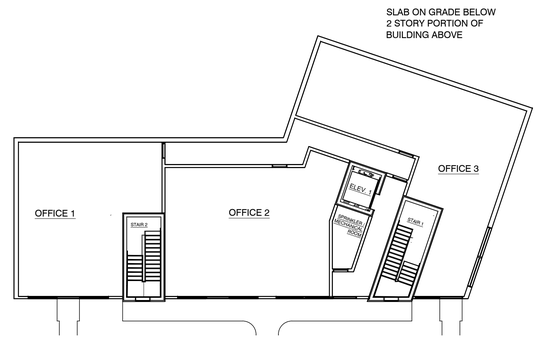

## 2nd Floor Plan

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

## Rear Elevation

Scale: $\frac{3}{32}$" = 1'-0"

## View 2




## 1st Floor Plan

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

## Side Elevation: West

Scale: $\frac{3}{32}$" = 1'-0"

## View 3

# Site Plan Application

**Sheet 2 of 8 - Building Plans**

*Owner:*
**397 Fishkill Avenue, LLC & 393 Fishkill Avenue, LLC**
397 Fishkill Avenue
Beacon, NY 12508

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

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

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**397 Fishkill Avenue**
Beacon, New York
Scale: $\frac{1}{8}$" = 1'-0"
October 21,2022

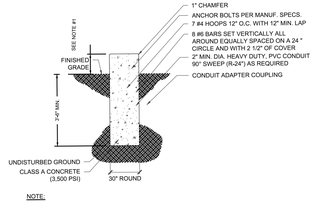
POLE MOUNTED LIGHT (L1A)

GREENSHINE "L30" ARM MOUNTED 3000K LED FIXTURE. LOW GLARE CUTOFF SHIELD, DARK SKY COMPLIANT. CRI 80-100 RANGE. COLOR: BLACK. PHOTOCELL CONTROL. OR APPROVED EQUAL. MOUNTING HEIGHT ON BUILDING = 10 FEET

WALL MOUNTED HOUSE LIGHT (L2)

HUBBARDTON FORGE WALL MOUNTED FIXTURE. MODEL "Hood Outdoor Dark Sky Wall Sconce", 60W, 2700K. CRI 80-100 RANGE. COLOR: COASTAL BLACK, OR APPROVED EQUAL. MOUNTING HEIGHT = 7 FEET. NOTE THAT THE MANUFACTURER DOES NOT PROVIDE FOOTCANDLE DIAGRAMS FOR THIS FIXTURE

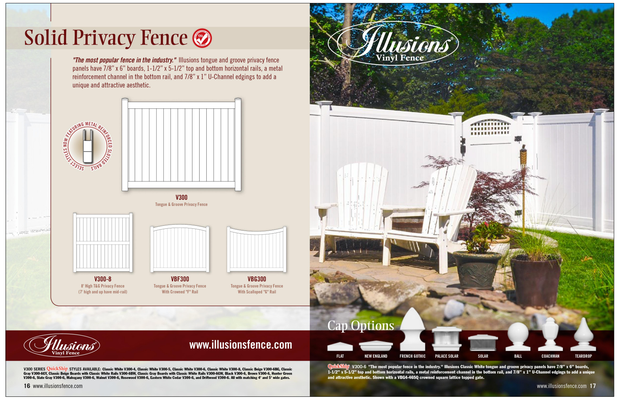
NOTE: ALL EXTERIOR LIGHTING ON THE SITE SHALL BE DIRECTED AND/OR SHIELDED SO AS NOT TO CAUSE ANY OBJECTIONABLE GLARE OBSERVABLE FROM NEIGHBORING STREETS AND PROPERTIES. THE SOURCE (BULBS) OF SUCH LIGHTING SHALL NOT BE VISIBLE FROM SAID NEIGHBORING STREETS AND PROPERTIES. PHOTOMETRIC DIAGRAMS ARE SHOWN WITH SHIELDED CONDITIONS.




NOTE:

1. PROVIDE 24" CONCRETE FOUNDATION REVEAL FOR ALL FIXTURES WITHIN PARKING AREAS. ALL OTHER AREAS SHALL BE INSTALLED FLUSH.
2. CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 3,500 PSI, WITH AIR-ENTAINMENT OF 5-7%
3. COLOR OF LUMINAIRE SHALL MATCH COLOR OF POLE

LIGHT POLE BASE DETAIL
NOT TO SCALE




# Planting Schedule

| SYMBOL | TYPE | BOTANICAL NAME | COMMON NAME | Size | Quanitity | LOCATION |
|---|---|---|---|---|---|---|
| T-Cc | Tree | Cercis canadensis | Redbud | 3" | 3 | NW Prop Line |
| T-Mv | Tree | Magnolia virginiana | Sweetbay Magnolia | 2.5" | 2 | Conklin,Greenspace |
| T-Qi | Tree | Querus illicifolia | Shrub Oak | 2.5" | 5 | NW Prop Line, 52 |
| T-Qr | Tree | Quercus rubra | Red Oak | 3" | 7 | Parking Lot and street |
| T-To | Tree | Thuja occidentalis | Arborvitae | 6-7' | 12 | West Prop Line, 52 Corner |
| T-To'EG' | Tree | Thuja occidentalis | Emerald Green | 6-7' | 8 | Patios.West Property Line |
| S-Cp | Shrub | Comptonia peregrina | Sweetfern | 1 gal | 39 | Parking Lot |
| S-Ig | Shrub | Ilex glabra | Inkberry | 3 gal | 31 | Greenspace, 52, Conklin |
| S-Iv | Shrub | Ilex verticillata | Inkberry | 3 gal | 39 | NW Prop Line, W Prop Line 52 Corner |
| S-Jh | Shrub | Juniperus horizontalis | Creeping Juniper | 1 gal | tbd | Rock Outcrop? |
| S-Ra | Shrub | Rhus aromatica | Aromatic Sumac | 3 gal | 67 | 52, Conklin, Greenspace |
| H-Ae | Herb | Aster ericoides | Heath Aster | plugs | tbd | Groundcover |
| H-tbd | Herb | Mixed groundcover | Wildflowers,carex,grasses | plugs | tbd | All planted areas |

| REVISIONS: | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 2 | 12/27/22 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |

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

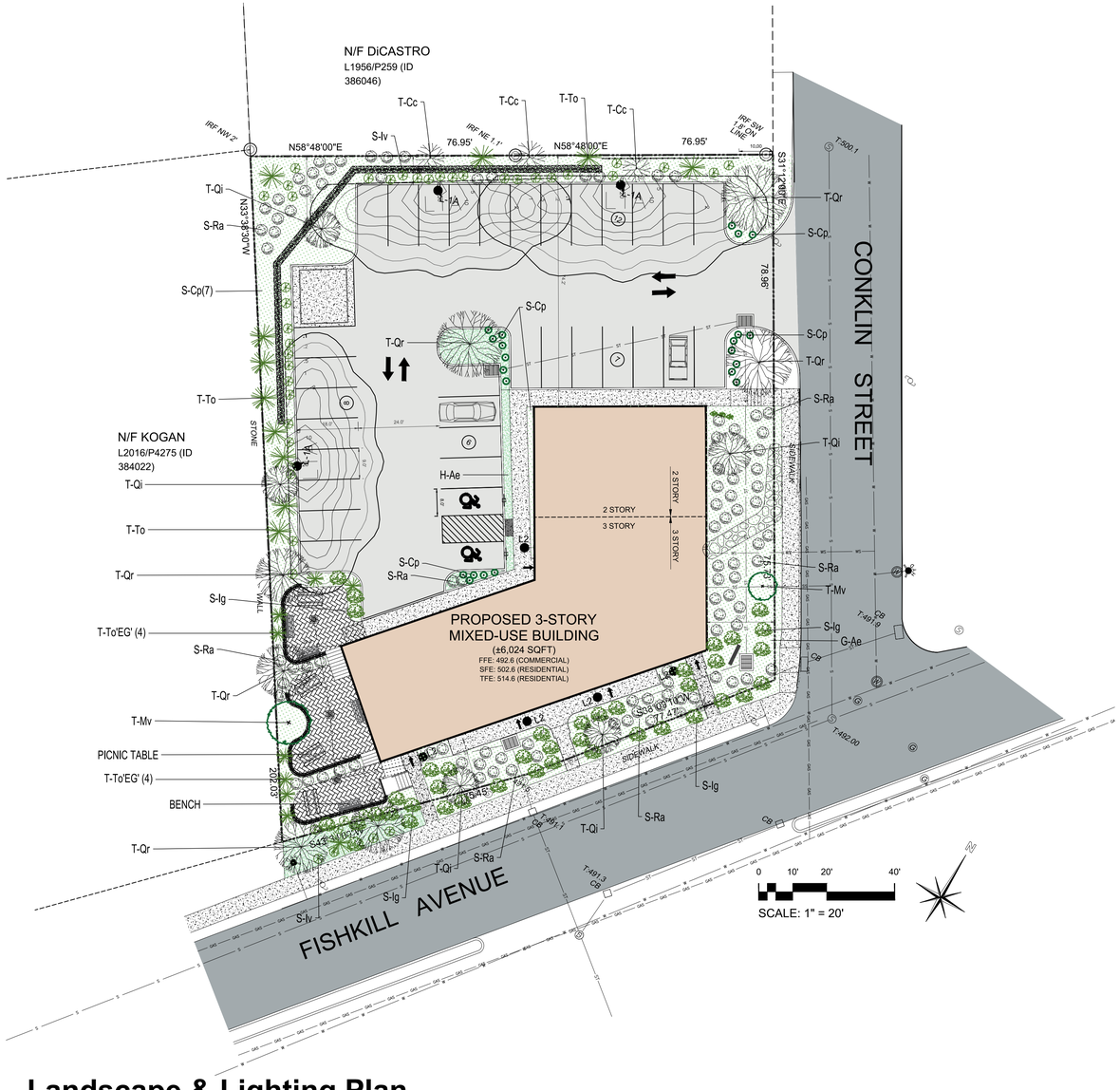
IN ABSENCE OF THE CHAIRMAN OR SECRETARY, THE ACTING CHAIRMAN OR ACTING SECRETARY RESPECTIVELY MAY SIGN IN THIS PLACE.

# Illustrated Plant List

# Planting and Landscape Notes

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 to succeed.




# Landscape & Lighting Plan

Scale: 1" = 20'

# Site Plan Application

## Sheet 3 of 8 - Landscaping & Lighting Plan

*Owner:*
**397 Fishkill Avenue, LLC & 393 Fishkill Avenue, LLC**
397 Fishkill Avenue
Beacon, NY 12508

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

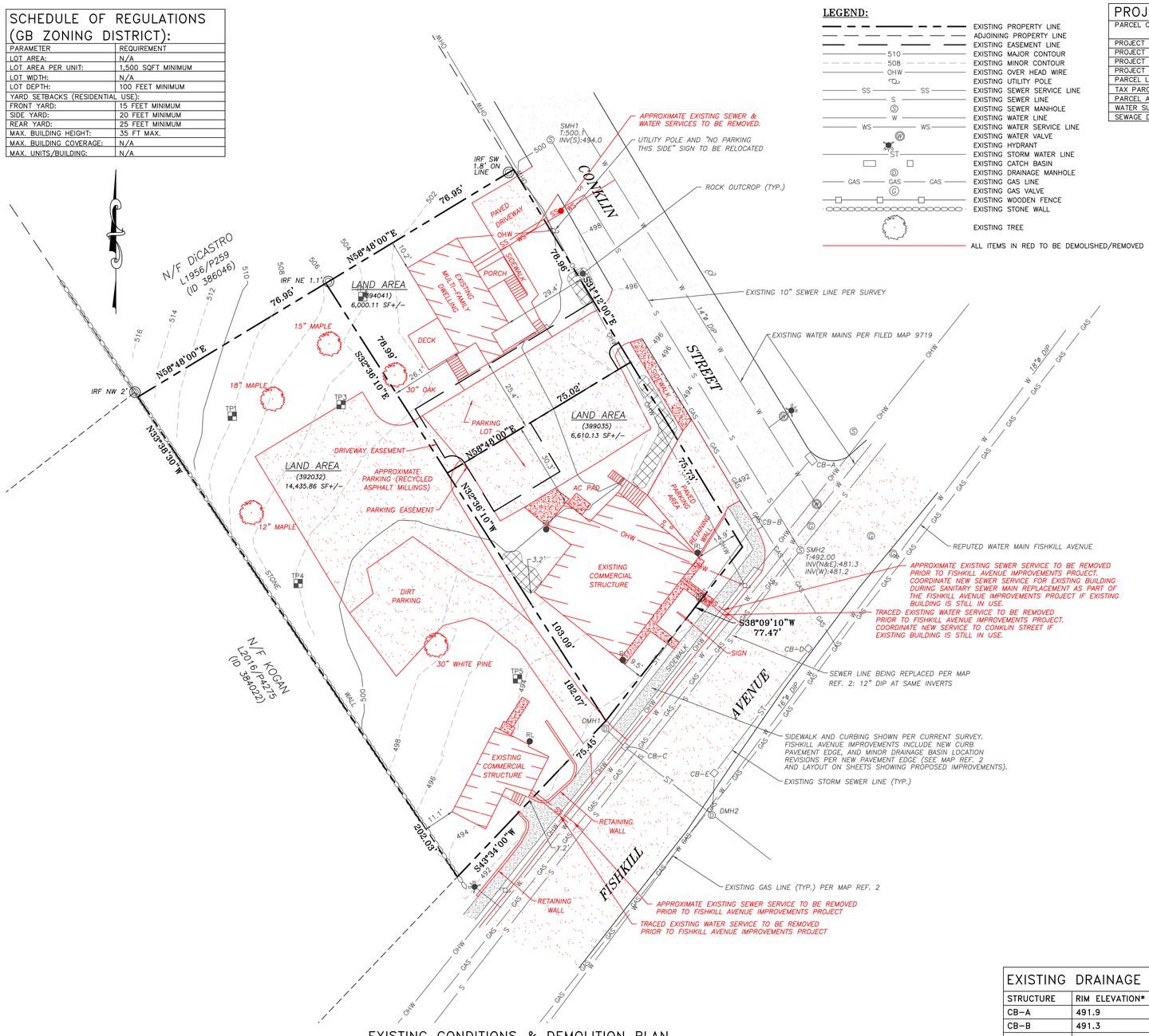
*Site / Civil Engineer:*
**Hudson Land Design**
174 Main Street
Beacon, New York 12508

*Landscape Designer:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**397 Fishkill Avenue**
Beacon, New York
Scale: 1" = 20'
October 21,2022

## SCHEDULE OF REGULATIONS (GB ZONING DISTRICT):

| PARAMETER | REQUIREMENT |
|---|---|
| LOT AREA: | N/A |
| LOT AREA PER UNIT: | 1,500 SQFT MINIMUM |
| LOT WIDTH: | N/A |
| LOT DEPTH: | 100 FEET MINIMUM |
| YARD SETBACKS (RESIDENTIAL USE): | |
| FRONT YARD: | 15 FEET MINIMUM |
| SIDE YARD: | 20 FEET MINIMUM |
| REAR YARD: | 25 FEET MINIMUM |
| MAX. BUILDING HEIGHT: | 35 FT MAX. |
| MAX. BUILDING COVERAGE: | N/A |
| MAX. UNITS/BUILDING: | N/A |




## EXISTING CONDITIONS & DEMOLITION PLAN

SCALE: 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )

1 inch = 20 ft.

## PROJECT INFORMATION:

| | |
|---|---|
| PARCEL OWNER: | 397 FISHKILL AVE LLC.; 397 FISHKILL AVE, BEACON NY 12508 & 393 FISHKILL AVE LLC; 397 FISHKILL AVE, BEACON NY 12508 |
| PROJECT ENGINEER: | HUDSON LAND DESIGN P.C., 174 MAIN STREET, BEACON NY 12508 |
| PROJECT SURVEYOR: | STEVEN J. GREEN P.L.S., PO BOX 534, GOSHEN, NY 10924 |
| PROJECT ARCHITECT: | ARYEH SIEGEL, 84 MASON CIRCLE, BEACON, NY 12508 |
| PROJECT LANDSCAPE DESIGN: | LANDSCAPE RESTORATIONS, 7 CREEK DRIVE, BEACON, NY 12508 |
| PARCEL LOCATION: | 397 & 393 FISHKILL AVE, 7 CONKLIN ST, BEACON NY 12508 |
| TAX PARCEL ID: | 6055-80-399035 (0.15 AC) & 392032 (0.33 AC) & 394041 (0.14 AC) |
| PARCEL AREA: | ±0.62-ACRES TOTAL |
| WATER SUPPLY: | MUNICIPAL – CITY OF BEACON |
| SEWAGE DISPOSAL: | MUNICIPAL – CITY OF BEACON |

LOCATION MAP SCALE: 1" = 200'

## MAP REFERENCES:

1. BOUNDARY AND TOPOGRAPHICAL SURVEY PER "SURVEY FOR JORDAN HAUG" AS PREPARED BY STEVEN J. GREEN, P.L.S. DATED MAY 29, 2022 AND UPDATED IN NOVEMBER 2022 TO PROVIDE SANITARY SEWER INVERT ELEVATIONS.
2. SANITARY SEWER RIM AND INVERT ELEVATIONS AND DRAINAGE STRUCTURE RIM ELEVATIONS PROVIDED BY MAP REFERENCE 1. DRAINAGE PIPE AND INVERT INFORMATION TAKEN FROM A PLAN SET ENTITLED "RESURFACING, RESTORATION AND REHABILITATION TELLER AVENUE AND FISHKILL AVENUE (WOLCOTT AVENUE/NYS ROUTE 9D TO BEACON CITY LINE)" AS PREPARED BY WSP DATED MAY 2022. INVERT ELEVATIONS ADJUSTED TO PROJECT SURVEYOR'S DATUM OF 500 FEET. GAS MAIN LOCATIONS SHOWN PER THE WSP PLAN SET.
3. WATER MAIN SHOWN ON CONKLIN STREET PER A MAP ENTITLED LOT LINE REALIGNMENT FOR GARY VILLANO PREPARED BY PETER R. HUSTIS, L.L.S. DATED AUGUST 13, 1991 AND LAST REVISED MAY 26, 1993 AND FILED AT THE DUTCHESS COUNTY CLERK'S OFFICE ON JUNE 8, 1993 AS FILED MAP 9719. SIZE OF WATERMAIN ON CONKLIN STREET AND WATER MAIN LOCATION AND SIZES ALONG FISHKILL AVENUE PER MAPPING OBTAINED FROM THE CITY OF BEACON WATER DEPARTMENT.

## SURVEY NOTES:

1. THIS IS AN ACCURATE SURVEY COMPLETED IN THE FIELD MAY 2022.
2. SUBJECT TO ALL EASEMENTS AND/OR AGREEMENTS THAT THE PUBLIC UTILITY COMPANIES MAY HAVE.
3. ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE AN ORIGINAL OF THE LAND SURVEYOR'S SEAL OR HIS/HER HER EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID TRUE COPIES.
4. SUBJECT TO ALL RIGHT OF WAY TAKINGS NOT SHOWN OR FOUND IN COUNTY OR TOWN RECORDS.
5. DATUM: 500.00'.

## LOT CONSOLIDATION & EASEMENT NOTES:

1. CONCURRENT WITH THE SITE PLAN APPLICATION IS A LOT CONSOLIDATION PLAN, CONSOLIDATING THE THREE EXISTING TAX PARCELS INTO A SINGLE TAX PARCEL BY REMOVING ALL INTERIOR LOT LINES.
2. THE EXISTING PARKING AND DRIVEWAY EASEMENTS ARE TO BE EXTINGUISHED AS PART OF THE LOT CONSOLIDATION PROCESS. THE EASEMENTS ARE DESCRIBED IN NOTE 4 OF A MAP ENTITLED LOT LINE REALIGNMENT FOR GARY VILLANO PREPARED BY PETER R. HUSTIS, L.L.S. DATED AUGUST 13, 1991 AND LAST REVISED MAY 26, 1993 AND FILED AT THE DUTCHESS COUNTY CLERK'S OFFICE ON JUNE 8, 1993 AS FILED MAP 9719, AS FOLLOWS:
   ***THE OWNER OF LOT NO. 1, ITS SUCCESSORS AND ASSIGNS, IS GRANTING A PARKING EASEMENT CONSISTING OF 3 PARKING SPACES (TO BE MARKED 1, 2 AND 3) TO THE OWNER OF LOT NO. 2, ITS SUCCESSORS AND ASSIGNS. ALSO, THE OWNER OF LOT NO. 2 IS GRANTING THE OWNER OF LOT NO. 1 A DRIVEWAY EASEMENT FOR INGRESS AND EGRESS TO THE PROPOSED PARKING AREA ON LOT NO. 1.***

## DEMOLITION NOTES:

1. BUILDING/STRUCTURE TO BE DEMOLISHED ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE NOT TO BE DEMOLISHED AS PART OF THIS WORK. PRIOR TO DEMOLISHING ANY BUILDINGS/STRUCTURES, THE CONTRACTOR SHALL PERFORM A PRE-DEMOLITION SURVEY IN ACCORDANCE WITH STATE AND FEDERAL REGULATIONS GOVERNING THE DISPOSAL OF SOLID WASTE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS BY THE AUTHORITY HAVING JURISDICTION. ALL DEBRIS RESULTING FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF OFF-SITE AT A FACILITY APPROVED TO RECEIVE THE DEBRIS.
2. CONFORM TO APPLICABLE CODE FOR DEMOLITION OF STRUCTURES, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, RUNOFF CONTROL, AND HAULING,
   DISPOSAL AND STORAGE OF DEBRIS.
3. PROVIDE, ERECT, AND MAINTAIN TEMPORARY BARRIERS AND SECURITY DEVICES.
4. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATIONS. DO NOT INTERRUPT EXISTING UTILITIES SERVING OPERATING FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY OWNER AND AUTHORITIES HAVING JURISDICTION.
5. NOTIFY ADJACENT OWNERS OF WORK THAT MAY AFFECT THEIR PROPERTY, POTENTIAL NOISE, UTILITY OUTAGE, OR DISRUPTION. COORDINATE WITH OWNER.
6. PREVENT MOVEMENT OR SETTLEMENT OF ADJACENT STRUCTURES. PROVIDE BRACING AND SHORING.
7. LOCATE AND IDENTIFY ALL EXISTING UTILITIES WITHIN THE CONSTRUCTION AREA. DISCONNECT AND SEAL OR CAP OFF UTILITY SERVICES THAT WILL BE AFFECTED BY THIS PROJECT. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS. VERIFY THAT UTILITIES HAVE BEEN DISCONNECTED AND CAPPED.
8. DEMOLISH AND REMOVE COMPONENTS IN AN ORDERLY AND CAREFUL MANNER.
9. PROTECT EXISTING FEATURES THAT ARE NOT TO BE DEMOLISHED.
10. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESSES.
11. MAINTAIN EGRESS AND ACCESS AT ALL TIMES. DO NOT CLOSE OR OBSTRUCT ROADWAYS, OR SIDEWALKS WITHOUT PERMITS.
12. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION.
13. ROUGH GRADE AND COMPACT AREAS AFFECTED BY DEMOLITION TO MAINTAIN SITE GRADES AND CONTOURS.
14. FIELD VERIFY EXISTING CONDITIONS AND CORRELATE WITH REQUIREMENTS INDICATED ON DEMOLITION PLAN TO DETERMINE EXTENT OF SELECTIVE DEMOLITION REQUIRED.
15. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATION.
16. CONDUCT DEMOLITION OPERATIONS AND REMOVE DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH SELECTIVE DEMOLITION OPERATIONS.
17. CONDUCT DEMOLITION OPERATIONS TO PREVENT INJURY TO PEOPLE AND DAMAGE TO ADJACENT BUILDINGS AND FACILITIES TO REMAIN. ENSURE SAFE PASSAGE OF PEOPLE AROUND SELECTIVE DEMOLITION AREA.
18. USE WATER MIST, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS TO LIMIT THE SPREAD OF DUST AND DIRT. COMPLY WITH GOVERNING ENVIRONMENTAL PROTECTION REGULATIONS. DO NOT USE WATER WHEN IT MAY DAMAGE EXISTING CONSTRUCTION, SUCH AS ICE, FLOODING, AND POLLUTION.
19. REMOVE AND TRANSPORT DEBRIS IN A MANNER THAT WILL PREVENT SPILLAGE ON ADJACENT SURFACES AND AREAS.
20. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, DIRT AND DEBRIS CAUSED BY SELECTIVE DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING BEFORE START OF SELECTIVE DEMOLITIONS.
21. PROMPTLY DISPOSE OF DEMOLISHED MATERIALS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON-SITE. DO NOT BURN DEMOLISHED MATERIALS ON-SITE.
22. CUTTING OF TREES CAN ONLY OCCUR DURING NOVEMBER 1ST TO MARCH 31ST TIME FRAME.

## UTILITY ABANDONMENT NOTES:

1. EXISTING WATER AND SEWER SERVICES TO BE ABANDONED IN ACCORDANCE WITH CITY OF BEACON WATER & SEWER DEPARTMENT REQUIREMENTS.
2. ANY WATER SERVICE TO BE ABANDONED SHALL BE AT THE CORPORATION VALVE BY CLOSING OF THE CORPORATION VALVE, DISCONNECTION OF THE EXISTING SERVICE LINE TO THE CORPORATION VALVE AND CAPPING OF THE CORPORATION VALVE.
3. THE EXISTING UTILITIES THAT SERVICE THE EXISTING BUILDINGS FROM FISHKILL AVENUE SHALL BE ABANDONED PRIOR TO RECONSTRUCTION OF FISHKILL AVENUE IN 2023.

## EXISTING DRAINAGE TABLE:

| STRUCTURE | RIM ELEVATION* | INV (N)** | INV (E)** | INV (S)** | INV (W)** |
|---|---|---|---|---|---|
| CB-A | 491.9 | 12": 489.90 | --- | 12": 489.84 | --- |
| CB-B | 491.3 | 12": 488.71 | --- | 18": 488.32 | --- |
| CB-C | 491.1 | 18": 487.33 | --- | 18": 487.42 | --- |
| CB-D | 491.6 | --- | --- | 12": 490.25 | --- |
| CB-E | 491.3 | 12": 489.66 | --- | 12": 489.79 | --- |
| DMH1 | 491.5 | 12": 487.53 | 12": 487.37 | --- | --- |
| DMH2 | 491.1 | UNKNOWN | UNKNOWN | --- | UNKNOWN |

* RIM ELEVATIONS AS DETERMINED BY A SURVEYOR.
** PIPE SIZES AND INVERT ELEVATIONS PER MAP REFERENCE #2.

Dig Safely. New York: Call 811 before you dig

| DRAWN BY: CMB | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 01/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

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

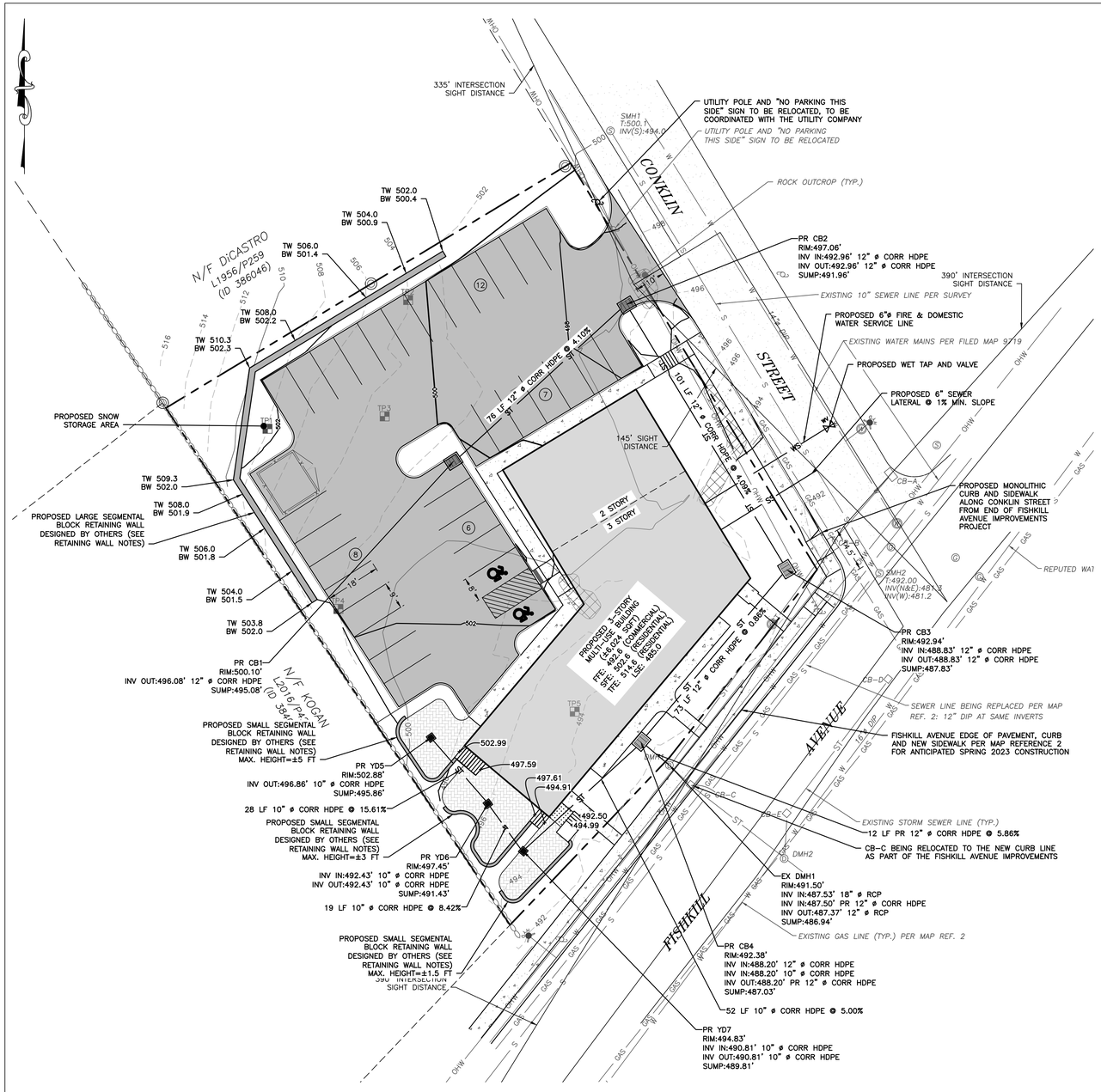
EXISTING CONDITIONS & DEMOLITION PLAN

# 397 FISHKILL AVENUE

397 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-392032 & 399035

| | |
|---|---|
| JOB #: | 2022:015 |
| DATE: | 10/21/2022 |
| SCALE: | 1" = 20' |
| TITLE: | XC-1 |
| SHEET: | 4 OF 8 |

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




## GRADING & UTILITY PLAN

SCALE: 1" = 20'

GRAPHIC SCALE

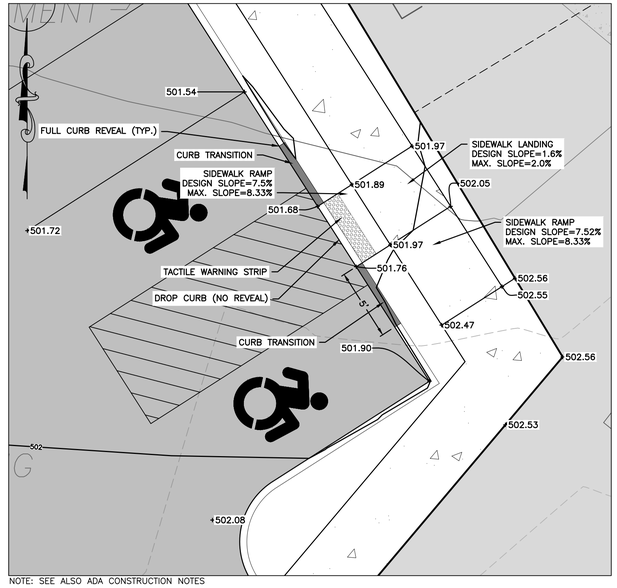
20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING EASEMENT LINE
- 510 EXISTING MAJOR CONTOUR
- 508 EXISTING MINOR CONTOUR
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- SS EXISTING SEWER SERVICE LINE
- S EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- ST EXISTING STORM WATER LINE
- EXISTING CATCH BASIN
- EXISTING DRAINAGE MANHOLE
- GAS EXISTING GAS LINE
- EXISTING GAS VALVE
- EXISTING WOODEN FENCE
- EXISTING STONE WALL

- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- S PROPOSED SEWER LINE
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED SDS LATERAL
- PROPOSED SDS SOLID LINE
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- W PROPOSED WATER LINE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED GATE VALVE




NOTE: SEE ALSO ADA CONSTRUCTION NOTES

## ADA ACCESSIBLE ROUTE PLAN

SCALE: 1" = 5'

GRAPHIC SCALE

5 0 2.5 5 10 20

( IN FEET )
1 inch = 5 ft.

## EXISTING DRAINAGE TABLE:

| STRUCTURE | RIM ELEVATION* | INV (N)** | INV (E)** | INV (S)** | INV (W)** |
|---|---|---|---|---|---|
| CB-A | 491.9 | 12": 489.90 | --- | 12": 489.84 | --- |
| CB-B | 491.3 | 12": 488.71 | --- | 18": 488.32 | --- |
| CB-C | 491.1 | 18": 487.33 | --- | 18": 487.42 | --- |
| CB-D | 491.6 | --- | --- | 12": 490.25 | --- |
| CB-E | 491.3 | 12": 489.66 | --- | 12": 489.79 | --- |
| DMH1 | 491.5 | 12": 487.53 | 12": 487.37 | --- | --- |
| DMH2 | 491.1 | UNKNOWN | UNKNOWN | --- | UNKNOWN |

* RIM ELEVATIONS AS DETERMINED BY A SURVEYOR.
** PIPE SIZES AND INVERT ELEVATIONS PER MAP REFERENCE #2.

## SITE SPECIFIC NOTES:

1. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962. SPECIFIC ATTENTION SHALL BE PAID TO THE LOCATIONS OF THE GAS, WATER AND SEWER MAINS WITH RESPECT TO THE PROPOSED LOCATIONS FOR THE SERVICE AND DRAINAGE LINES.
2. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND INVERTS OF ALL DRAINAGE, SANITARY SEWER, WATER AND GAS LINES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT.
3. THE PROPOSED BUILDING AND ADDITION SHALL BE SERVED BY THE CITY OF BEACON MUNICIPAL WATER AND SEWER SERVICES. AS SUCH, THE CONTRACTOR SHALL CONTACT THE CITY OF BEACON WATER AND SEWER DEPARTMENTS TO SCHEDULE A PRE-CONSTRUCTION MEETING TO ENSURE THAT THE ARRANGEMENTS FOR WATER SUPPLY AND SEWAGE DISPOSAL ARE COMMENCED IN ACCORDANCE WITH THE APPROVED PLANS AND AMENDMENTS THERETO AND GENERALLY ACCEPTED STANDARDS.
4. THE WATER SERVICE LINE AND METER FOR EACH UNIT SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BEACON WATER DEPARTMENT REQUIREMENTS.
5. THE NEW WATER SERVICE LINE TO THE NEW BUILDING SHALL BE 6"ø DIP, SUBJECT TO THE MEP ENGINEER'S CALCULATIONS AND VERIFICATION.
6. THE SEWER SERVICE LINE SHALL BE 6"ø SDR-35 PVC PIPE WITH PITCH AS SHOWN ON THE PLAN (MINIMUM OF 1% SHALL BE MAINTAINED).
7. STREET CLOSURE FOR WATER, SEWER AND GAS SERVICE CONNECTIONS AND DRIVEWAY CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF BEACON REQUIREMENTS. A PLAN SHALL BE IN PLACE FOR MAINTENANCE AND PROTECTION OF TRAFFIC.
8. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION. MAIN STREET AND CROSS STREET SHALL BE KEPT CLEAN AND SWEPT DURING CONSTRUCTION.
9. SUMP PUMPS TO BE PROVIDED FOR FOOTING DRAINS, AS REQUIRED. THE TYPES OF PUMPS AND METHODS USED TO ENSURE PROPER DRAINAGE SHALL BE ACCEPTABLE TO THE CITY OF BEACON BUILDING DEPARTMENT. ALL SUMP PUMPS SHALL DISCHARGE TO DAYLIGHT, OR TO THE CITY OF BEACON DRAINAGE SYSTEM. SUMP PUMPS ARE NOT PERMITTED TO DISCHARGE TO THE CITY OF BEACON SANITARY SEWER SYSTEM.
10. THE APPLICANT/APPLICANT'S PLUMBER SHALL ACQUIRE WATER METERS AND MXU UNITS (SIGNAL SENDING AND RECEIVING UNIT) FOR THE AMI SYSTEM (ADVANCED METERING INFRASTRUCTURE) FROM THE CITY OF BEACON WATER DEPARTMENT. THE MXU UNIT SHALL BE INSTALLED ON THE EXTERIOR OF THE BUILDING AND SHALL BE LOCATED 2 TO 3 FEET ABOVE THE EXTERIOR GROUND ELEVATION.
11. DIRECT ROOF LEADERS TO PROPOSED UNDERGROUND STORMWATER CONVEYANCE SYSTEM.

## ADA CONSTRUCTION NOTES:

1. ADA ACCESSIBLE COMPONENTS AND ACCESS ROUTES FOR THE SITE MUST COMPLY WITH ALL APPLICABLE STATE AND LOCAL ACCESSIBILITY LAWS AND REGULATIONS AND THE CURRENT ADA STANDARDS. FINISHED SURFACES ALONG THE ACCESSIBLE ROUTE FROM PARKING SPACE OR PEDESTRIAN ACCESS TO POINTS OF ACCESSIBLE BUILDING INGRESS/OR EGRESS, MUST COMPLY WITH ADA REQUIREMENTS. THESE INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING:
   - 1.1. PARKING SPACES AND PARKING AISLES – SLOPE SHALL NOT EXCEED 1:48 IN ANY DIRECTION.
   - 1.2. CURB RAMPS – SLOPE MUST NOT EXCEED 1:12 (8.3%) FOR A MAXIMUM OF SIX (6) FEET.
   - 1.3. LANDINGS – MUST BE PROVIDED AT EACH END OF RAMPS, MUST PROVIDE POSITIVE DRAINAGE, AND MUST NOT EXCEED 1:48 IN ANY DIRECTION.
   - 1.4. PATH OF TRAVEL ALONG ACCESSIBLE ROUTE – MUST PROVIDE A 36-INCH OR GREATER UNOBSTRUCTED WIDTH OF TRAVEL. THE SLOPE MUST BE NO GREATER THAN 1:20 IN THE DIRECTION OF TRAVEL, AND MUST NOT EXCEED 1:48 IN CROSS SLOPE. WHERE PATH OF TRAVEL WILL BE GREATER THAN 1:20, ADA RAMP STANDARDS MUST BE MET FOR A MAXIMUM SLOPE OF 1:12, FOR A MAXIMUM RISE OF 30 INCHES. RAMPS MUST HAVE ADA HAND RAILS AND LANDINGS AT BOTH THE TOP AND BOTTOM OF EACH RAMP, WITH CROSS SLOPES NO MORE THAN 1:48 IN ANY DIRECTION.
   - 1.5. DOORWAYS – MUST HAVE A LANDING AREA ON THE EXTERIOR SIDE OF THE DOOR THAT IS SLOPED AWAY FROM THE DOOR NO MORE THAN 1:48 AND MUST BE NO LESS THAN 60 INCHES LONG.
2. WHEN THE PROPOSED CONSTRUCTION INCLUDES CONNECTION TO EXISTING ADA COMPONENTS, CONTRACTOR MUST VERIFY EXISTING ELEVATIONS SHOWN. NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF THERE ARE ANY DISCREPANCIES OR FIELD CONDITIONS THAT DIFFER FROM WHAT IS SHOWN BEFORE COMMENCING WORK. CONSTRUCTED IMPROVEMENTS MUST COMPLY WITH THE MAXIMUM AND MINIMUM ADA REQUIREMENTS.
3. THE CONTRACTOR MUST VERIFY THE SLOPES OF THE FORMWORK PRIOR TO POURING CONCRETE. CONTRACTOR IS RESPONSIBLE FOR ALL COSTS TO REMOVE, REPAIR AND REPLACE NON-CONFORMING CONCRETE.

## SOIL TESTING NOTES:

TEST PITS WERE DIRECTED AND OBSERVED BY HUDSON LAND DESIGN PERSONNEL ON DECEMBER 21, 2022. THE INTENT OF THE TEST PITS WAS TO GENERALLY DETERMINE THE ELEVATION OF BEDROCK BASED ON CURRENTLY PROPOSED GRADING AND NOT FOR GEOTECHNICAL OR STRUCTURAL PURPOSES.

TP-1:
TOTAL DEPTH: 9'-6"
± 3' SANDY LOAM WITH EVIDENCE OF PREVIOUS FILL/SPOIL
± 3' VERY TIGHT SANDY/GRAVELLY LOAM
REMAINDER SANDY LOAM
NO BEDROCK

TP-2:
TOTAL DEPTH: 6'-6"
± 2.5' SANDY LOAM
± 3' VERY TIGHT SANDY/GRAVELLY LOAM
REMAINDER SANDY LOAM
NO BEDROCK

TP-3:
TOTAL DEPTH: 6'-0"
± 4' SANDY LOAM WITH EVIDENCE OF PREVIOUS FILL/SPOIL
REMAINDER SANDY LOAM
BEDROCK @ 6'

TP-4:
TOTAL DEPTH: 4'-0"
± 4' SANDY LOAM
NO BEDROCK

TP-5:
TOTAL DEPTH: 5'-0"
± 5' SANDY LOAM
BEDROCK @ 5'

## SPECIAL ROCK REMOVAL NOTES:

1. ROCK REMOVAL IS ANTICIPATED ON THE EAST SIDE OF THE SITE FOR DRIVEWAY AND DRAINAGE CONSTRUCTION. ROCK REMOVAL ASSOCIATED WITH CONSTRUCTION ACTIVITIES SHALL BE VIA MECHANICAL MEANS (E.G. HYDRAULIC HAMMERING). THESE MEASURES SHALL BE IMPLEMENTED ONLY ON WEEKDAYS BETWEEN THE HOURS OF 8:00 AM AND 4:00 PM.
2. IF THE ROCK ENCOUNTERED DURING CONSTRUCTION IS TOO HARD TO BE REMOVED BY MECHANICAL MEANS, BLASTING MAY BE CONSIDERED. HOWEVER, THERE SHALL BE NO BLASTING WITHOUT PRIOR APPROVAL FROM THE CITY OF BEACON BUILDING DEPARTMENT AFTER PREPARATION OF A BLASTING PLAN. ANY BLASTING REQUIRED SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL STANDARDS.

## RETAINING WALL NOTES:

1. ALL RETAINING WALLS SHOWN ON THIS PLAN SHALL BE DESIGNED BY A NEW YORK STATE LICENSED ENGINEER AND PLANS SHALL BE SUBMITTED TO THE BEACON BUILDING DEPARTMENT PRIOR TO CONSTRUCTION.
2. UPON COMPLETION OF THE CONSTRUCTION OF THE RETAINING WALL, THE DESIGN ENGINEER SHALL PROVIDE CERTIFICATION TO THE CITY OF BEACON BUILDING DEPARTMENT THAT THE WALL WAS CONSTRUCTED IN ACCORDANCE WITH THE APPROVED DESIGN PLANS.

## SIGHT DISTANCE NOTES:

1. SIGHT DISTANCE TRIANGLES AND NOTED INTERSECTION SIGHT DISTANCES SHOWN AS PER COLLIERS ENGINEERING & DESIGN AND ARE BASED ON AASHTO INTERSECTION SIGHT DISTANCE REQUIREMENTS BASED ON THE 30 MPH SPEED LIMIT ALONG CONKLIN STREET AND AN IDENTIFIED 35 MPH 85TH PERCENTILE SPEED ALONG FISHKILL AVENUE BASED ON NYSDOT SPEED DATA.

Dig Safely. New York Call811 before you dig

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| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | SHEET ADDED | CMB | | | | |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 01/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

STATE OF NEW YORK DANIEL G. KOERNER LICENSED PROFESSIONAL ENGINEER 082716

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

GRADING & UTILITY PLAN

# 397 FISHKILL AVE

397 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-392032 & 399035

| | |
|---|---|
| JOB #: | 2022:015 |
| DATE: | 7/7/2022 |
| SCALE: | AS SHOWN |
| TITLE: | GU-1 |
| SHEET: | 5 OF 8 |

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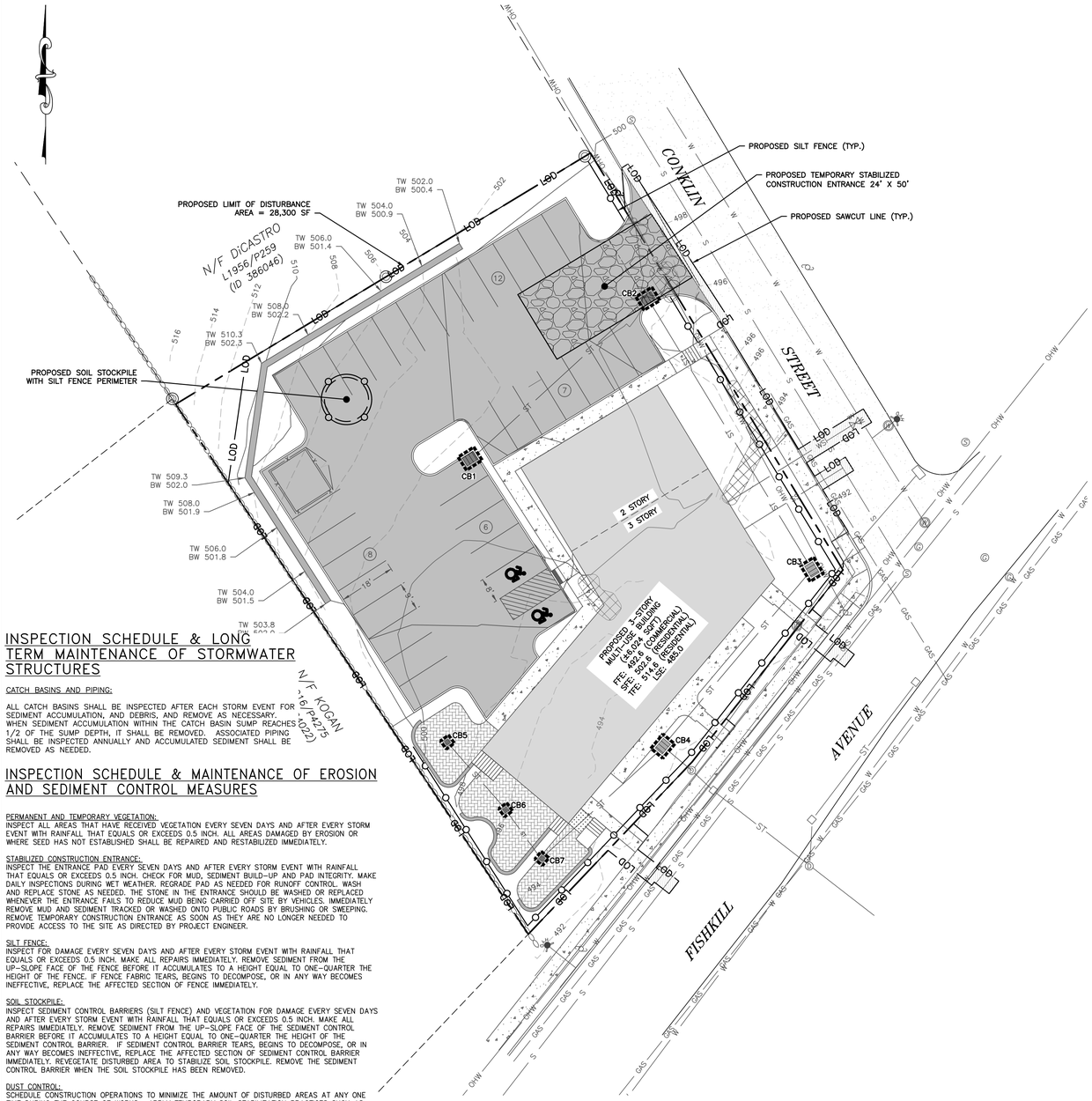



## INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES

CATCH BASINS AND PIPING:

ALL CATCH BASINS SHALL BE INSPECTED AFTER EACH STORM EVENT FOR SEDIMENT ACCUMULATION, AND DEBRIS, AND REMOVE AS NECESSARY. WHEN SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN SUMP REACHES 1/2 OF THE SUMP DEPTH, IT SHALL BE REMOVED. ASSOCIATED PIPING SHALL BE INSPECTED ANNUALLY AND ACCUMULATED SEDIMENT SHALL BE REMOVED AS NEEDED.

## INSPECTION SCHEDULE & MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES

PERMANENT AND TEMPORARY VEGETATION:
INSPECT ALL AREAS THAT HAVE RECEIVED VEGETATION EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. ALL AREAS DAMAGED BY EROSION OR WHERE SEED HAS NOT ESTABLISHED SHALL BE REPAIRED AND RESTABILIZED IMMEDIATELY.

STABILIZED CONSTRUCTION ENTRANCE:
INSPECT THE ENTRANCE PAD EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. CHECK FOR MUD, SEDIMENT BUILD-UP AND PAD INTEGRITY. MAKE DAILY INSPECTIONS DURING WET WEATHER. REGRADE PAD AS NEEDED FOR RUNOFF CONTROL. WASH AND REPLACE STONE AS NEEDED. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE MUD BEING CARRIED OFF SITE BY VEHICLES. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING. REMOVE TEMPORARY CONSTRUCTION ENTRANCE AS SOON AS THEY ARE NO LONGER NEEDED TO PROVIDE ACCESS TO THE SITE AS DIRECTED BY PROJECT ENGINEER.

SILT FENCE:
INSPECT FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE FENCE BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE FENCE. IF FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF FENCE IMMEDIATELY.

SOIL STOCKPILE:
INSPECT SEDIMENT CONTROL BARRIERS (SILT FENCE) AND VEGETATION FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE SEDIMENT CONTROL BARRIER BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE SEDIMENT CONTROL BARRIER. IF SEDIMENT CONTROL BARRIER TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF SEDIMENT CONTROL BARRIER IMMEDIATELY. REVEGETATE DISTURBED AREA TO STABILIZE SOIL STOCKPILE. REMOVE THE SEDIMENT CONTROL BARRIER WHEN THE SOIL STOCKPILE HAS BEEN REMOVED.

DUST CONTROL:
SCHEDULE CONSTRUCTION OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED AREAS AT ANY ONE TIME DURING THE COURSE OF WORKS. APPLY TEMPORARY SOIL STABILIZATION PRACTICES SUCH AS MULCHING, SEEDING, AND SPRAYING (WATER). STRUCTURAL MEASURES (MULCH, SEEDING) SHALL BE INSTALLED IN DISTURBED AREAS BEFORE SIGNIFICANT BLOWING PROBLEMS DEVELOP. WATER SHALL BE SPRAYED AS NEEDED. REPEAT AS NEEDED, BUT AVOID EXCESSIVE SPRAYING, WHICH COULD CREATE RUNOFF AND EROSION PROBLEMS.

DEWATERING PITS:
(IF REQUIRED) – INSPECT DAILY DURING OPERATION FOR CLOGGING OR OVERFLOW. CLEAR INLET AND DISCHARGE PIPES OF OBSTRUCTIONS. IF A FILTER MATERIAL BECOMES CLOGGED WITH SEDIMENT, PIT SHALL BE DISMANTLED AND NEW PITS SHALL BE CONSTRUCTED AS NEEDED.

CATCH BASINS:
ALL CATCH BASINS SHALL BE INSPECTED AFTER EACH STORM EVENT FOR SEDIMENT ACCUMULATION, AND DEBRIS, AND REMOVE AS NECESSARY. THE INLET PROTECTION SHALL BE INSPECTED FOR SEDIMENT ACCUMULATION AND REPLACED AS NECESSARY. WHEN SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN SUMP REACHES 1/2 OF THE SUMP DEPTH, IT SHALL BE REMOVED.

## EROSION & SEDIMENT CONTROL PLAN

SCALE: 1" = 20'

GRAPHIC SCALE

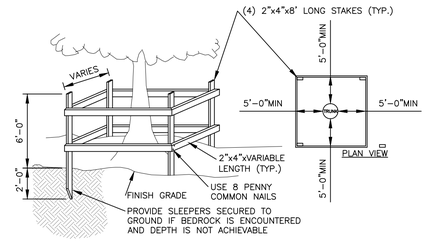
20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING EASEMENT LINE
- 510 EXISTING MAJOR CONTOUR
- 508 EXISTING MINOR CONTOUR
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- SS EXISTING SEWER SERVICE LINE
- S EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- ST EXISTING STORM WATER LINE
- EXISTING CATCH BASIN
- EXISTING DRAINAGE MANHOLE
- GAS EXISTING GAS LINE
- EXISTING GAS VALVE
- EXISTING WOODEN FENCE
- EXISTING STONE WALL

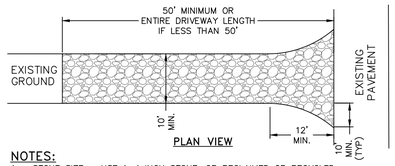
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- S PROPOSED SEWER LINE
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED SDS LATERAL
- PROPOSED SDS SOLID LINE
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- W PROPOSED WATER LINE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED GATE VALVE
- PROPOSED SILT FENCE
- LOD PROPOSED LIMIT OF DISTURBANCE
- PROPOSED CATCH BASIN INLET PROTECTION
- PROPOSED CONSTRUCTION ENTRANCE




NOTES:
1. TREES TO REMAIN NOTED ON EXISTING CONDITIONS PLAN.
2. NOT ALL TREES TO REMAIN REQUIRE PROTECTION. TREE PROTECTION TO BE UTILIZED ON TREES WHERE CONSTRUCTION TRAFFIC WOULD COMPACT THE ROOT ZONE OF THE TREE.

## TEMPORARY TREE PROTECTION DETAIL

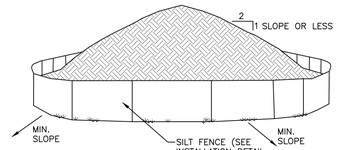
NOT TO SCALE




NOTES:
1. STONE SIZE – USE 1–4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. THICKNESS – NOT LESS THAN SIX (6) INCHES.
3. WIDTH – 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.
4. GEOTEXTILE – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
5. SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
6. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS–OF–WAY MUST BE REMOVED IMMEDIATELY.
7. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
8. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

## STABILIZED CONSTRUCTION ENTRANCE DETAIL

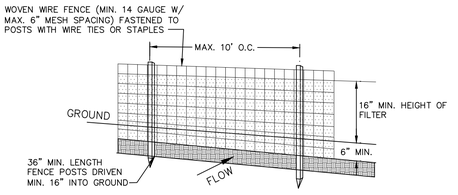
NOT TO SCALE

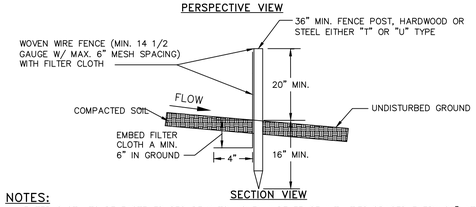



NOTES:
1. 1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.

## TEMPORARY SOIL STOCKPILE DETAIL

NOT TO SCALE

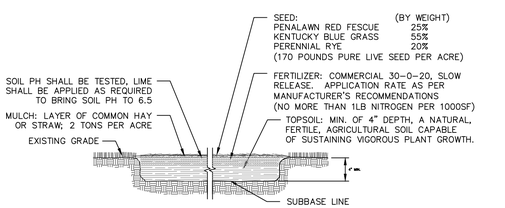



NOTES:
1. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER–LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.
3. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE OR APPROVED EQUAL.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

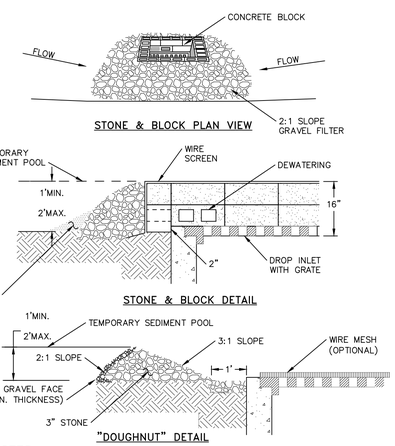
## SILT FENCE DETAIL

NOT TO SCALE




## TOPSOIL SEED, FERTILIZER AND MULCH DETAIL

NOT TO SCALE




NOTES:
1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.
2. HARDWARE CLOTH OR 1/2" WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS TO SUPPORT STONE.
3. USE CLEAN STONE OR GRAVEL 1/2–3/4 INCH IN DIAMETER PLACED 2 INCHES BELOW TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER.
4. FOR STONE STRUCTURES ONLY, A 1 FOOT THICK LAYER OF THE FILTER STONE WILL BE PLACED AGAINST THE 3 INCH STONE AS SHOWN ON THE DRAWINGS. MAXIMUM DRAINAGE AREA 1 ACRE

## CATCH BASIN INLET PROTECTION DETAIL

NOT TO SCALE

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| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | SHEET ADDED | CMB | | | | |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 01/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

STATE OF NEW YORK DANIEL G. KOGAN 082716 LICENSED PROFESSIONAL ENGINEER

SEAL

HUDSON LAND DESIGN
HUDSON LAND DESIGN
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EROSION & SEDIMENT CONTROL PLAN

397 FISHKILL AVE

397 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055–80–392032 & 399035

| | |
|---|---|
| JOB #: | 2022:015 |
| DATE: | 7/7/2022 |
| SCALE: | 1" = 20' |
| TITLE: | ESC–1 |
| SHEET: | 6 OF 8 |

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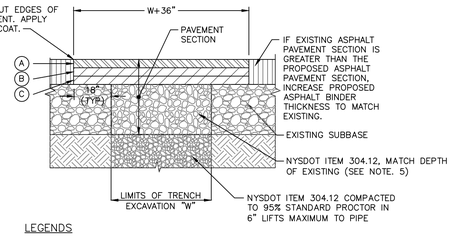



LEGENDS

**CONKLIN STREET RESTORATION COURSES:**

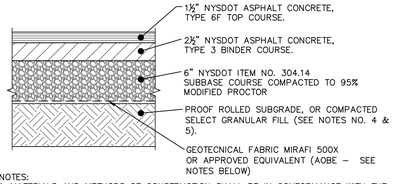
(A) 1-1/2" ASPHALT CONCRETE TOP COURSE– NYSDOT TYPE 6F
(B) 3-1/2" ASPHALT CONCRETE BINDER COURSE– NYSDOT TYPE 3
(C) NO ASPHALTIC BASE COURSE

**FISHKILL AVENUE RESTORATION COURSES:**

(A) 1-1/2" ASPHALT CONCRETE TOP COURSE– NYSDOT TYPE 6F
(B) 2-1/2" ASPHALT CONCRETE BINDER COURSE– NYSDOT TYPE 3
(C) 8" ASPHALTIC BASE COURSE– NYSDOT TYPE 1 (4" LIFTS)

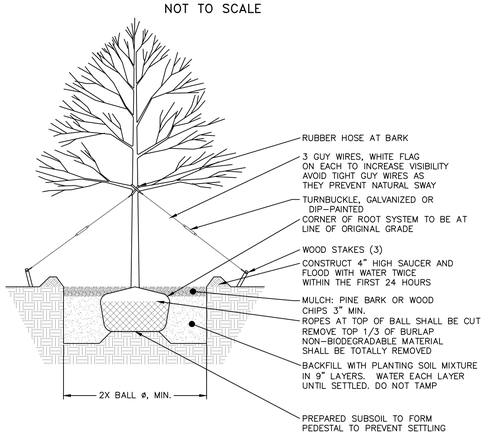
NOTES:
1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE IN TWO 4" LIFTS.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT AS SPECIFIED.
5. PROVIDE 10" GRANULAR SUBBASE COURSE – NYSDOT ITEM 304.12 FOR CONKLIN STREET RESTORATION.

## PAVEMENT RESTORATION DETAIL
NOT TO SCALE

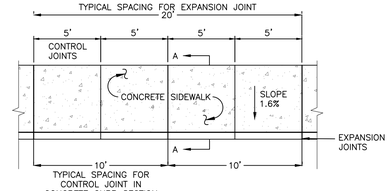


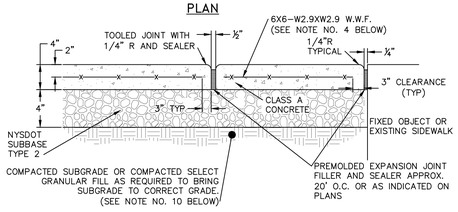

NOTES:
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 2, 2002.
2. SUBGRADE SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS.
3. TACK COAT WHEN SPECIFIED OR CALLED OUT IN THESE DRAWINGS OR REQUIRED BY THE REFERENCED SPECIFICATIONS SHALL CONFORM WITH SECTION 407–TACK COAT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSES OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMANCE WITH SECTION 203–EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
5. IT IS EXPECTED THAT THE EXISTING SITE SUB–SOILS ARE SAND AND GRAVEL IN NATURE (CALIFORNIA BEARING RATIO RANGE BETWEEN 40 AND 80) . IF UNSUITABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR POSSIBLE MODIFICATIONS TO THE PAVEMENT DETAIL.

## PAVEMENT SECTION DETAIL
NOT TO SCALE




## TREE PLANTING DETAIL
NOT TO SCALE



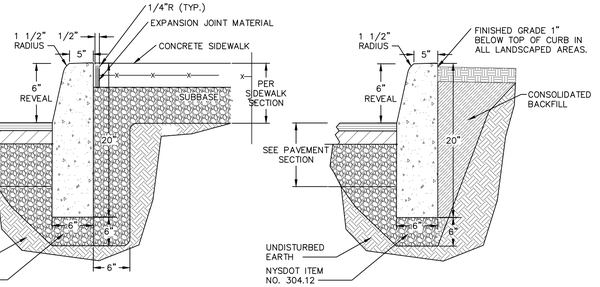




NOTES:

EXPANSION JOINT

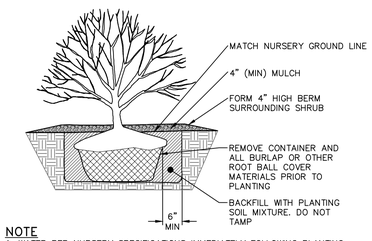
1. 10' SPACING OF CONTROL JOINTS SHALL BE USED FOR CAST IN PLACE CONCRETE CURBS.
2. MATERIAL AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 2, 2002, AND ALL ADDENDA THERETO; THE ONLY EXCEPTION BEING THAT THE WORK OF THIS CONTRACT SHALL BE MEASURED IN ENGLISH UNITS.
3. ALL CONCRETE SHALL BE 4,000 PSI CLASS A CONCRETE. CONCRETE MATERIALS, PLACEMENT, AND CONSTRUCTION SHALL CONFORM WITH SECTION 500 OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. REINFORCING STEEL FOR CONCRETE SHALL CONFORM WITH SECTION 556 – REINFORCING STEEL FOR CONCRETE STRUCTURES OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS AND AS SPECIFICALLY CALLED OUT IN THE DRAWINGS.
5. ALL EXPOSED SURFACED SHALL HAVE A BROOM TEXTURED FINISH.
6. EXPANSION JOINTS SHALL BE LOCATED A MAXIMUM OF 20' ON CENTER, OR AS INDICATED ON PLANS.
7. JOINTS SHALL NOT BE SAW CUT.
8. EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH "SUREBOND"/"SAFEBOND" SB–7000 INTENSIFIER BRIGHT PROTECTOR AND SIDEWALK SEALER, OR EQUAL. RATE AND METHOD OF APPLICATION SHALL BE IN ACCORDANCE WITH MANUFACTURE'S RECOMMENDATIONS.
9. SUBBASE MATERIAL SHALL CONFORM WITH SECTION 304 OF THE ABOVE REFERENCED NYSDOT STANDARD.
10. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSE OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMATION WITH SECTION 203–EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
11. ALL WORK SHALL CONFORM WITH SECTION 608–SIDEWALK, DRIVEWAYS, AND BICYCLE PATHS OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
12. CONCRETE SHALL BE SEALED WITH A SALT RESISTANT SEALER.

## CONCRETE SIDEWALK DETAIL
NOT TO SCALE



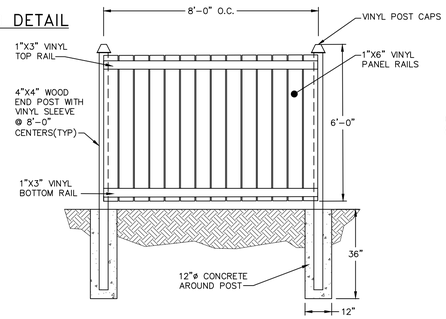

NOTES:
1. CONCRETE CURB SHALL BE 4,000 PSI CAST–IN–PLACE, AND IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATION SECTION 609.
2. EXPANSION JOINTS OF 1/2" CELLULOSE OR SIMILAR MATERIAL SHALL BE PLACED AT 10 FOOT INTERVALS.
3. FOR MOUNTABLE CURBS ABUTTING SIDEWALK OR OTHER HARDSCAPE, REFER TO "ABUTTING SIDEWALK" DETAIL.
4. CONCRETE SHALL BE SEALED WITH A SALT RESISTANT SEALER.

## CAST–IN–PLACE CONCRETE CURB DETAIL
NOT TO SCALE

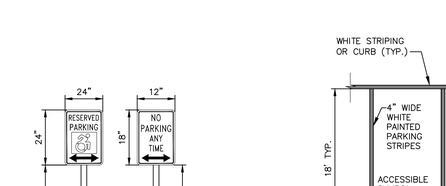



NOTE
1. WATER PER NURSERY SPECIFICATIONS IMMEDIATELY FOLLOWING PLANTING.
2. DETAIL IS FOR BOTH BALL & BURLAPPED OR CONTAINERED SHRUBS.

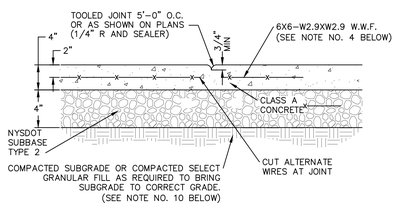
## SHRUB PLANTING DETAIL
NOT TO SCALE



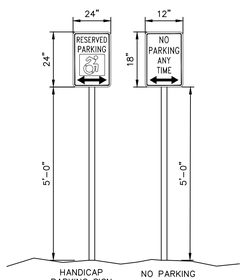

## VINYL STOCKADE FENCE DETAIL
NOT TO SCALE



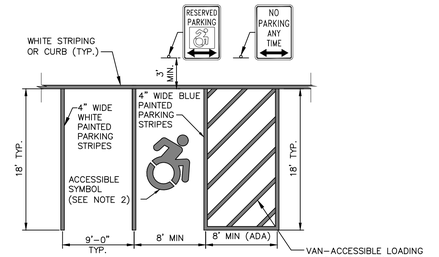

SECTION A–A




CONTROL JOINT




## SIGN DETAILS
NOT TO SCALE

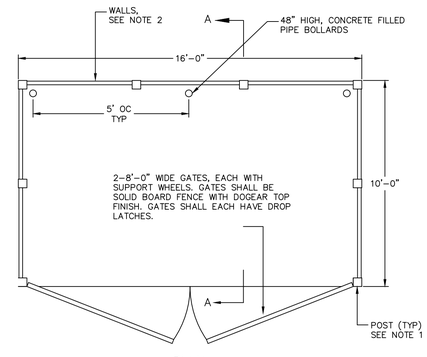



TYPICAL PARKING STRIPING

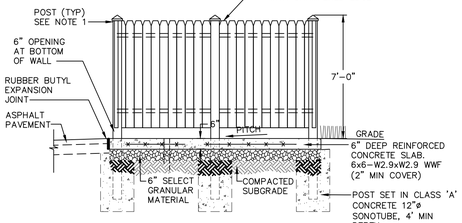
ACCESSIBLE PARKING STRIPING

NOTES:
1. ALL DIMENSIONS SUBJECT TO CURRENT MUNICIPALITY ZONING AND SITE REGULATIONS.
2. PAINTED HANDICAP SYMBOL TO BE IN ACCORDANCE WITH NYSDOT AND ADA STANDARDS.
3. IF PARKING ABUTS A SIDEWALK, THEN THE REGULATORY SIGNS SHALL BE PLACED BEHIND THE SIDEWALK.
4. PARALLEL SPACES SHALL BE 10'W X 20'L.

## PARKING AND STRIPING DETAIL
NOT TO SCALE




PLAN



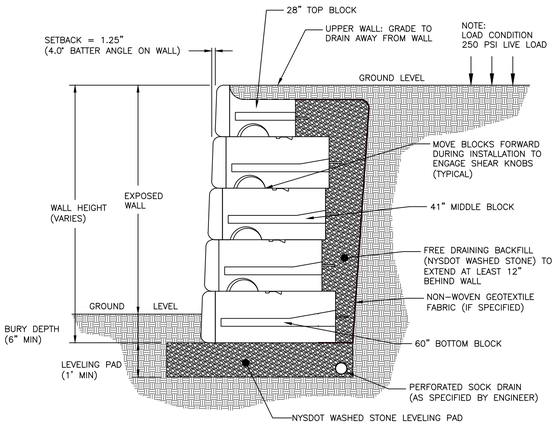

SECTION A–A

NOTES

1. POSTS SHALL HAVE A DECORATIVE CAP, CONSISTENT WITH THE ARTS & CRAFTS STYLE, AS APPROVED BY OWNER. POST SPACING SHALL BE AS REQUIRED BY WALL CONSTRUCTION.

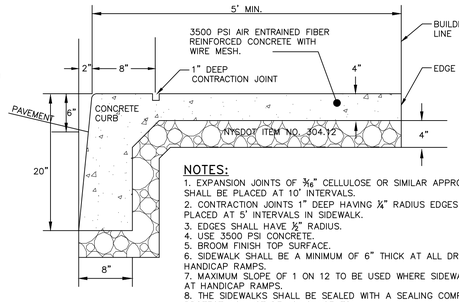
2. WALLS OF DUMPSTER ENCLOSURE SHALL BE A SOLID WOOD PRIVACY FENCING NATURAL STAIL OR PAINT TO COMPLEMENT BUILDING.

## TRASH ENCLOSURE DETAILS
NOT TO SCALE




NOTES:
1. RETAINING WALL MANUFACTURED BY REDI–ROCK OR APPROVED EQUAL.
2. THIS DETAIL FOR SITE PLAN APPROVAL ONLY TO SHOW GENERAL WALL ASSEMBLY.
3. THE WALL DESIGN SHALL BE PREPARED BY A NYS LICENSED ENGINEER, AND THE DESIGN SHALL BE SUBMITTED TO THE CITY OF BEACON BUILDING DEPARTMENT FOR REVIEW.
4. UPON COMPLETION OF CONSTRUCTION OF THE RETAINING WALL, THE DESIGN ENGINEER SHALL PROVIDE CERTIFICATION TO THE CITY OF BEACON BUILDING DEPARTMENT THAT THE WAL WAS CONSTRUCTED IN ACCORDANCE WITH THE APPROVED DESIGN PLANS.

## TYPICAL REDI–ROCK GRAVITY WALL (LARGE)
NOT TO SCALE




NOTES:
1. EXPANSION JOINTS OF ⅜" CELLULOSE OR SIMILAR APPROVED MATERIAL SHALL BE PLACED AT 10' INTERVALS.
2. CONTRACTION JOINTS 1" DEEP HAVING ¼" RADIUS EDGES SHALL BE PLACED AT 5' INTERVALS IN SIDEWALK.
3. EDGES SHALL HAVE ½" RADIUS.
4. USE 3500 PSI CONCRETE.
5. BROOM FINISH TOP SURFACE.
6. SIDEWALK SHALL BE A MINIMUM OF 6" THICK AT ALL DRIVEWAYS AND HANDICAP RAMPS.
7. MAXIMUM SLOPE OF 1 ON 12 TO BE USED WHERE SIDEWALK TERMINATES AT HANDICAP RAMPS.
8. THE SIDEWALKS SHALL BE SEALED WITH A SEALING COMPOUND TO PROTECT AGAINST DE–ICING AGENTS.

## MONOLITHIC CURB AND SIDEWALK DETAIL FOR SIDEWALKS ALONG CITY STREET
NOT TO SCALE

| DRAWN BY: CMB | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | SHEET ADDED | CMB | | | | |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 01/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

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

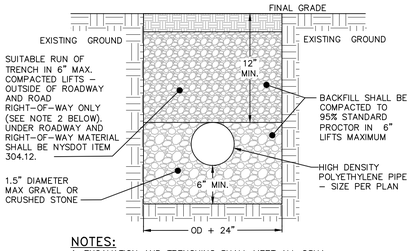
CONSTRUCTION DETAILS

397 FISHKILL AVE

397 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055–80–392032 & 399035

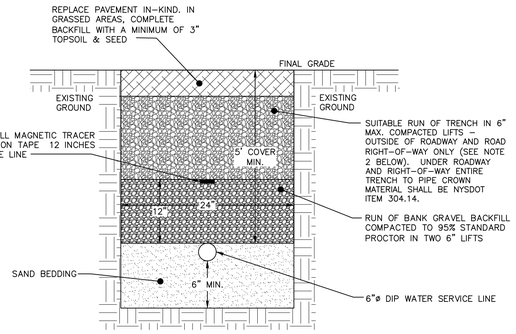
| | |
|---|---|
| JOB #: | 2022:015 |
| DATE: | 7/7/2022 |
| SCALE: | AS SHOWN |
| TITLE: | CD–1 |
| SHEET: | 7 OF 8 |

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



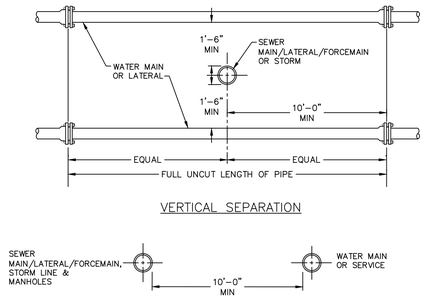

NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

## STORM LINE TRENCH DETAIL
NOT TO SCALE



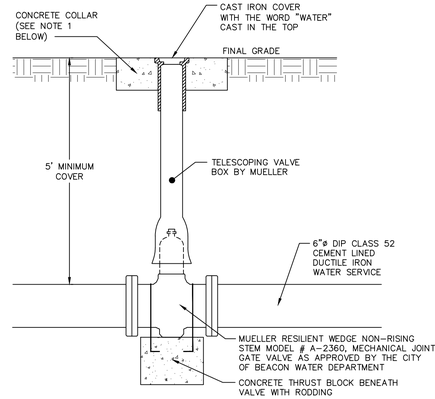

NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ENLOGATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. IN AREAS WHERE 5' COVER REQUIREMENT CANNOT BE MET, THE CONTRACTOR SHALL PROVIDE PIPE INSULATION TO PREVENT FREEZING.
4. SPLIT FIRE SERVICE AND POTABLE WATER INTERIOR OF THE BUILDING AND PROVIDE ALL NECESSARY BACKFLOW PREVENTION DEVICES PER CITY OF BEACON REQUIREMENTS.

## WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE



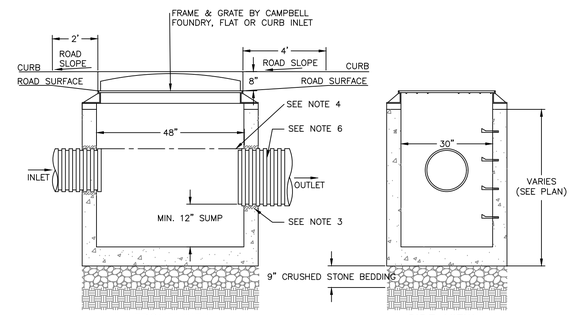

NOTE:
1. NO DEVIATION IN THE SEPARATION REQUIREMENTS WILL BE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE DUTCHESS COUNTY DEPARTMENT OF HEALTH AND THE CITY OF BEACON. CONCRETE ENCASEMENT OF WATERLINE OR OFFSETTING OF WATERLINE SHALL BE REQUIRED WHERE SEPARATION DISTANCES CANNOT BE MAINTAINED.

## WATER LINE SEPARATION DETAIL
NOT TO SCALE



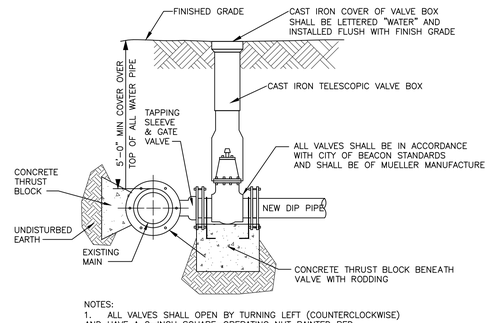

NOTES:
1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.

## GATE VALVE DETAIL
NOT TO SCALE



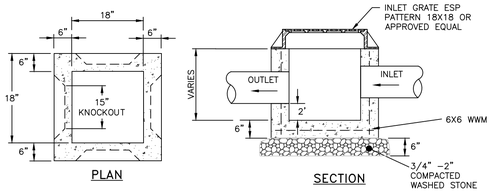

NOTES:
1. PRECAST CONCRETE CATCH BASIN WITH CONCRETE STRENGTH OF 4,000 PSI @ 28 DAYS.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE CATCH BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE WITHIN 10 FEET OF A WATER MAIN (OR SERVICE LINE) OR A SEWER MAIN (OR SERVICE LATERAL) SHALL BE MADE WATERTIGHT.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN INLET AND OUTLET INVERTS (MATCH CROWNS FOR PIPES WITH DIFFERENT SIZE) UNLESS OTHERWISE NOTED ON THE PLAN.
5. CATCH BASINS WITH AN INTERIOR DEPTH OF 4' AND GREATER SHALL BE FURNISHED WITH STEEL REINFORCED POLYPROPYLENE PLASTIC STEPS AT 12" INTERVALS.
6. HDPE PIPE SHALL BE PROVIDED WITH WATERTIGHT CONNECTIONS. ADS MODEL N12 WT IB OR APPROVED EQUAL.

## CATCH BASIN DETAIL
NOT TO SCALE



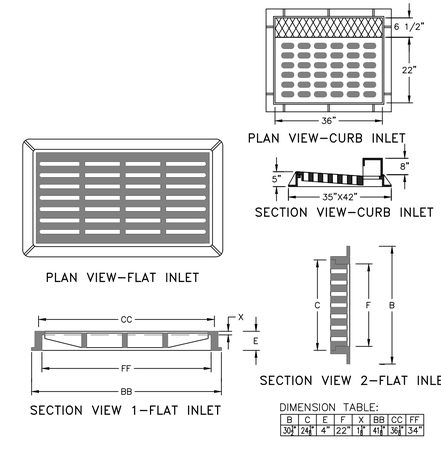

NOTES:
1. ALL VALVES SHALL OPEN BY TURNING LEFT (COUNTERCLOCKWISE) AND HAVE A 2-INCH SQUARE-OPERATING NUT PAINTED RED.
2. ALL VALVES SHALL BE M.J. RESILIENT WEDGE TYPE WITH "O" RING PACKING, DESIGNED FOR A WORKING PRESSURE OF 150 PSI AND BE IN FULL CONFORMANCE WITH AWWA C500.
3. TAPPING SLEEVE AND GATE VALVE SHOWN ARE MUELLER H-615, AND T-2630 RESPECTIVELY.

## TAPPING SLEEVE DETAIL
NOT TO SCALE




NOTES:
1. YARD INLET BASINS SHALL BE PRE CAST REINFORCED CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND SHALL BE IN CONFORMANCE WITH ASTM 478-68. WALLS AND BASE SHALL BE ONE PIECE CONSTRUCTION. YARD INLET BASIN SHOWN BY EXPANDED SUPPLY PRODUCTS (ESP), 3330 ROUTE 9, COLD SPRING, NY (845) 265-3771.
2. BACKFILL USING SELECT MATERIAL, COMPACTED IN 6" LIFTS.
3. SUMP SHALL BE 2'.
4. FRAMES AND GRATES SHALL BE SET IN A FULL BED OF MORTAR.

## PRE-CAST CONCRETE YARD DRAIN DETAIL
NOT TO SCALE

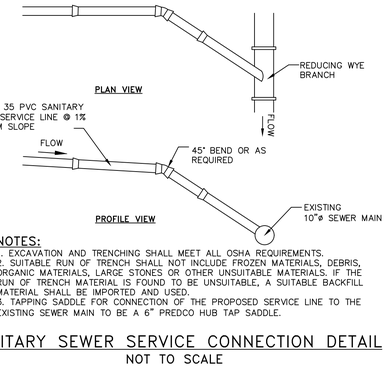



DIMENSION TABLE:

| B | C | E | F | X | BB | CC | FF |
|---|---|---|---|---|---|---|---|
| 30" | 24" | 4" | 22" | 1" | 41" | 36" | 34" |

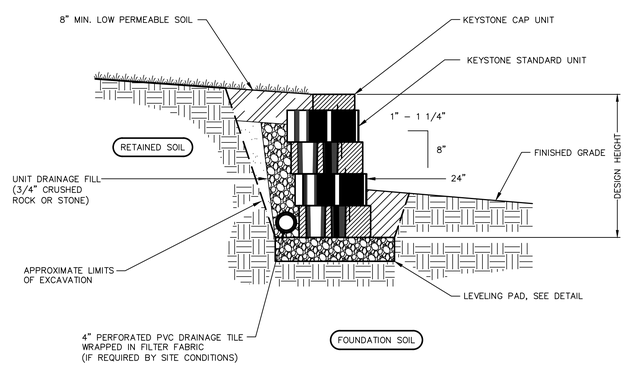
NOTES:
1. HEAVY DUTY RECTANGULAR STORMWATER FLAT INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 3433, OR APPROVED EQUAL.
2. HEAVY DUTY RECTANGULAR STORMWATER CURB INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 2541, OR APPROVED EQUAL.
3. ALL CASTINGS LOCATED IN THE CITY RIGHT-OF-WAY SHALL BE DOMESTICALLY MADE.

## CAST IRON STORMWATER FLAT AND CURB INLET GRATE DETAIL
NOT TO SCALE




NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. TAPPING SADDLE FOR CONNECTION OF THE PROPOSED SERVICE LINE TO THE EXISTING SEWER MAIN TO BE A 6" PREDCO HUB TAP SADDLE.

## SANITARY SEWER SERVICE CONNECTION DETAIL
NOT TO SCALE




NOTES:
1. RETAINING WALL TO BE KEYSTONE STANDARD BLOCK WITH 1" SETBACK OR APPROVED EQUAL

## TYPICAL SEGMENTAL BLOCK GRAVITY RETAINING WALL DETAIL (SMALL)
SCALE: NOT TO SCALE

| DRAWN BY: CMB | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 11/29/22 | SHEET ADDED | CMB | | | | |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 01/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

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

CONSTRUCTION DETAILS

397 FISHKILL AVE

397 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-392032 & 399035

| | |
|---|---|
| JOB #: | 2022:015 |
| DATE: | 7/7/2022 |
| SCALE: | AS SHOWN |
| TITLE: | CD-2 |
| SHEET: | 8 OF 8 |

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

LANC & TULLY
Engineering and Surveying, P.C.

March 8, 2023

Mr. John Gunn
Beacon Planning Board Chair
City of Beacon
1 Municipal Plaza
Beacon, NY 12508

RE: 397 Fishkill Avenue
City of Beacon
Tax Map Nos. 6055-80-392032, 399035 & 394041

Dear Mr. Gunn:

My office has received the following in regard to the 397 Fishkill Avenue Site Plan and Subdivision:

- Cover letter dated February 28, 2023, from Cuddy & Feder, LLP.
- Response correspondence dated February 28, 2023, from Aryeh Siegel, Architect.
- Plan set titled "397 Fishkill Avenue" consisting of the following plans:
  - Sheet 1 of 8 titled "Site Plan", with the latest revision date of February 28, 2023, as prepared by Aryeh Siegel, Architect.
  - Sheet 2 of 8 titled "Building Plans", with the latest revision date of February 28, 2023, as prepared by Aryeh Siegel, Architect.
  - Sheet 3 of 8 titled "Landscape & Lighting Plan", with the latest revision date of February 28, 2023, as prepared by Aryeh Siegel, Architect and Landscape Restorations.
  - Sheet 4 of 8 titled "Existing Conditions & Demolition Plan", with the latest revision date of January 31, 2023, as prepared by Hudson Land Design.
  - Sheet 5 of 8 titled "Grading & Utility Plan", with the latest revision date of January 31, 2023, as prepared by Hudson Land Design.
  - Sheet 6 of 8 titled "Erosion & Sediment Control Plan", with the latest revision date of January 31, 2023, as prepared by Hudson Land Design.
  - Sheet 7 of 8 titled "Construction Details", with the latest revision date of January 31, 2023, as prepared by Hudson Land Design.
  - Sheet 8 of 8 titled "Construction Details", with the latest revision date of January 31, 2023, as prepared by Hudson Land Design.

The proposed project is located at the intersection of Fishkill Avenue and Conklin Street and is in the General Business (GB) Zone. The project entails the merging of three (3) parcels into a single parcel, the demolition of the existing buildings on the parcels, and the construction of a 6,024 square foot mixed-use commercial and residential building to provide for 12 residential units and 3,500 square feet of commercial space. Based upon our review of the above referenced documents and plans, we offer the following comments:

Sheet 1 of 8 – Site Plan:

1. The plan depicts 4 trees to be planted on the north side of the property above the proposed retaining wall and solid privacy fence. As there is only a 3 foot space between the rear of the retaining wall and the privacy fence, it is unclear as to how trees will be planted in this area without impacting the proposed retaining wall or fence. As currently depicted, the trees would not allow for the installation of the privacy fence being proposed.

Sheet 3 of 8 – Landscaping & Lighting Plan:

1. See comment No. 1 above for Sheet 1 of 8.

This completes our review at this time. Further comments may be forth coming based upon future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

Cc: John Clarke, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

**City of Beacon**
**Planning Board Subcommittee on Architectural Review**
**Recommendation and Report**

Description: Proposed 2-3-story mixed-use building in GB district with ground floor commercial and 12 apartments on upper floors.

Project Name: _____

Project Address: 393-397 Fishkill Avenue

Date of Meeting(s) of ARB Subcommittee: February 8, 2023 10:30 – 10:57 am

Attendees: Jill Reynolds, Kevin Byrne, Karen Quiana, Bruce Flower, John Clarke

Aryeh Siegel, Project Architect

On the above-referenced dates, the Architectural Review Subcommittee reviewed the above-referenced project at which meeting the applicant and its representatives were provided an opportunity to be heard. The sole focus of the Committee was to review the architecture of the proposed building(s). The Committee reviewed the following plans and materials:

Color renderings from Fishkill Avenue looking southwest and northwest, building elevations for all four sides, and updated site plan showing landscaping and parking.

The Architectural Review Committee offers the following specific comments, as applicable as indicted:

1) Doors and windows: All sides have large windows with dividers for residential units. Commercial storefronts have transom windows with small panes.

2) Roof: No roof plan yet, but architect will provide in a future submission, including the possibility of green roof sections and/or solar panels. No usable tenant terrace being proposed.

3) Projections, such as rooftop elevators, stairwells, balconies, beams, etc.:

The stair and elevator sections facing Fishkill Avenue are higher and finished in brick.

4) North elevation: Subcommittee suggested that the brick on the northeast frontage be extended around the corner facing Conklin, unifying the taller corner section with the same material.

5) South elevation: Upper floors have large windows and fiber-cement horizontal siding in sage green color with a brick first floor.

6) West elevation: Two-story rear elevation facing parking lot has both large and smaller windows with sage horizontal siding.

7) East elevation: It was suggested that the front entry door to the stairs and elevator have a glass center for security and a canopy or roof over the doorway to emphasize the entry and provide a sheltering element.

8) Signs: _____

9) Color and material type: Architect trying to find fiber-cement, sage color siding material for a flush surface. Brick will have variations of a traditional color.

In addition to the above specific comments, the Architectural Review Subcommittee offers the following general comments/recommendations:

Questions on details that were not clear from the meeting, but the Planning Board may want to be specified:
Is the brick full thickness or thin brick?
Are the windows flush to the siding or are they recessed with projecting sills?

The Subcommittee was generally supportive of the architecture with the suggested changes noted. If deemed necessary after the next Planning Board meeting, the Subcommittee will meet again.

This Report was reviewed and adopted by the Architectural Review Subcommittee by vote of _____ to _____ at its meeting on _____.

****NOTE: Adoption of this Report does not constitute architectural review approval for the Project. Architectural review approval must be obtained from the Planning Board. It is recommended that any approval resolution by the Planning Board reference the final elevations and any other relevant plans relied upon in the architectural review of the Project.**

**John Clarke Planning and Design** jclarkeplandesign@gmail.com
845.797.4152

To: John Gunn, Chair, and the City of Beacon Planning Board
Date: March 10, 2023
Re: **393-397 Fishkill Avenue and 7 Conklin Street Site Plan and Subdivision**

I have reviewed the cover letter from Cuddy+Feder, response letter from Aryeh Siegel, and an 8-sheet Site Plan set, all dated February 28, 2023.

**Proposal**

The applicant is proposing to construct a 3-story, mixed-use building in the General Business (GB) district, including 3,500 square feet of first floor commercial space and 12 apartments. Three adjoining lots with combined 0.62 acres will be merged through the subdivision approval process.

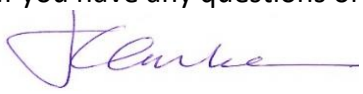
**Comments and Recommendations**

1. Lighting fixtures should be included for the southwest terraces, especially illuminating the steps.

2. The Architectural Review Subcommittee discussed the proposed design with the project architect on February 8, 2023. The Sheet 2 renderings and elevations represent the proposed changes discussed at that meeting. The Subcommittee report will be added to the City's website files for this proposal.

3. All my other previous comments have been addressed.

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



John Clarke, Beacon Planning Consultant

c: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Taylor Palmer, Esq., Project Attorney
Aryeh Siegel, Project Architect

**ATTACHMENT TO**
**NEGATIVE DECALARATION**
**REASONS SUPPORTING DETERMINATION**

**APPLICATION FOR SITE PLAN AND SUBDIVISION (LOT MERGER)**
**FOR 393 FISHKILL AVE, 397 FISHKILL AVE, AND 7 CONKLIN STREET**

Parcel No. 6055-80-392032 (393 Fishkill Ave)
Parcel No. 6055-80-399035 (397 Fishkill Ave)
Parcel No. 6055-80-394041 (7 Conklin St)

## CONCLUSIONS

This Part 3 analysis has been prepared to address all relevant areas of environmental concern as identified in the review by the Planning Board. This Part 3 will discuss and explain the analysis of the potential impact, and why a particular element of the proposed action will not result in a significant adverse impact. Such analysis is appropriately set forth in Part 3, even if the potential impact was identified as "none" or small." Based upon a review of Parts 1 and 2 of the Full Environmental Assessment Form (EAF) and all other application that were submitted in support of the Proposed Action, along with reports from City staff and consultants, information from involved and interested agencies, and information from the public, the Planning Board, acting as Lead Agency, provides the following rationale for its SEQRA Determination.

Project Description:

The Proposed Action is the subdivision (lot merger) of three (3) lots, with a combined 27,007 square feet, or 0.62 acres, to be merged into a single lot for the new construction of a single 3-story mixed-use building comprising of twelve (12) apartments, six (6) units on each of the second and third level, and 3,500 sq. ft. of commercial space on the ground level, with ground level off-street parking in the rear. The Proposed Action will include the removal of three (3) existing buildings, one (1) on each of the existing lots. The properties are all within the General Business District and are located at 393 Fishkill Avenue (Parcel No. 6055-80-392032), 397 Fishkill Avenue (Parcel No. 6055-80-399035), and 7 Conklin Street (Parcel No. 6055-80-394041) (hereafter, collectively the "Property").

The Proposed Action is an Unlisted action. The Planning Board circulated its Notice of Intent to act as Lead Agency and received no objections.

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.**

  The project site is located within the General Business Zoning District. 393 Fishkill Avenue is currently improved with a single commercial structure, 397 Fishkill Avenue is currently improved with a single commercial structure and small paved parking area on the corner of Conklin Street and Fishkill Avenue, and 7 Conklin Street is currently improved with a two-story multi-family dwelling and small paved driveway. A larger paved parking area is also bisected by 397 Fishkill Avenue and 7 Conklin Street.

  The Proposed Action would involve the subdivision (lot merger) of the three existing lots, removal of existing structures and paved areas, and the construction of a new three-story mixed-use development with a building footprint of approximately 6,024 square feet. The Proposed Action and development will have typical grading and site work associated with such construction. Elevations have been adjusted to conform to Planning Board and consultants' recommendations. There are no wetlands, water bodies, very steep slopes or other environmentally sensitive areas on the Property and no encroachment upon or impact to nearby wetlands or waterbodies is anticipated.

  On Sheet 5 of 8, Note 1 of Special Rock Removal Notes states that "Rock removal is anticipated on the east side of the site for driveway and drainage construction. Rock removal associated with construction activities shall be removed via mechanical means (E.g., hydraulic hammering). These measures shall be implemented only on weekdays between the hours of 8:00 a.m. and 4:00 pm." Furthermore, no blasting shall be permitted without approval from the Building Department. No on-site rock processing is proposed, nor shall it be permitted on-site. Per Sheet 4 of 8, Note 5 of Demolition Notes, the Applicant will notify and coordinate with adjacent owners of work that may affect their property, potential noise, utility outage or disruption during the demolition phase of the Proposed Action. Soil testing performed on December 21, 2022, by Hudson Land Design showed that bedrock was found at depths of 5 feet to 6 feet in the locations in which it was reached.

  The Proposed Action will not have a significant adverse impact as a result of the 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 any of the Property.

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

  Although there are regulated wetlands or waterbodies nearby according to the EAF Part 1, there are no wetlands, water bodies, very steep slopes or other environmentally sensitive areas on the Property and no encroachment upon or impact to those nearby wetlands or waterbodies is anticipated. The closest wetland area is located over 280 feet to the south of the Property, across Route 52 and across the railroad tracks.

There are no known sites of contamination at the Project and no known nearby contaminated sites which could be disturbed by the Proposed Action. There will be no bulk storage of petroleum or chemicals on-site. The Project includes the implementation of erosion and sediment controls during construction and connections to the City's storm sewer. 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. Adequate water supply and sewer capacity exist for these additional flows.

For these reasons, 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.**

  According to the EAF Part 1 the Property is not located within a regulated flood plain and there are no wetlands on or adjacent to the Property. The Project includes the implementation of erosion and sediment controls, plus post-construction discharge of stormwater drainage into the City's storm sewer. The Proposed Action will include direct roof leaders to an underground stormwater conveyance system to mitigate aboveground stormwater runoff.

  For these reasons and those stated above, the Proposed Action will not have a significant adverse impact on 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. Fugitive dust emissions will be mitigated by wetting and stabilizing soils to suppress dust generation. Other dust suppression methods will include the spraying of soil stockpiles during dry periods and covering trucks carrying solid and other dry materials. 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. It is anticipated that nearby properties will experience temporary fugitive dust and an elevation in vehicle emissions from construction vehicles throughout occasional periods during construction of the proposed project. This is a temporary, construction-related, unavoidable impact that is not significant.

  For these reasons, the Proposed Action will not have a significant adverse environmental impact on air quality.

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

The EAF Part 1 indicates that the Property may contain or serve as a habitat for the Indiana Bat. The site is already developed with three buildings and flora in an urban mixed-use area, therefore it is unlikely that the Property serve as habitat for the Indiana Bat, however, to ensure no disturbance occurs, the cutting of any trees may only occur during the November 1st to March 31st timeframe.

Six (6) regulated trees are proposed to be removed (30" pine, 12" maple, 18" maple, 15" maple, and 30" oak) and thirty-seven (37) trees are proposed to be planted, as well as shrubbery and small plants. All tree planting will be coordinated with as-built utilities and will be located a minimum of 5" from active lines. All proposed trees are non-invasive and native to the northeast.

For these reasons, the Proposed Action will not have a significant adverse environmental impact on flora or fauna.

- **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 Properties.

- **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. The Proposed Action is visible from publicly accessible vantage points, both seasonally and year around, but it is consistent with the built environment surrounding the Property. The project site is part of the Route 52 commercial corridor and the architectural of the proposed building is subject to review and approval by the Planning Board/Architectural Review Board. The Planning Board Subcommittee on Architectural Review reviewed the Proposed Action at its February 8, 2023, meeting and offered its comments and recommendations to the Applicant. Such proposed changes have been incorporated into the Applicant's plans as shown on Sheet 2 of 8 of the Site Plans, last revised February 28, 2023.

  For these reasons, the Proposed Action will not have a significant adverse environmental 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 merging of the Property into a single lot for the construction of a mixed-use building will not have a significant adverse impact on historic or archeological resources. The Proposed action is not within or substantially contiguous to a building, archaeological site or district listed on the National or State Register of Historic Places, nor has it been determined to be eligible for such listing. There are no historic resources in the immediate vicinity of the Site and the nature of the area as a developed mixed-use area makes impacts to archeological resources unlikely and not significant. Furthermore, in a letter dated December 16, 2022, the New York State Office of Parks, Recreation and Historic Preservation issued an opinion that

no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by the Project.

For these reasons, the Proposed Action will not have a significant adverse impact on historic or agricultural 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. A recreation set aside or fee may be required which will be used for the future need for park and recreational opportunities in the City of Beacon due to increased demand caused by the new residential units proposed as part of the Project.

  For these reasons, the Proposed Action will not have a significant adverse impact on open space and recreation.

- **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 construction a mixed-use 3-story building will not result in a significant adverse traffic impact. The Applicant submitted a traffic study prepared by Colliers Engineering & Design, dated October 24, 2023, which was subsequently reviewed and found to be acceptable by the City's traffic consultant Creighton Manning Engineering, LLP. Based upon the Institute of Transportation Engineers, the Project would generate six (6) trips during the weekday AM peak hour, 13 trips during the weekday PM peak hour, and seven (7) trips during the Saturday midday peak hour. The traffic study prepared by the Applicant also properly accounted for other developments in close proximity to the project site as well as background growth along the roadway network.

  Furthermore, the Project will provide for 33 off-street parking spaces in the rear of the building accessible via private driveway off Conklin Street. The parking area will provide 15 parking spaces for residents and 18 parking spaces for the commercial tenants and their guests. Such quantity of parking spaces is compliant with the required number of off-street parking spaces pursuant toCity Code § 223-26(F). Furthermore, two (2) of the 18 spaces for commercial tenants and their guests are to be designated ADA accessible parking spaces.

  For these reasons, the Proposed Action will not have a significant adverse environmental impact on transportation.

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

  The existing energy infrastructure will adequately serve the demand associated with the Proposed Action. The Proposed Action does not require a new, or an upgrade to any existing substation. Furthermore, the site presently provides adequate energy to two (2) commercial buildings and one multi-family home, hence the Proposed Action will not result in a significant change in energy supply requirements with the construction of a single three-story mixed-use development. For these reasons, the Proposed Action will not have a significant adverse impact on energy.

- **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. Exterior lighting will be directed and/or shielded to prevent any objectionable glare that might be otherwise observable from neighboring streets and properties. Furthermore, the lighting sources (i.e., bulbs) for the exterior lighting will not be visible from neighboring streets or properties as they will be directed downwards and/or shielded. Noise impacts associated with the proposed Project will be limited to temporary impacts generated during construction. To mitigate any temporary noise impacts construction activities will be limited to the hours between 7:00 a.m. and 5:00 p.m. Monday through Friday and limited to 9:00 a.m. to 5:00 p.m. on Saturdays.

  Due to the anticipated presence of rock on-site, Sheet 5 of 8, Note 1 of Special Rock Removal Notes provides that rock removal activities shall be further limited to weekdays between the hours of 8:00 a.m. and 4:00 p.m. and shall be implemented using the least intrusive means possible. Rock removal shall be removed by mechanical means whenever possible, however, blasting may be considered if the rock is too hardened to be removed by mechanical means. All rock removal shall be performed in accordance with all applicable state and local requirements. No blasting shall be permitted without the prior approval from the Building Department. No on-site rock processing is proposed, nor shall it be permitted on-site. In addition, there will be no significant noise impacts post-construction. . Furthermore, Sheet 4 of 8, Note 5 of Demolition Notes, provides that the Applicant will notify and coordinate with adjacent owners when work arises which will create potential noise impacts, utility outage, or disruption during the demolition phase of the Project.

  For these reasons, the Proposed Action will not have a significant adverse environmental impact as a result of objectionable odors, noise or light.

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

  There are no known or suspected sources of new or existing sources of contaminants that may be unearthed or disturbed with the Proposed Action. The Proposed Action is within 1,500 feet of two assisted living facilities, but no disturbances to those facilities is expected. The Proposed Action is not the subject of any known NYSDEC ordered remediation or within 2,000 feet of

any locations listed on the NYSDEC Environmental Site Remediation database per Part 1 of the EAF. Furthermore, the proposed land uses are generally not associated with significant adverse impacts on human health from exposure to new or existing sources of contamination.

For these reasons, 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. Additionally, the Applicant was referred to Planning Board's Architectural Review Board (ARB) Subcommittee, the Applicant has incorporated the ARB's design feedback and the ARB determined that no further appearances from the Applicant are necessary. For these reasons, the Proposed Action is not inconsistent community plans and community character.

Based upon this information and the information in the Full Environmental Assessment Form and all other documents and information in the record, the Planning Board finds that the Proposed Action will not have any significant adverse impacts upon the environment. This Negative Declaration indicates that no environmental statement need be prepared and that the SEQRA process is complete.

Adopted: March 28, 2023
Beacon, New York

Motion by _____, seconded by _____:

| | | | |
|---|---|---|---|
| Kevin Byrne | Voting: | Len Warner | Voting: |
| Karen Quiana | Voting: | Randall Williams | Voting: |
| Jill Reynolds | Voting: | John Gunn, Chairman | Voting: |
| David Jensen | Voting: | | |

# *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 comments, and testimony during 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: 397 Fishkill Avenue, LLC - Application for Site Plan and Subdivision (lot merger) Approval, Mixed-Use.

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:

Signature of Preparer (if different from Responsible Officer) Jennifer L. Gray Date: 3-24-23

**For Further Information:**

Contact Person: Amanda Caputo, Planning Board Secretary

Address: One Municipal Plaza, Beacon NY 12508

Telephone Number: 845-838-5002

E-mail: acaputo@beaconny.gov

**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**

# *Full Environmental Assessment Form*
## *Part 2 - Identification of Potential Project Impacts*

**Part 2 is to be completed by the lead agency.** Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

**Tips for completing Part 2:**

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

**1. Impact on Land**
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
*If "Yes", answer questions a - j. If "No", move on to Section 2.*

☐ NO ☑ YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may involve construction on land where depth to water table is less than 3 feet. | E2d | ☑ | ☐ |
| b. The proposed action may involve construction on slopes of 15% or greater. | E2f | ☑ | ☐ |
| c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface. | E2a | ☑ | ☐ |
| d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material. | D2a | ☑ | ☐ |
| e. The proposed action may involve construction that continues for more than one year or in multiple phases. | D1e | ☑ | ☐ |
| f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides). | D2e, D2q | ☑ | ☐ |
| g. The proposed action is, or may be, located within a Coastal Erosion hazard area. | B1i | ☑ | ☐ |
| h. Other impacts: _____ _____ | | ☐ | ☐ |

**2. Impact on Geological Features**

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

*If "Yes", answer questions a - c. If "No", move on to Section 3.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. Identify the specific land form(s) attached: _____ _____ | E2g | □ | □ |
| b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____ | E3c | □ | □ |
| c. Other impacts: _____ _____ | | □ | □ |

**3. Impacts on Surface Water**

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☐ NO ☑ YES

*If "Yes", answer questions a - l. If "No", move on to Section 4.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may create a new water body. | D2b, D1h | ☑ | ☐ |
| b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water. | D2b | ☑ | ☐ |
| c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body. | D2a | ☑ | ☐ |
| d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body. | E2h | ☑ | ☐ |
| e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments. | D2a, D2h | ☑ | ☐ |
| f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water. | D2c | ☑ | ☐ |
| g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s). | D2d | ☑ | ☐ |
| h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies. | D2e | ☑ | ☐ |
| i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action. | E2h | ☑ | ☐ |
| j. The proposed action may involve the application of pesticides or herbicides in or around any water body. | D2q, E2h | ☑ | ☐ |
| k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities. | D1a, D2d | ☑ | ☐ |

| | | | |
|---|---|---|---|
| l. Other impacts: _____ _____ | | ☐ | ☐ |

**4. Impact on groundwater**

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☐ NO ☑ YES

*If "Yes", answer questions a - h. If "No", move on to Section 5.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells. | D2c | ☑ | ☐ |
| b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____ | D2c | ☑ | ☐ |
| c. The proposed action may allow or result in residential uses in areas without water and sewer services. | D1a, D2c | ☑ | ☐ |
| d. The proposed action may include or require wastewater discharged to groundwater. | D2d, E2l | ☑ | ☐ |
| e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated. | D2c, E1f, E1g, E1h | ☑ | ☐ |
| f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer. | D2p, E2l | ☑ | ☐ |
| g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources. | E2h, D2q, E2l, D2c | ☑ | ☐ |
| h. Other impacts: _____ _____ | | ☐ | ☐ |

**5. Impact on Flooding**

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☑ NO ☐ YES

*If "Yes", answer questions a - g. If "No", move on to Section 6.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may result in development in a designated floodway. | E2i | ☐ | ☐ |
| b. The proposed action may result in development within a 100 year floodplain. | E2j | ☐ | ☐ |
| c. The proposed action may result in development within a 500 year floodplain. | E2k | ☐ | ☐ |
| d. The proposed action may result in, or require, modification of existing drainage patterns. | D2b, D2e | ☐ | ☐ |
| e. The proposed action may change flood water flows that contribute to flooding. | D2b, E2i, E2j, E2k | ☐ | ☐ |
| f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade? | E1e | ☐ | ☐ |

| | | | |
|---|---|---|---|
| g. Other impacts: _____<br>_____ | | ☐ | ☐ |

**6. Impacts on Air**

The proposed action may include a state regulated air emission source. ☑ NO ☐ YES
(See Part 1. D.2.f., D.2.h, D.2.g)
*If "Yes", answer questions a - f. If "No", move on to Section 7.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: | | | |
| i. More than 1000 tons/year of carbon dioxide ($CO_2$) | D2g | ☐ | ☐ |
| ii. More than 3.5 tons/year of nitrous oxide ($N_2O$) | D2g | ☐ | ☐ |
| iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) | D2g | ☐ | ☐ |
| iv. More than .045 tons/year of sulfur hexafluoride ($SF_6$) | D2g | ☐ | ☐ |
| v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions | D2g | ☐ | ☐ |
| vi. 43 tons/year or more of methane | D2h | ☐ | ☐ |
| b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants. | D2g | ☐ | ☐ |
| c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour. | D2f, D2g | ☐ | ☐ |
| d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above. | D2g | ☐ | ☐ |
| e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour. | D2s | ☐ | ☐ |
| f. Other impacts: _____<br>_____ | | ☐ | ☐ |

**7. Impact on Plants and Animals**

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☐ NO ☑ YES
*If "Yes", answer questions a - j. If "No", move on to Section 8.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site. | E2o | ☑ | ☐ |
| b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government. | E2o | ☑ | ☐ |
| c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site. | E2p | ☑ | ☐ |
| d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government. | E2p | ☑ | ☐ |

| | | | |
|---|---|---|---|
| e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect. | E3c | ☑ | ☐ |
| f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____ | E2n | ☑ | ☐ |
| g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site. | E2m | ☑ | ☐ |
| h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____ | E1b | ☑ | ☐ |
| i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides. | D2q | ☑ | ☐ |
| j. Other impacts: _____ _____ | | ☐ | ☐ |

**8. Impact on Agricultural Resources**

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

*If "Yes", answer questions a - h. If "No", move on to Section 9.*

| | **Relevant Part I Question(s)** | **No, or small impact may occur** | **Moderate to large impact may occur** |
|---|---|---|---|
| a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System. | E2c, E3b | □ | □ |
| b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc). | E1a, Elb | □ | □ |
| c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land. | E3b | □ | □ |
| d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District. | E1b, E3a | □ | □ |
| e. The proposed action may disrupt or prevent installation of an agricultural land management system. | El a, E1b | □ | □ |
| f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland. | C2c, C3, D2c, D2d | □ | □ |
| g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan. | C2c | □ | □ |
| h. Other impacts: _____ | | □ | □ |

**9. Impact on Aesthetic Resources**

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) ☐ NO ☑ YES

*If "Yes", answer questions a - g. If "No", go to Section 10.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource. | E3h | ☑ | ☐ |
| b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views. | E3h, C2b | ☑ | ☐ |
| c. The proposed action may be visible from publicly accessible vantage points:<br>i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)<br>ii. Year round | E3h | <br>☑<br>☑ | <br>☐<br>☐ |
| d. The situation or activity in which viewers are engaged while viewing the proposed action is:<br>i. Routine travel by residents, including travel to and from work<br>ii. Recreational or tourism based activities | E3h<br>E2q,<br>E1c | <br><br>☑<br>☑ | <br><br>☐<br>☐ |
| e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource. | E3h | ☑ | ☐ |
| f. There are similar projects visible within the following distance of the proposed project:<br>0-1/2 mile<br>½ -3 mile<br>3-5 mile<br>5+ mile | D1a, E1a, D1f, D1g | ☑ | ☐ |
| g. Other impacts: _____<br>_____ | | ☐ | ☐ |

**10. Impact on Historic and Archeological Resources**

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) ☐ NO ☑ YES

*If "Yes", answer questions a - e. If "No", go to Section 11.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places. | E3e | ☑ | ☐ |
| b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory. | E3f | ☑ | ☐ |
| c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory.<br>Source: _____ | E3g | ☑ | ☐ |

| | | | |
|---|---|---|---|
| d. Other impacts: _____ _____ | | ☐ | ☐ |
| e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3: | | | |
| i. The proposed action may result in the destruction or alteration of all or part of the site or property. | E3e, E3g, E3f | ☐ | ☐ |
| ii. The proposed action may result in the alteration of the property's setting or integrity. | E3e, E3f, E3g, E1a, E1b | ☐ | ☐ |
| iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting. | E3e, E3f, E3g, E3h, C2, C3 | ☐ | ☐ |

**11. Impact on Open Space and Recreation**

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
*If "Yes", answer questions a - e. If "No", go to Section 12.*

☑ NO ☐ YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat. | D2e, E1b E2h, E2m, E2o, E2n, E2p | □ | □ |
| b. The proposed action may result in the loss of a current or future recreational resource. | C2a, E1c, C2c, E2q | □ | □ |
| c. The proposed action may eliminate open space or recreational resource in an area with few such resources. | C2a, C2c E1c, E2q | □ | □ |
| d. The proposed action may result in loss of an area now used informally by the community as an open space resource. | C2c, E1c | □ | □ |
| e. Other impacts: _____ _____ | | □ | □ |

**12. Impact on Critical Environmental Areas**

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
*If "Yes", answer questions a - c. If "No", go to Section 13.*

☑ NO ☐ YES

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA. | E3d | □ | □ |
| b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA. | E3d | □ | □ |
| c. Other impacts: _____ _____ | | □ | □ |

**13. Impact on Transportation**

The proposed action may result in a change to existing transportation systems. ☐ NO ☑ YES
(See Part 1. D.2.j)
*If "Yes", answer questions a - f. If "No", go to Section 14.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. Projected traffic increase may exceed capacity of existing road network. | D2j | ☑ | ☐ |
| b. The proposed action may result in the construction of paved parking area for 500 or more vehicles. | D2j | ☑ | ☐ |
| c. The proposed action will degrade existing transit access. | D2j | ☑ | ☐ |
| d. The proposed action will degrade existing pedestrian or bicycle accommodations. | D2j | ☑ | ☐ |
| e. The proposed action may alter the present pattern of movement of people or goods. | D2j | ☑ | ☐ |
| f. Other impacts: _____ _____ | | ☐ | ☐ |

**14. Impact on Energy**

The proposed action may cause an increase in the use of any form of energy. ☐ NO ☑ YES
(See Part 1. D.2.k)
*If "Yes", answer questions a - e. If "No", go to Section 15.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action will require a new, or an upgrade to an existing, substation. | D2k | ☑ | ☐ |
| b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use. | D1f, D1q, D2k | ☑ | ☐ |
| c. The proposed action may utilize more than 2,500 MWhrs per year of electricity. | D2k | ☑ | ☐ |
| d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed. | D1g | ☑ | ☐ |
| e. Other Impacts: _____ _____ | | ☐ | ☐ |

**15. Impact on Noise, Odor, and Light**

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☑ YES
(See Part 1. D.2.m., n., and o.)
*If "Yes", answer questions a - f. If "No", go to Section 16.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may produce sound above noise levels established by local regulation. | D2m | ☑ | ☐ |
| b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home. | D2m, E1d | ☑ | ☐ |
| c. The proposed action may result in routine odors for more than one hour per day. | D2o | ☑ | ☐ |

| | | | |
|---|---|---|---|
| d. The proposed action may result in light shining onto adjoining properties. | D2n | ☑ | ☐ |
| e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions. | D2n, E1a | ☑ | ☐ |
| f. Other impacts: _____ _____ | | ☐ | ☐ |

**16. Impact on Human Health**

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☐ NO ☑ YES

*If "Yes", answer questions a - m. If "No", go to Section 17.*

| | Relevant Part I Question(s) | No,or small impact may cccur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community. | E1d | ☑ | ☐ |
| b. The site of the proposed action is currently undergoing remediation. | E1g, E1h | ☑ | ☐ |
| c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action. | E1g, E1h | ☑ | ☐ |
| d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction). | E1g, E1h | ☑ | ☐ |
| e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health. | E1g, E1h | ☑ | ☐ |
| f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health. | D2t | ☑ | ☐ |
| g. The proposed action involves construction or modification of a solid waste management facility. | D2q, E1f | ☑ | ☐ |
| h. The proposed action may result in the unearthing of solid or hazardous waste. | D2q, E1f | ☑ | ☐ |
| i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste. | D2r, D2s | ☑ | ☐ |
| j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste. | E1f, E1g E1h | ☑ | ☐ |
| k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures. | E1f, E1g | ☑ | ☐ |
| l. The proposed action may result in the release of contaminated leachate from the project site. | D2s, E1f, D2r | ☑ | ☐ |
| m. Other impacts: _____ _____ | | ☐ | ☐ |

**17. Consistency with Community Plans**

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES

(See Part 1. C.1, C.2. and C.3.)

*If "Yes", answer questions a - h. If "No", go to Section 18.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s). | C2, C3, D1a E1a, E1b | ☐ | ☐ |
| b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%. | C2 | ☐ | ☐ |
| c. The proposed action is inconsistent with local land use plans or zoning regulations. | C2, C2, C3 | ☐ | ☐ |
| d. The proposed action is inconsistent with any County plans, or other regional land use plans. | C2, C2 | ☐ | ☐ |
| e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure. | C3, D1c, D1d, D1f, D1d, Elb | ☐ | ☐ |
| f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure. | C4, D2c, D2d D2j | ☐ | ☐ |
| g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action) | C2a | ☐ | ☐ |
| h. Other: _____ _____ | | ☐ | ☐ |

**18. Consistency with Community Character**

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

*If "Yes", answer questions a - g. If "No", proceed to Part 3.*

| | Relevant Part I Question(s) | No, or small impact may occur | Moderate to large impact may occur |
|---|---|---|---|
| a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community. | E3e, E3f, E3g | ☐ | ☐ |
| b. The proposed action may create a demand for additional community services (e.g. schools, police and fire) | C4 | ☐ | ☐ |
| c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing. | C2, C3, D1f D1g, E1a | ☐ | ☐ |
| d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources. | C2, E3 | ☐ | ☐ |
| e. The proposed action is inconsistent with the predominant architectural scale and character. | C2, C3 | ☐ | ☐ |
| f. Proposed action is inconsistent with the character of the existing natural landscape. | C2, C3 E1a, E1b E2g, E2h | ☐ | ☐ |
| g. Other impacts: _____ _____ | | ☐ | ☐ |

**PRINT FULL FORM**

**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Continue review of application for Concept Plan Approval, Beacon HIP Lofts and Studios, Front Street, submitted by Beacon HIP Lofts LLC and referred to Planning Board by City Council

**ATTACHMENTS**

City of Beacon_HIP HLD Response Letter_2023-0228.pdf

L230228_Comment Response Letter_Beacon Lofts & Studios.pdf

Printing Set_Planning Board Submission_5_230228.pdf

Sheet 1_Site Plan_Planning Board Submission_5_230228.pdf

Sheet 2_Existing Conditions_Survey_Planning Board Submission_5_230228.pdf

Sheet 3_Building Plans_Planning Board Submission_5_230228.pdf

Sheet 4_Landscape Plan_Planning Board Submission_5_230228.pdf

Sheet 5_GRADING & UTILITY PLAN_5_230228.pdf

Sheet 6-E & SC PLAN_5_230228.pdf

Sheet 7-SITE DETAILS_5_230228.pdf

Sheet 8-STORM DETAILS_5_230228.pdf

Sheet 9-WATER DETAILS_5_230228.pdf

Sheet 10-SEWER DETAILS_5_230228.pdf

Sheet 11-E&SC DETAILS_5_230228.pdf

Sheet 12-PROFILES_5_230228.pdf

SWPPP_Beacon HIP Vacant Parcel_2023-0228 - Section 6.7.2.pdf

Water-Sewer-Report_Beacon HIP Lofts & Studios_2023-0228.pdf

Engineer Review Beacon HIP Lofts & Studios 03-08-23.pdf

Planner Review HIP Lofts Concept Plan 3.10.23.pdf

HUDSON
LAND DESIGN

*Civil & Environmental Engineering Consultants*
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*13 Chambers Street, Newburgh, NY 12550 (Satellite Office)*
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*www.HudsonLandDesign.com*

February 28, 2023

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

Re: Beacon Lofts & Studios (Vacant Parcel)
Front Street
Tax Parcel: 6055-04-535128, ±3.5 ac.
City of Beacon, NY

Dear Chairman Gunn and Members of the Planning Board:

On behalf of the Applicant for the above referenced project, Hudson Land Design (HLD) has revised the plan set in response to Lanc & Tully's (L&T) February 10, 2023 comment letter, and John Clarke Planning and Design's February 10, 2023 comment memorandum. Below is a point-by-point response to the comments received. Please note that Aryeh Siegel has responded to both comment letters under separate cover. Below is a point-by-point response to the comments received.

**Lanc & Tully February 10, 2023 Comment Letter**

General Comments

1. Comment noted. A Flood Development Permit will be applied for at building permit.
2. Comment noted.
3. Comment noted. A sewer transportation corporation will be formed. The Applicant will retain their own attorney to consult with the City attorney in forming the document.
4. Comment noted. An application to the DCDBCH for their approval will be submitted once a SEQR determination has been made.
5. We have reached out to the City's Building Inspector to review fire access on the revised plan. It is noted that access to the north end of the building can be obtained via easement through the adjacent developed portion of the Beacon HIP Lofts and Storage complex.
6. The revised plan set now shows widening of the narrow portion of Front Street to provide a minimum of 20 feet unobstructed access.
7. We have reached out to the City of Beacon Water Department to confirm that there is adequate capacity for the project. We will forward a response to the planning board once received.

8. Aryeh Siegel has met with members of the Greenway Trail Committee (GTC), and has agreed to allow the GTC to provide input for portions of the trail as the project design moves forward.

9. The compact parking spaces have been adjusted back to 9' X 18' spaces. The parking spaces within the row adjacent to the northerly property line have been adjusted based upon reducing the total amount of spaces required.

10. Aryeh Siegel has responded to this comment under separate cover.

Water & Sewer Engineer's Report:

1. The source of inflow/infiltration has been expanded upon.
2. The report has been updated with pumping rates and pumping times.
3. The Applicant's site superintendent is currently looking into available odor control options.
4. The flow from the neighboring property has been calculated based upon the bedroom count within the complex. There are a total of 86 bedrooms within the complex. The flow has been conservatively calculated at 150 gallons per day per bedroom, as it is unknown if the units have newer water-saving fixtures within them. The pump calculations within the report have been updated with this information.
5. The report has been updated with pump calculations, reserve capacity within the wet well and proposed float elevations.
6. The reference to hydrostatic testing has been removed from the report.
7. A hydrant flow test will be conducted on the water system and results will be added to the report.

Sheet 1 of 12

1. Aryeh Siegel has responded to this comment under separate cover.

Sheet 3 of 12

1. Aryeh Siegel has responded to this comment under separate cover.
2. Aryeh Siegel has responded to this comment under separate cover.

Sheet 5 of 12

1. There is one roof leader connection shown at the bottom right-hand corner of the building, as the infiltration basin is designed to accept the drainage from the building roof. Exterior roof leader locations, and possible roof leader header pipes will be coordinated with the architect and shown on the plans as the project design advances. A roof leader header pipe will be added to the design in a future submission.

Stormwater Pollution Prevention Plan (SWPPP)

1. Soil testing will be conducted and coordinated with the City Engineer's office when weather allows. It is noted that the soil types on this parcel are same as what is on the adjacent developed parcel. Infiltration testing was conducted previously on the developed parcel which revealed very good infiltration rates. We expect similar results on the project site.

2. The plunge pool reference has been removed from the SWPPP report and replaced with hydrodynamic device information. Section 6.7.2 is provided with this submission. The full report will be provided after soil testing is conducted.

**John Clarke Planning & Design February 10, 2023 Comment Memorandum**

1. The compact parking spaces have been adjusted back to 9' X 18' spaces. The parking spaces within the row adjacent to the northerly property line have been adjusted based upon reducing the total amount of spaces required. Additional planting islands are now provided within that row.
2. The 11 spaces near the site entrance have been removed based upon the reduced parking requirement. This allows for the greenway trail to be constructed without stairs or a retaining wall by traversing the grade up to Front Street.
3. Aryeh Siegel has responded to this comment under separate cover.
4. See responses 1 & 2. The total parking spaces provided have been reduced to 66 spaces to be constructed initially, and 14 additional land banked spaces for a total of 80 spaces.
5. Aryeh Siegel has responded to this comment under separate cover.
6. See response 1. Additional landscaped islands have been added parking row along the northerly property line.

The following items submitted for continued review:

- Five (5) copies of a full set of plan sheets 5 through 12;
- Three (3) copies of a revised Water and Sewer Report, and
- Three (3) copies of revised Section 6.7.2 of the SWPPP report.

We look forward to discussing this project at your March 15, 2023 planning board meeting. Should you have any questions, please feel free to contact me at 845-440-6926.

Sincerely,

Michael A. Bodendorf, P.E.
Principal

cc: Beacon HIP Lofts and Storage
Aryeh Siegel, AIA
Rich D'Andrea, P.E., PTOE
Daniel G. Koehler, P.E. (HLD file)

ARYEH SIEGEL
ARCHITECT

John Gunn - Planning Board Chairman
City of Beacon
One Municipal Plaza
Beacon, NY 12508

**Re: Beacon HIP Lofts & Studios (Vacant Parcel)**
*Planning Board Application*
*Response to Comment Letters*

February 28, 2023

Dear Chairman Gunn and Members of the Planning Board,

Please find below the Applicant's response to John Clarke Planning & Design comments in his Memorandum dated February 10, 2023 and in Lanc & Tully's Memorandum dated February 10, 2023 regarding the Beacon HIP Lofts & Studios application. Hudson Land Design will provide a separate letter in response to Engineering comments.

**John Clarke Planning & Design Comment Responses:**

1. The Site Plan has been revised to reflect the Planning Boards determination at their February 2023 meeting to reduce the parking requirement from 95 spaces to 80 spaces based on an analysis of shared uses on the site. The compact car spaces have been removed from the plan.

2. With the reduction in required parking spaces, a new Greenway Trail path uses a landscaped area where there were originally parking spaces to traverse the slope and eliminate the stairs in the Greenway Trail. The retaining wall in that area was also eliminated.

3. Comment acknowledged. The Existing Conditions plan shows trees over 6" caliper.

4. The traffic engineer retained by the Applicant submitted a letter stating that based on the survey responses from tenants in the existing developed property, and assumptions about potential interest from tenants in the newly constructed building, it is reasonable to assume that 14 tenants would rent artist studios in the subject project. Therefore, the site plan has been revised to show 14 land banked parking spaces which have been used to expand tree islands in the parking lot, and which could be constructed if necessary in the future.

5. A Landscape Plan with a plant list and planting notes has been provided with this submission.

6. The revised site plan has significantly more trees in the parking lot. The tree in conflict with the hydrant has been relocated.

84 Mason Circle | ajs@ajsarch.com | *Tel* 845 838 2490
Beacon, New York 12508 | www.ajsarch.com | *Fax* 845 838 2657

**Lanc & Tully Comment Responses:**

**Sheet 1 of 12 – Site Plan**

1. The Site Plan has been revised to reflect the Planning Boards determination at their February 2023 meeting to reduce the parking requirement from 95 spaces to 80 spaces based on an analysis of shared uses on the site. The compact car spaces have been removed from the plan.

**Sheet 3 of 12 – Landscape Plan**

1. The Landscape Plan has been revised to reflect the infiltration basin in the rear of the building.
2. Trees have been modified to eliminate conflicts with utility lines.

Please refer to Hudson Land Design's response letter for additional responses.

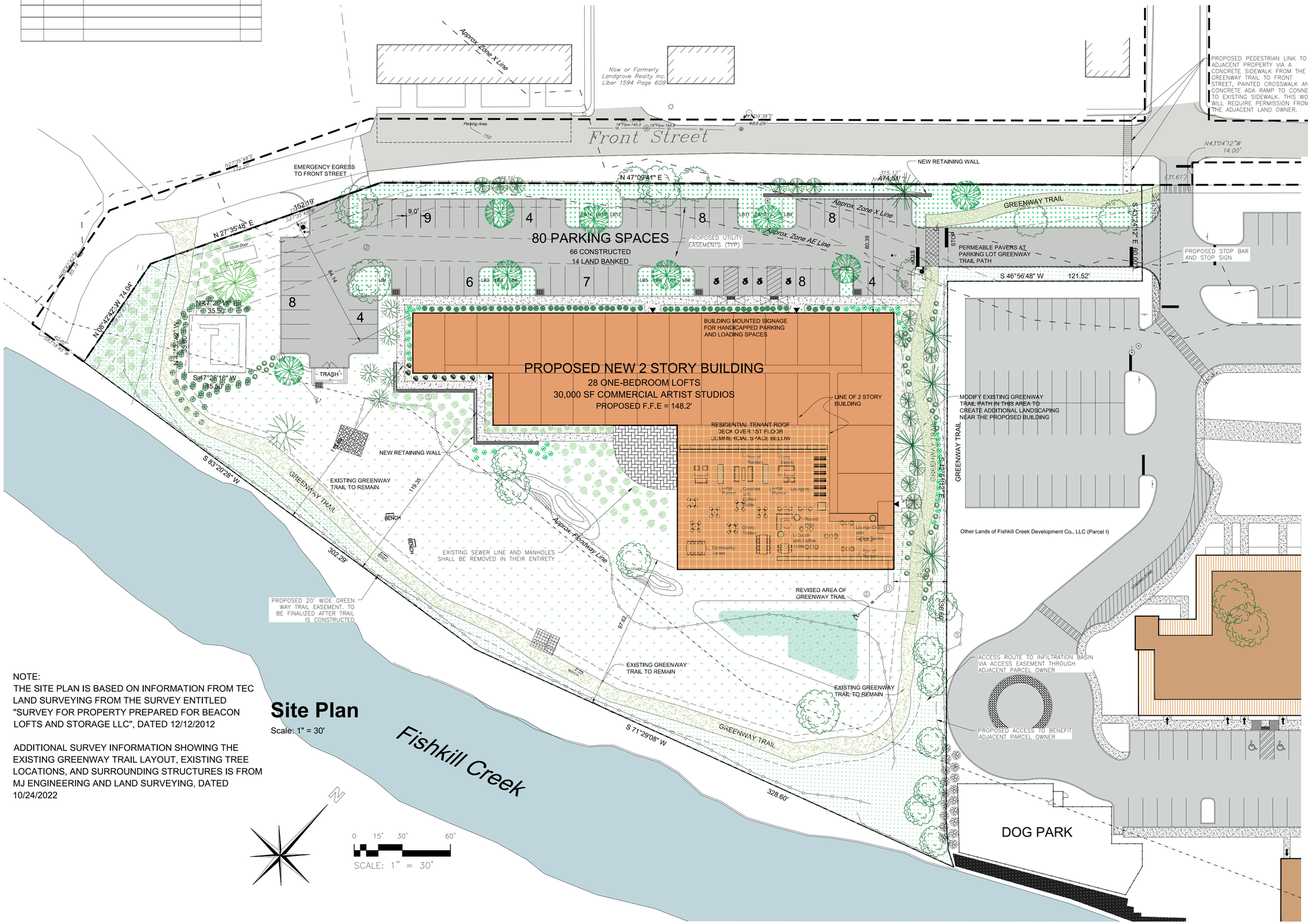
Thank you. Please let me know if you have any questions.

Sincerely,
Aryeh Siegel
*Aryeh Siegel, Architect*

| NO. | DATE | REVISIONS: DESCRIPTION | BY |
|---|---|---|---|
| 1 | 10/25/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 2 | 12/27/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |

Zoning Regulations Table

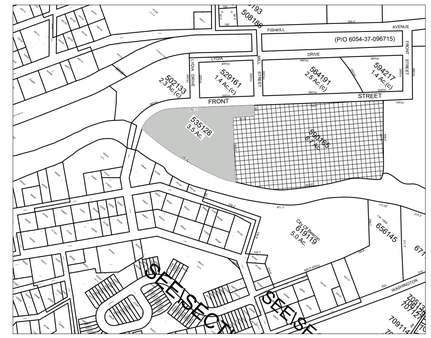
| | Required Setbacks Front | Side | Rear | Proposed Setbacks Front | Side | Rear | Minimum frontage on public street right-of-way | Proposed frontage on public street right-of-way | Minimum Site Area | Existing Site Area | Maximum Residential Development Potential | Proposed Number of Residential Units | Required Commercial Space | Proposed Commercial Space | Maximum Dwelling Size | Proposed Dwelling Size | Maximum Building Coverage | Proposed Building Coverage | Minimum Open Space | Proposed Open Space | Maximum Building Height | Proposed Building Height | Minimum setback from and buffer width along Fishkill Creek | Proposed setback from and buffer width along Fishkill Creek |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Zoning District** | | | | | | | | | | | | | | | | | | | | | | | | |
| **FCD** | 12' | 12' | 12' | 75.5' | 33.4' | 102.2' | 50 feet | 507.5 feet | 2 acres | 3.55 acres | 28 | 28 | 25% | 58% | 2,000 sf | 1,055 sf max | 35% | 20% | 30% | 80% | 3 stories / 40' | 2 stories / 40' | An average of 50 feet, but not less than 25 feet at any point | 102' minimum |




## Site Plan
Scale: 1" = 30'

NOTE:
THE SITE PLAN IS BASED ON INFORMATION FROM TEC LAND SURVEYING FROM THE SURVEY ENTITLED "SURVEY FOR PROPERTY PREPARED FOR BEACON LOFTS AND STORAGE LLC", DATED 12/12/2012

ADDITIONAL SURVEY INFORMATION SHOWING THE EXISTING GREENWAY TRAIL LAYOUT, EXISTING TREE LOCATIONS, AND SURROUNDING STRUCTURES IS FROM MJ ENGINEERING AND LAND SURVEYING, DATED 10/24/2022




## Location Map
Scale: 1" = 400'

### Zoning Summary

| | |
|---|---|
| Zoning District: | FCD (FISHKILL CREEK DEVELOPMENT) |
| Tax Map No.: | 6055-04-535128 |
| Lot Area: | 154.737 sf |
| Building Area: | 52,447 square feet (30,000 sf commercial + 22,447 sf Residential) |
| Historical Overlay District: | Yes |
| Parking Overlay District: | No |
| Existing Use: | Industrial (Vacant) |
| Proposed Uses: | Commercial (Artist Studio / Residential) |

### Land Use Compliance

| Use | Permitted / Required | Proposed |
|---|---|---|
| **Commercial** | 25% of building area | 58% of building area |
| **Residential** *Maximum number of dwelling units per acre of lot area, after deducting on all development proposals involving a total lot area of more than three acres any lot area with existing, predevelopment very steep slopes of 25% or more as defined in, covered by surface water, within a federal regulatory floodway, or within a state or federally regulated wetland: 11.* | 28 Dwelling Units | 28 Dwelling Units |

### Parking & Loading

| | | |
|---|---|---|
| **Residential** *1 space for each dwelling unit plus 1/4 space per bedroom* | 28 apartments + 28 bedrooms | 35 spaces |
| **Artist Studio** *1 space for each 500 square feet* | 30,000 sf | 60 spaces |
| | | |
| | | |
| ***Total Required Parking Spaces*** | | ***95 spaces required*** |
| **Total Proposed Parking Spaces** | | **66 spaces proposed** NOTE 1 |

**Notes:**

1. The Planning Board, at its February 2023 meeting, determined that 15 of the 95 required off-street parking spaces can be waived based on the Applicant's analysis of shared parking per Beacon Zoning Code Section 223-26 (C) (6).
2. The Applicant proposes to land bank 14 additional spaces based on interest expressed by tenants of the neighboring developed parcel in renting art studio space in the new building. The 15 land banked spaces can be built if required by the Building Inspector per the requirements of the Beacon Zoning Code Section 223-26 (E). Therefore, the number of parking spaces proposed to be constructed is 66.
3. The Fishkill Creek Development Zone requires that a minimum of 25% of the building area be an approved non-residential use. This project proposes 58% approved non-residential use.
4. The proposed section of Greenway Trail traversing the property follows the standard requirements for materials, dimensions, proximity to the Creek, screening from the proposed building. Due to the steep grades the trail has stairs in sections. Where practicable, the Trail and public park are accessible, as are the parking spaces and gate associated with the Trail. This is in accordance with the Greenway Trail Design Recommendations: *Design the trail to provide accessibility to outdoor enjoyment and education for users of all abilities.*
5. Signage will comply with the City of Beacon Zoning Code
6. Commercial Hours of Operation: 7am to 10pm

### Index of Drawings


| | |
|---|---|
| Sheet 1 of 11 | Site Plan |
| Sheet 2 of 11 | Existing Conditions / Survey |
| Sheet 3 of 11 | Landscape Plan |
| Sheet 4 of 11 | Building Plans and Images |
| Sheet 5 of 11 | Grading & Utility Plan |
| Sheet 6 of 11 | Erosion & Sediment Control Plan |
| Sheet 7 of 11 | Site Details |
| Sheet 8 of 11 | Stormwater Details |
| Sheet 9 of 11 | Water Details |
| Sheet 10 of 11 | Sewer Details |
| Sheet 11 of 11 | Erosion & Sediment Control Details |


# Site Plan Application
**Sheet 1 of 11 - Site Plan**


*Owner:*
**Fishkill Creek Development Corp.**
16 Squadron Boulevard
New City NY 10956

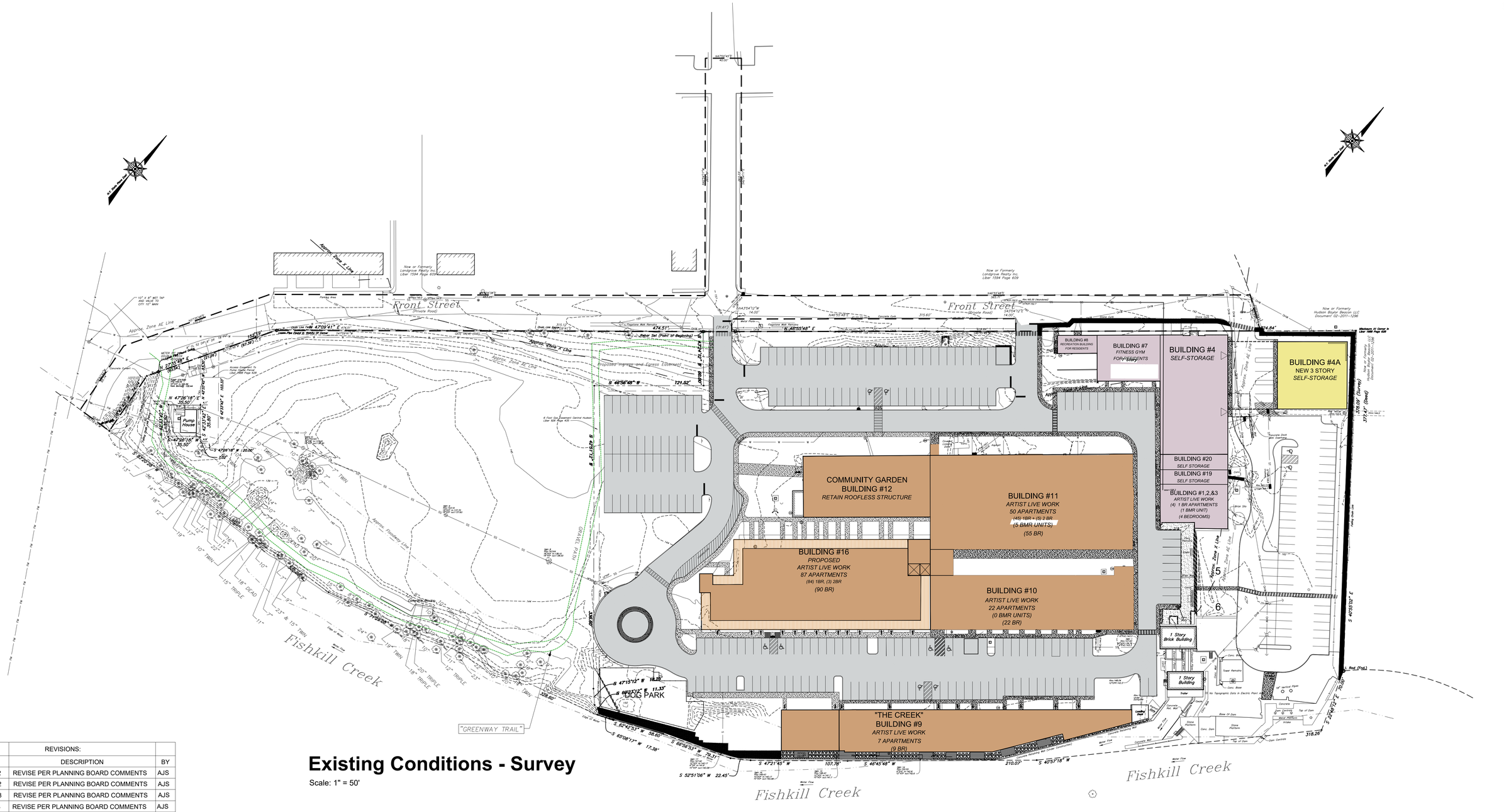
*Architect:*
**Aryeh Siegel, Architect**
84 Mason Circle
Beacon, New York 12508

*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

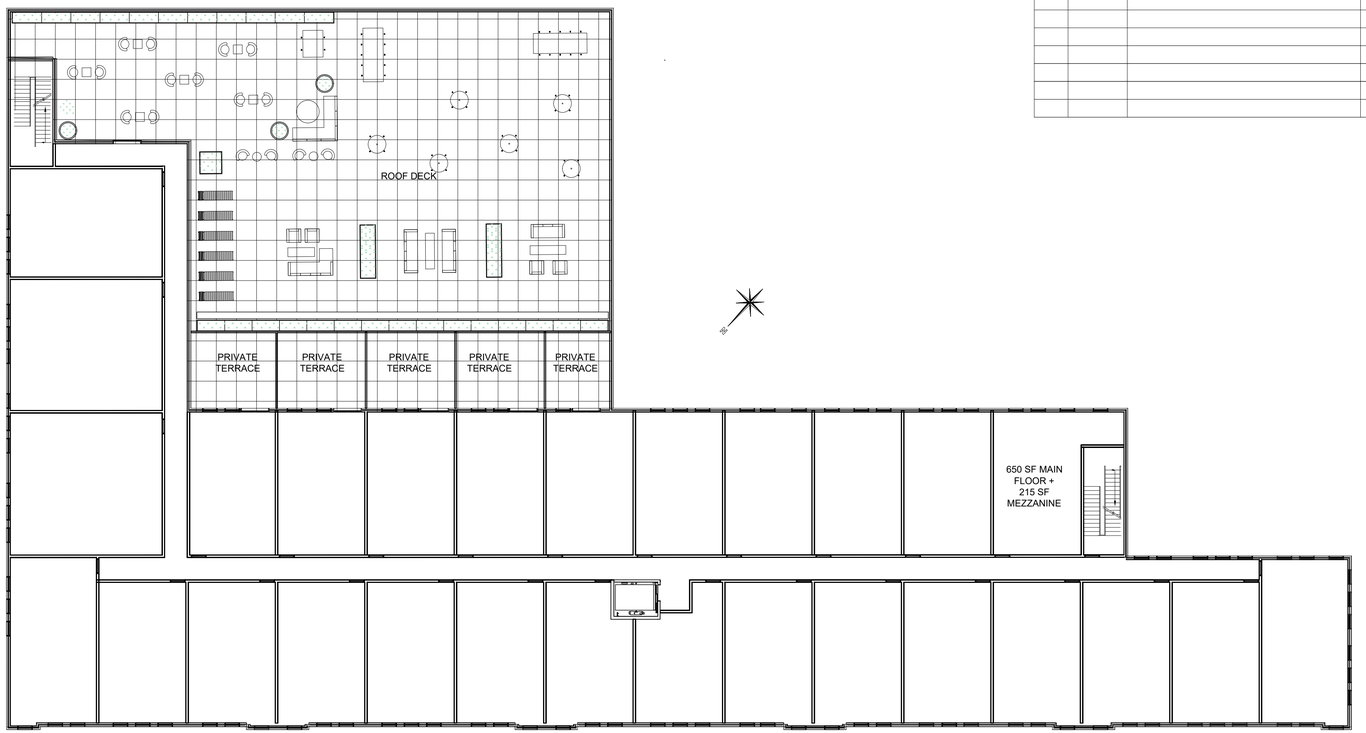
*Landscape Design:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508


## Beacon HIP Lofts and Studios
Beacon, New York
Scale: 1" = 30'
May 21, 2022


Front Street
(Private Road)
Front Street
(Private Road)
Approx. Zone AE Line
Approx. Zone X Line
Approx. Floodplain Line
Proposed Ingress and Egress Easement
"GREENWAY TRAIL"
Fishkill Creek
Fishkill Creek
Fishkill Creek
DOG PARK
COMMUNITY GARDEN
BUILDING #12
RETAIN ROOFLESS STRUCTURE
BUILDING #11
ARTIST LIVE WORK
50 APARTMENTS
(45) 1BR + (5) 2 BR
(5 BMR UNITS)
(55 BR)
BUILDING #16
PROPOSED
ARTIST LIVE WORK
87 APARTMENTS
(84) 1BR, (3) 2BR
(90 BR)
BUILDING #10
ARTIST LIVE WORK
22 APARTMENTS
(0 BMR UNITS)
(22 BR)
"THE CREEK"
BUILDING #9
ARTIST LIVE WORK
7 APARTMENTS
(9 BR)
BUILDING #8
RECREATION BUILDING
FOR RESIDENTS
BUILDING #7
FITNESS GYM
FOR RESIDENTS
BUILDING #4
SELF-STORAGE
BUILDING #4A
NEW 3 STORY
SELF-STORAGE
BUILDING #20
SELF STORAGE
BUILDING #19
SELF STORAGE
BUILDING #1,2,&3
ARTIST LIVE WORK
(4) 1 BR APARTMENTS
(1 BMR UNIT)
(4 BEDROOMS)
1 Story
Brick Building
1 Story
Building
Pump
House
Now or Formerly
Landgrove Realty Inc.
Liber 1594 Page 609
Now or Formerly
Hudson Styler Beacon, LLC
Document 02-2011-1296
Whitehouse, N. Corner
Liber 1900 Page 628
Now or Formerly
Hudson Styler Beacon, LLC
Document 02-2011-1296
Now or Formerly
Dutchess Rail Road Co.
Liber 1900 Page 628
Now or Formerly
Central Hudson Gas & Electric Corp.
Liber 1900 Page 628
Now or Formerly
Central Hudson Gas & Electric Corp.
Liber 1900 Page 628
Now or Formerly
Dutchess Rail Road Co.
Liber 1900 Page 628
Now or Formerly
6 Fishkill Gas Easement Central Hudson
Liber 928 Page 435
Now or Formerly
Access Easement To
Central Hudson Gas
Liber 2000 Page 623

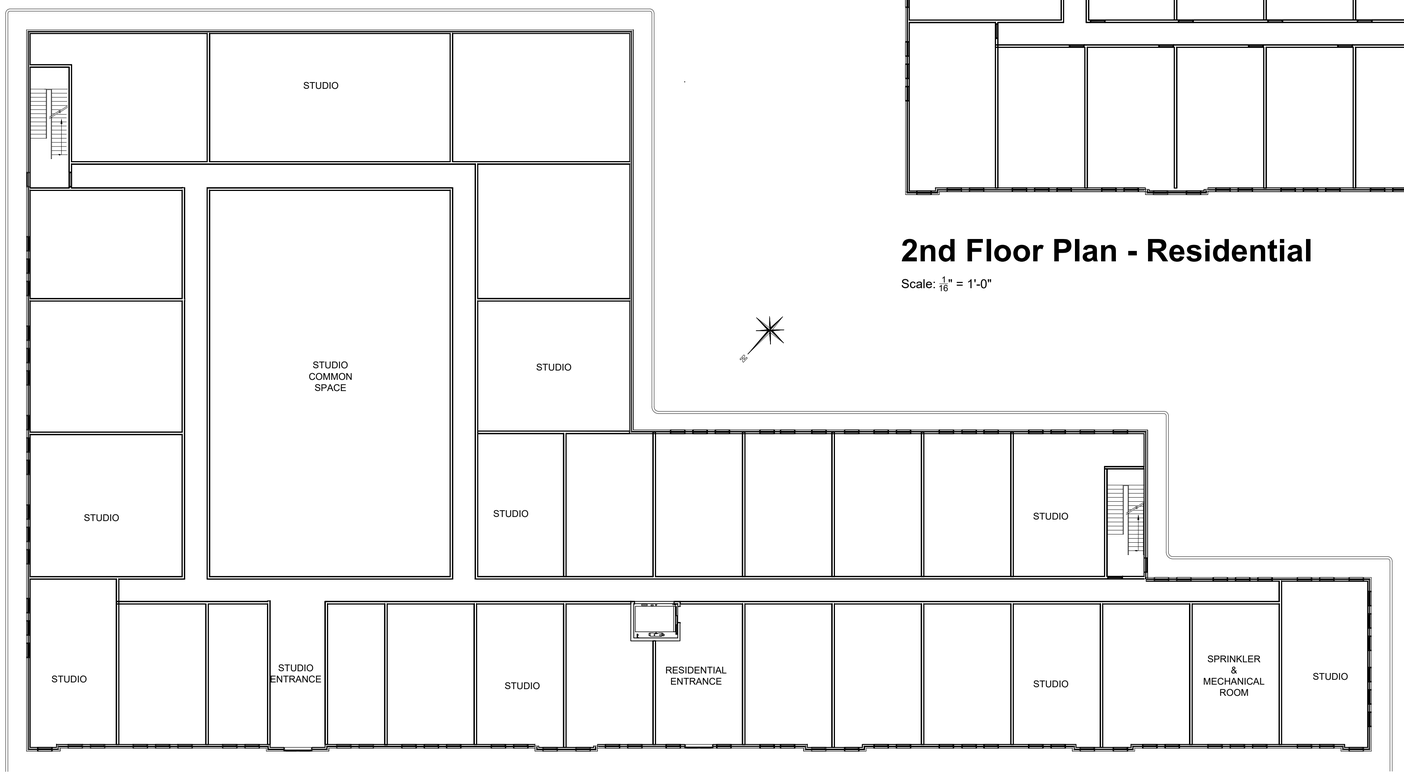
| | | REVISIONS: | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 2 | 12/27/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | NO CHANGE | AJS |

## View




## 2nd Floor Plan - Residential

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




## 1st Floor Plan - Commercial

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

## View

# Site Plan Application

**Sheet 4 of 11 - Building Plans & Images**

*Owner:*
**Fishkill Creek Development Corp.**
16 Squadron Boulevard
New City NY 10956

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

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

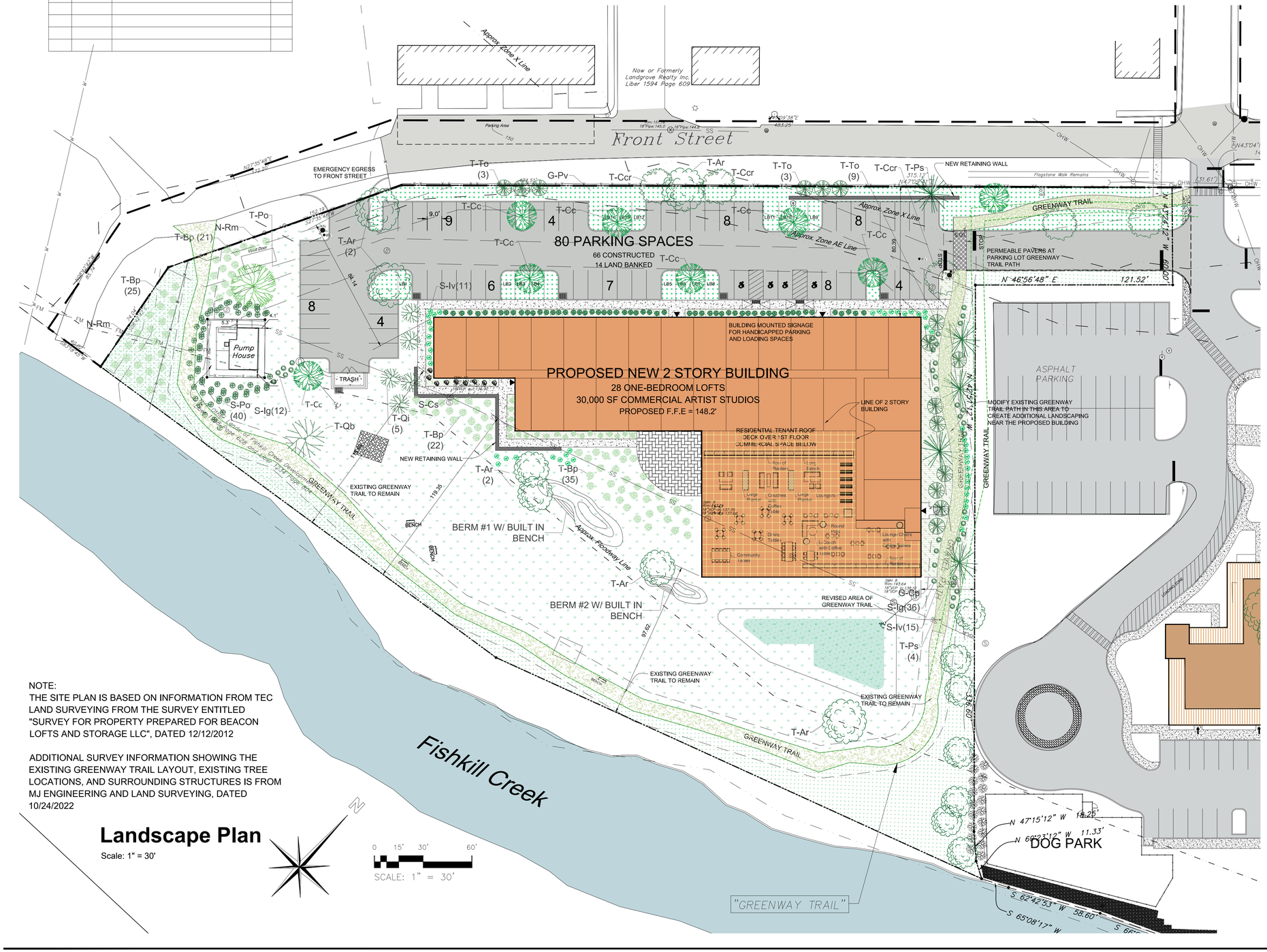
*Surveyor:*
**TEC Surveying**
831 Route 52, Suite 2C
Fishkill, New York 12524

*Landscape Design:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

## Beacon HIP Lofts and Studios

Beacon, New York
Scale: 1" = 20'
May 21, 2022

| NO. | DATE | REVISIONS: DESCRIPTION | BY |
|---|---|---|---|
| 1 | 10/25/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 2 | 12/27/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |




NOTE:
THE SITE PLAN IS BASED ON INFORMATION FROM TEC LAND SURVEYING FROM THE SURVEY ENTITLED "SURVEY FOR PROPERTY PREPARED FOR BEACON LOFTS AND STORAGE LLC", DATED 12/12/2012

ADDITIONAL SURVEY INFORMATION SHOWING THE EXISTING GREENWAY TRAIL LAYOUT, EXISTING TREE LOCATIONS, AND SURROUNDING STRUCTURES IS FROM MJ ENGINEERING AND LAND SURVEYING, DATED 10/24/2022

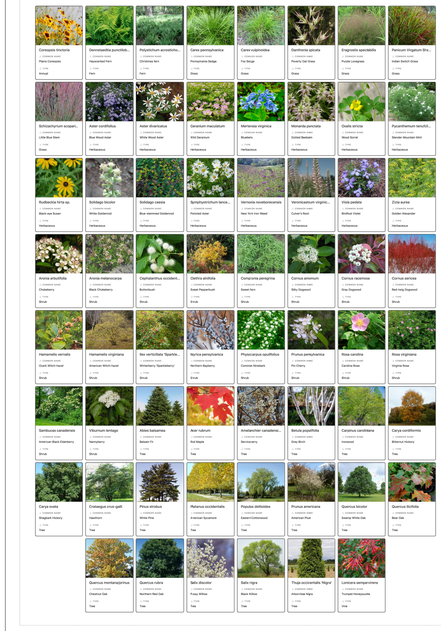
## Landscape Plan

Scale: 1" = 30'

# Planting Schedule

| Symbol | Quantity | Type | Botanical Name | Common Name | Size | Planting Time |
|---|---|---|---|---|---|---|
| **TREES** | | | | | | |
| T-Ab | 1 | Tree | Abies balsamea | Balsam Fir | 6' | spring/Fall |
| T-Ar | 6 | Tree | Acer rubrum | Red Maple | 1" | spring/Fall |
| T-Ac | 1 | Tree | Amelanchier canadensis | Serviceberry | 5-6' | spring/Fall |
| T-Bp | 106 | Tree | Betula populifolia | Grey Birch | bare root 2' | spring/Fall |
| T-Cc | 2 | Tree | Carpinus caroliniana | Ironwood | 1" | spring/Fall |
| T-Cco | 1 | Tree | Carya cordiformis | Bitternut Hickory | 1" | spring/Fall |
| T-Co | 1 | Tree | Carya ovata | Shagbark Hickory | 1" | spring/Fall |
| T-Ccr | 3 | Tree | Crataegus crus-galli | Hawthorn | 6-7' | spring/Fall |
| T-Py | 5 | Tree | Pinus strobus | White Pine | 7-8' | spring/Fall |
| T-Pa | 1 | Tree | Platanus occidentalis | American Sycamore | 1" | spring/Fall |
| T-Pd | 1 | Tree | Populus deltoides | Eastern Cottonwood | 1" | spring/Fall |
| T-Qb | 3 | Tree | Quercus bicolor | Swamp White Oak | 1" | spring/Fall |
| T-Qi | 5 | Tree | Quercus ilicifolia | Bear Oak | 1" | spring/Fall |
| T-Qm | 1 | Tree | Quercus montana/prinus | Chestnut Oak | 1" | spring/Fall |
| T-Qr | 1 | Tree | Quercus rubra | Northern Red Oak | 1" | spring/Fall |
| T-Sd | 1 | Tree | Salix discolor | Pussy Willow | 3 gal | spring/Fall |
| T-Sn | 1 | Tree | Salix nigra | Black Willow | 1" | spring/Fall |
| T-To | 15 | Tree | Thuja occidentalis 'nigra' | Arborvitae | 5-6' | spring/Fall |
| **SHRUBS** | | | | | | |
| S-Aa | 1 | Shrub | Aronia arbutifolia | Chokeberry | 3 gal | Spring/Fall |
| S-Am | 1 | Shrub | Aronia melanocarpa | Black Chokeberry | 3 gal | Spring/Fall |
| S-Ce | 1 | Shrub | Cephalanthus occidentalis | Buttonbush | 3 gal | Spring/Fall |
| S-Ca | 1 | Shrub | Clethra alnifolia | Sweet Pepperbush | 3 gal | Spring/Fall |
| S-Cp | 1 | Shrub | Comptonia peregrina | Sweet Fern | 1 gal | Spring/Fall |
| S-Cam | 1 | Shrub | Cornus amomum | Silky Dogwood | 3 gal | Spring/Fall |
| S-Cr | 1 | Shrub | Cornus racemosa | Gray Dogwood | 3 gal | Spring/Fall |
| S-Cs | 1 | Shrub | Cornus sericea | Red-twig Dogwood | 3 gal | Spring/Fall |
| S-Hv | 1 | Shrub | Hamamelis vernalis | Ozark Witch-hazel | 7 gal | Spring/Fall |
| S-Hvi | 1 | Shrub | Hamamelis virginiana | American Witch-hazel | 5-6' | Spring/Fall |
| S-Ig | 48 | Shrub | Ilex glabra | Inkberry | 5 gal | Spring/Fall |
| S-Iv | 15 | Shrub | Ilex verticillata 'Sparkleberry' | Winterberry 'Sparkleberry' | 5 gal | Spring/Fall |
| S-Mp | 1 | Shrub | Myrica pensylvanica | Northern Bayberry | 5 gal | Spring/Fall |
| S-Po | 21 | Shrub | Physocarpus opulifolius | Common Ninebark | 5 gal | Spring/Fall |
| S-Pp | 1 | Shrub | Prunus pensylvanica | Pin Cherry | 7 gal | Spring/Fall |
| S-Rc | 1 | Shrub | Rosa carolina | Carolina Rose | 3 gal | Spring/Fall |
| S-Rv | 1 | Shrub | Rosa virginiana | Virginia Rose | | Spring/Fall |
| S-Sc | 1 | Shrub | Sambucus canadensis | American Black Elderberry | 3 gal | Spring/Fall |
| S-Vl | 1 | Shrub | Viburnum lentago | Nannyberry | 7 gal | Spring/Fall |
| **VINES** | | | | | | |
| V-Ls | 1 | Vine | Lonicera sempervirens | Trumpet Honeysuckle | 1 gal | Spring/Fall |
| **WILDFLOWERS** | | | | | | |
| H-Ac | 1 | Herb | Aster cordifolius | Blue Wood Aster | plug | Spring/Sum/Fall |
| H-Ad | 1 | Herb | Aster divaricatus | White Wood Aster | plug | Spring/Sum/Fall |
| H-Gm | 1 | Herb | Geranium maculatum | Wild Geranium | plug | Spring/Sum/Fall |
| H-Mv | 1 | Herb | Mertensia virginica | Bluebells | plug | Spring/Sum/Fall |
| H-Mp | 1 | Herb | Monarda punctata | Dotted Beebalm | plug | Spring/Sum/Fall |
| H-Os | 1 | Herb | Oxalis stricta | Wood Sorrel | plug | Spring/Sum/Fall |
| H-Pt | 1 | Herb | Pycanthemum tenufolium | Slender Mountain Mint | plug | Spring/Sum/Fall |
| H-Rh | 1 | Herb | Rudbeckia hirta sp. | Black-eye Susan | plug | Spring/Sum/Fall |
| H-Sb | 1 | Herb | Solidago bicolor | White Goldenrod | plug | Spring/Sum/Fall |
| H-Sc | 1 | Herb | Solidago caesia | Blue-stemmed Goldenrod | plug | Spring/Sum/Fall |
| H-Sl | 1 | Herb | Symphyotrichum lanceolatum | Panicled Aster | plug | Spring/Sum/Fall |
| H-Vn | 1 | Herb | Vernonia noveboracensis | New York Iron Weed | plug | Spring/Sum/Fall |
| H-Vv | 1 | Herb | Veronicastrum virginicum | Culver's Root | plug | Spring/Sum/Fall |
| H-Vp | 1 | Herb | Viola pedata | Birdfoot Violet | plug | Spring/Sum/Fall |
| H-Za | 1 | Herb | Zizia aurea | Golden Alexander | plug | Spring/Sum/Fall |
| **GRASSES** | | | | | | |
| G-Cp | 1 | Grass | Carex pennsylvanica | Pennsylvania Sedge | plug | Spring/Fall |
| G-Cv | 1 | Grass | Carex vulpinoidea | Fox Sedge | plug | Spring/Fall |
| G-Ds | 1 | Grass | Danthonia spicata | Poverty Oat Grass | plug | Spring/Sum/Fall |
| G-Es | 1 | Grass | Eragrostis spectabilis | Purple Lovegrass | plug | Spring/Sum/Fall |
| G-Pv | 1 | Grass | Panicum Virgatum 'Shenandoah' | Indian Switch Grass | plug | Spring/Sum/Fall |
| G-Ss | 1 | Grass | Schizachyrium scoparium | Little Blue Stem | plug | Spring/Fall |
| G-EG | 1 | Grass | Eco Grass Lawn Alternative | Fescue Mix | Seed | Spring/Fall |
| **FERNS** | | | | | | |
| F-Dp | 1 | Fern | Dennstaedtia punctilobula | Hayscented Fern | 1 gal | Spring/Fall |
| F-Pa | 1 | Fern | Polystichum acrostichoides | Christmas fern | 1 gal | Spring/Fall |
| **ANNUALS** | | | | | | |
| A-Cl | 1 | Annual | Coreopsis tinctoria | Plains Coreopsis | Seed | Spring/Sum/Fall |
| | 1 | Annual | Covercrops to stabilize soil | Wheat in Fall/Oat in Spring | Seed | Any Season |
| **SEED MIXES** | | | | | | |
| M-WM | 1 | Mix | Woodland Mix | | | |
| M-DRMM | 1 | Mix | Deer Resistant Meadow Mix | | | |
| M-BM | 1 | Mix | Bioretention Mix | | | |
| M-CBRM | 1 | Mix | Creek Bank Restoration Mix | | | |

## Illustrated Plant List



# Site Plan Application

**Sheet 3 of 11 - Landscape Plan**

*Owner:*
**Fishkill Creek Development Corp.**
16 Squadron Boulevard
New City NY 10956

*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 Design:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

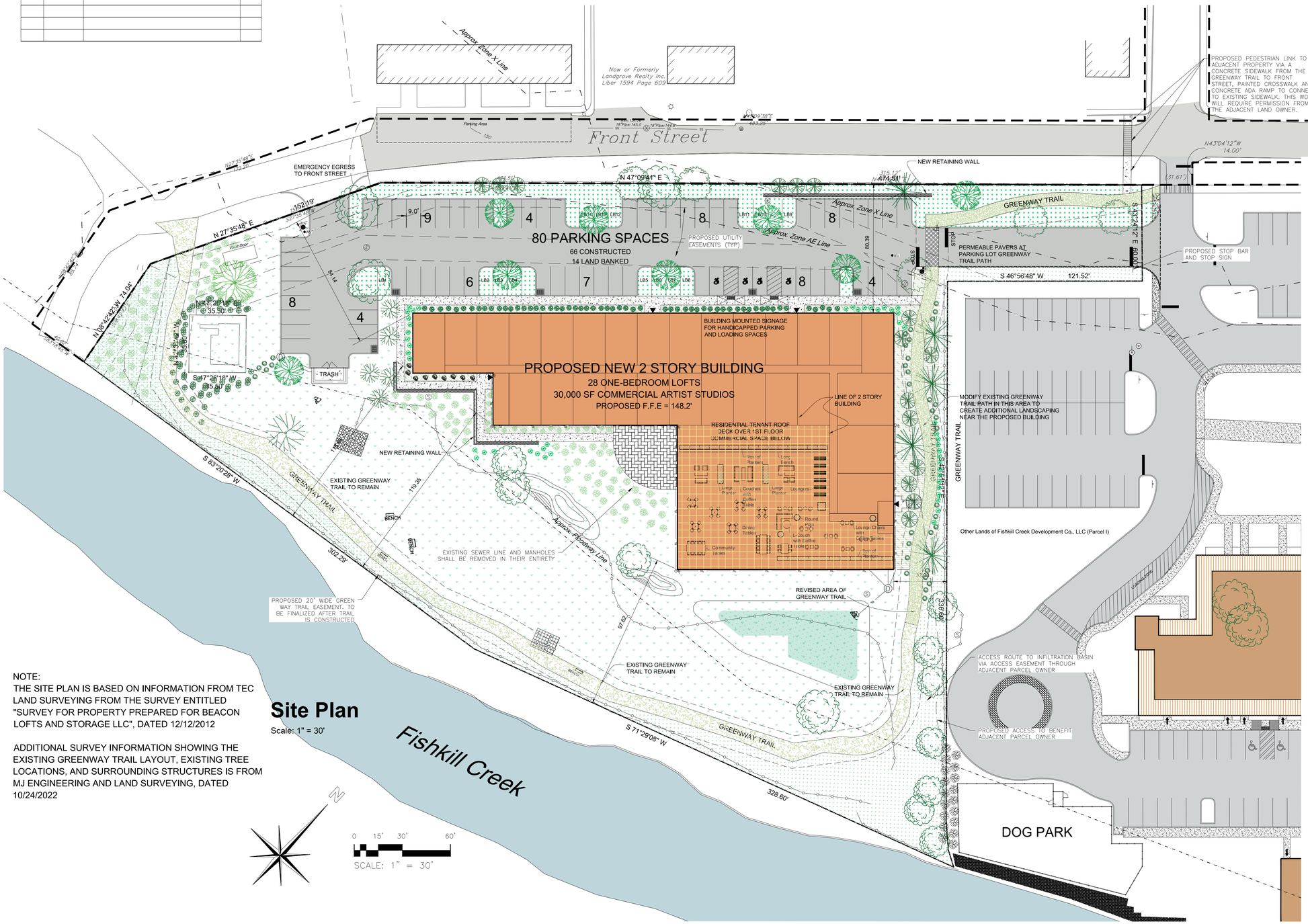
# Beacon HIP Lofts and Studios

Beacon, New York
Scale: 1" = 30'
May 21, 2022

| NO. | DATE | REVISIONS: DESCRIPTION | BY |
|---|---|---|---|
| 1 | 10/25/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 2 | 12/27/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |

Zoning Regulations Table

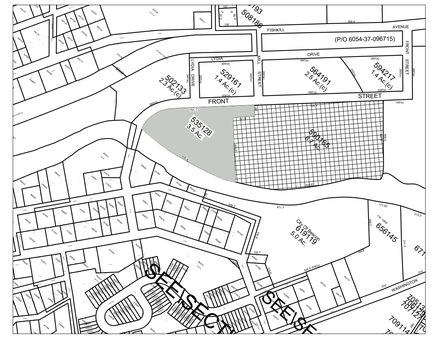
| | Required Setbacks | | | Proposed Setbacks | | | Minimum frontage on public street right-of-way | Proposed frontage on public street right-of-way | Minimum Site Area | Existing Site Area | Maximum Residential Development Potential | Proposed Number of Residential Units | Required Commercial Space | Proposed Commercial Space | Maximum Dwelling Size | Proposed Dwelling Size | Maximum Building Coverage | Proposed Building Coverage | Minimum Open Space | Proposed Open Space | Maximum Building Height | Proposed Building Height | Minimum setback from and buffer width along Fishkill Creek | Proposed setback from and buffer width along Fishkill Creek |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Front | Side | Rear | Front | Side | Rear | | | | | | | | | | | | | | | | | | |
| **Zoning District** | | | | | | | | | | | | | | | | | | | | | | | | |
| **FCD** | 12' | 12' | 12' | 75.5' | 33.4' | 102.2' | 50 feet | 507.5 feet | 2 acres | 3.55 acres | 28 | 28 | 25% | 58% | 2,000 sf | 1,055 sf max | 35% | 20% | 30% | 80% | 3 stories / 40' | 2 stories / 40' | An average of 50 feet, but not less than 25 feet at any point | 102' minimum |

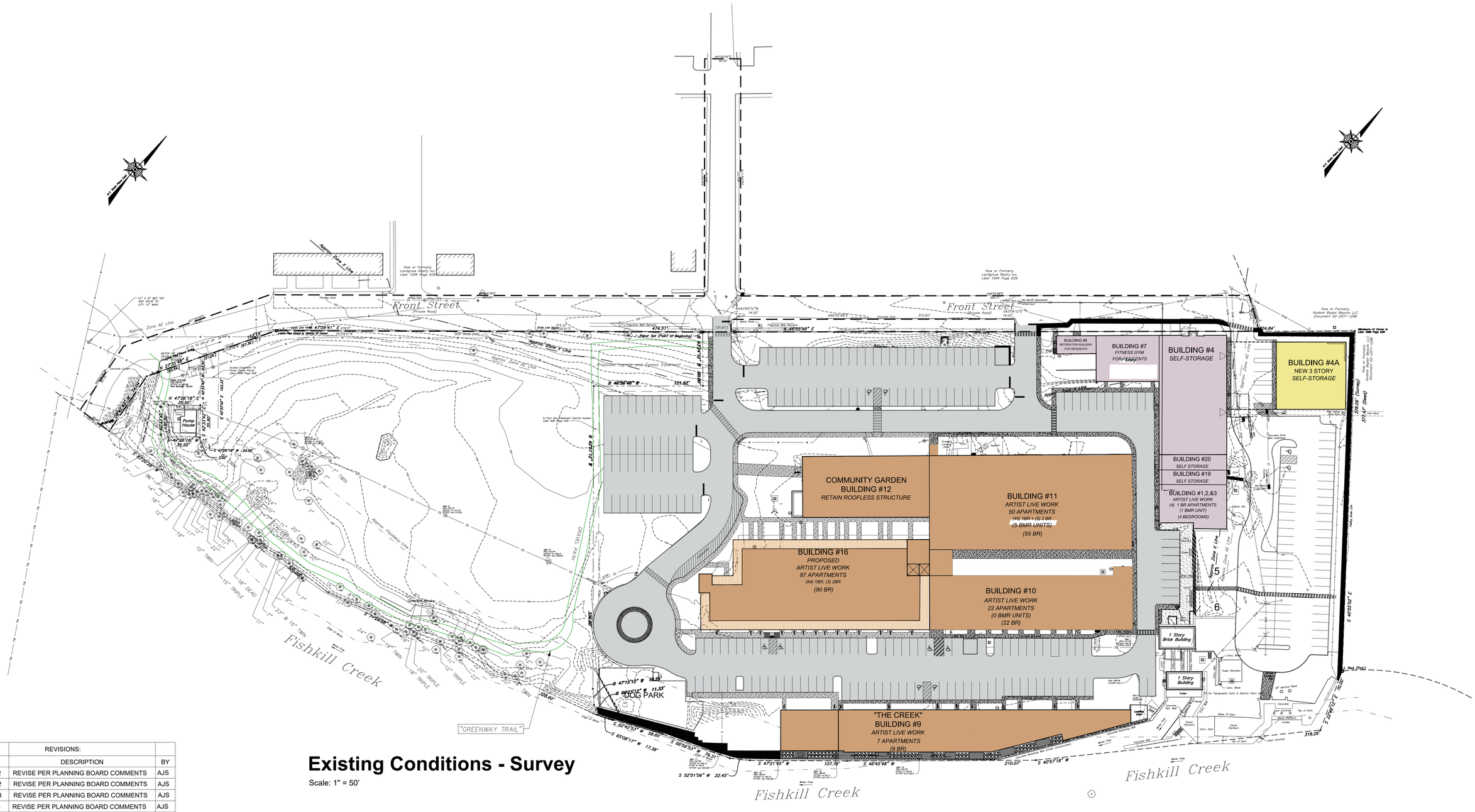



## Site Plan
Scale: 1" = 30'

NOTE:
THE SITE PLAN IS BASED ON INFORMATION FROM TEC LAND SURVEYING FROM THE SURVEY ENTITLED "SURVEY FOR PROPERTY PREPARED FOR BEACON LOFTS AND STORAGE LLC", DATED 12/12/2012

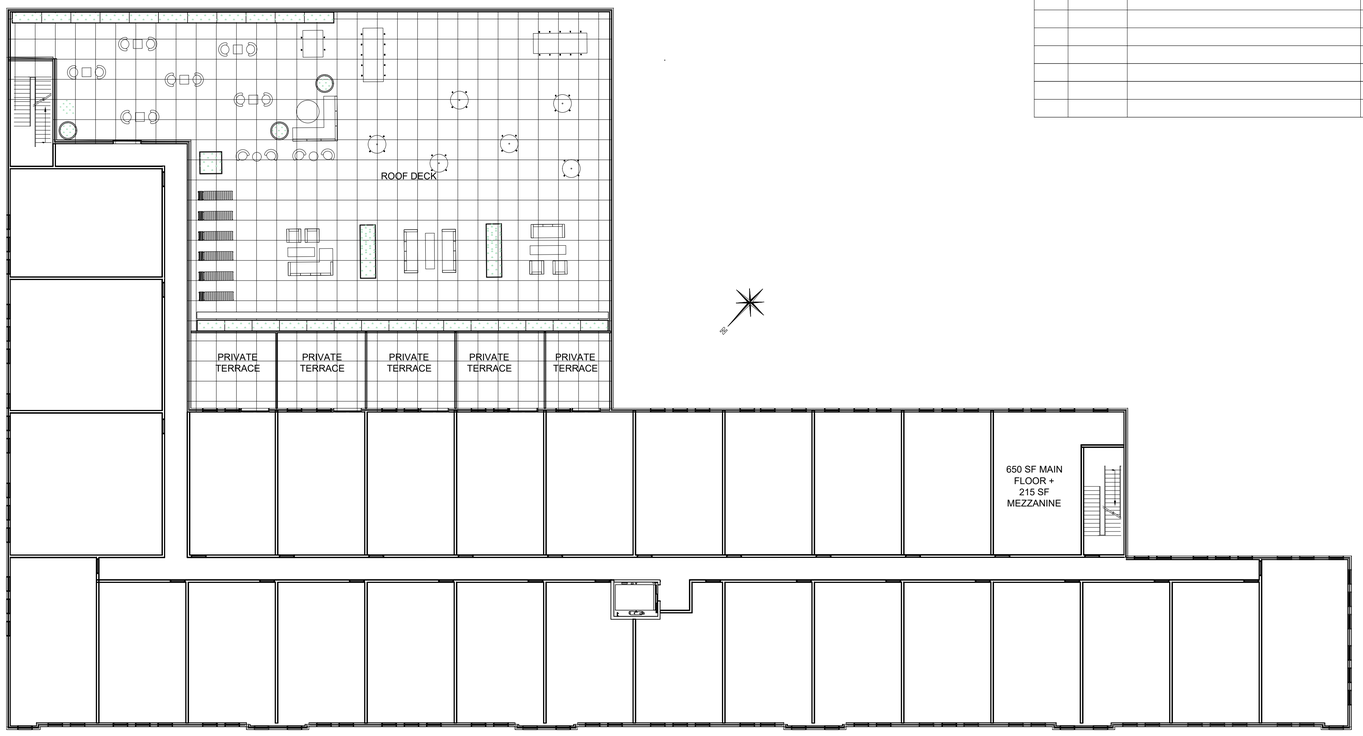
ADDITIONAL SURVEY INFORMATION SHOWING THE EXISTING GREENWAY TRAIL LAYOUT, EXISTING TREE LOCATIONS, AND SURROUNDING STRUCTURES IS FROM MJ ENGINEERING AND LAND SURVEYING, DATED 10/24/2022


(P/O 6054-37-096715)
FISHKILL
AVENUE
DRIVE
FRONT
STREET
6054-37-096715
2.34 Ac.±
6054-37-096715
1.4 Ac.±(P/O)
6054-37-096715
1.4 Ac.±(P/O)
6054-37-096217
1.4 Ac.±(P/O)
6054-28-535128
3.5 Ac.±
6054-28-535128
6.5 Ac.±
6054-28-535128
6.5 Ac.±
6054-28-656145
6054-28-656145
6054-28-656145


Front Street
(Private Road)
Front Street
(Private Road)
Approx. Zone AE Line
Approx. Zone X Line
Approx. Floodplain Line
Proposed Ingress and Egress Easement
Now or Formerly
Landgrove Realty Inc.
Liber 1594 Page 609
Now or Formerly
Hudson Beyer Beacon, LLC
Document 02-2011-1296
Whitehorse 11 Corner
Liber 1665 Page 628
Now or Formerly
Hudson Beyer Beacon, LLC
Document 02-2011-1296
Pump House
DOG PARK
"GREENWAY TRAIL"
Fishkill Creek
Fishkill Creek
Fishkill Creek
COMMUNITY GARDEN
BUILDING #12
RETAIN ROOFLESS STRUCTURE
BUILDING #11
ARTIST LIVE WORK
50 APARTMENTS
(45) 1BR + (5) 2 BR
(5 BMR UNITS)
(55 BR)
BUILDING #16
PROPOSED
ARTIST LIVE WORK
87 APARTMENTS
(84) 1BR, (3) 2BR
(90 BR)
BUILDING #10
ARTIST LIVE WORK
22 APARTMENTS
(0 BMR UNITS)
(22 BR)
"THE CREEK"
BUILDING #9
ARTIST LIVE WORK
7 APARTMENTS
(9 BR)
BUILDING #8
RECREATION BUILDING
FOR RESIDENTS
BUILDING #7
FITNESS GYM
FOR RESIDENTS
BUILDING #4
SELF-STORAGE
BUILDING #4A
NEW 3 STORY
SELF-STORAGE
BUILDING #20
SELF STORAGE
BUILDING #19
SELF STORAGE
BUILDING #1,2,&3
ARTIST LIVE WORK
(4) 1 BR APARTMENTS
(1 BMR UNIT)
(4 BEDROOMS)
1 Story
Brick Building
1 Story
Building
Trailer
Loading Dock
Concrete Dock with Overhang
Concrete Dock
Stone Platform
Stone Platform
Concrete Wall
Concrete Retaining Wall (Under Construction)
Concrete Retaining Wall (Under Construction)
Water Flow
Water Flow
Water Flow
Top of Dam
Base Of Dam
Top of Dam
Base Of Dam
Gate Control
Gate Control
Metal Platform
Inlet
Tower Remains
Conc. Base
No Topographic Data in Electric Plant
24" Vertical Pipe
Concrete Wall
Conc. Dam
Conc. Wall
Conc. Wall
Conc. Wall
Fence
Fence
Fence

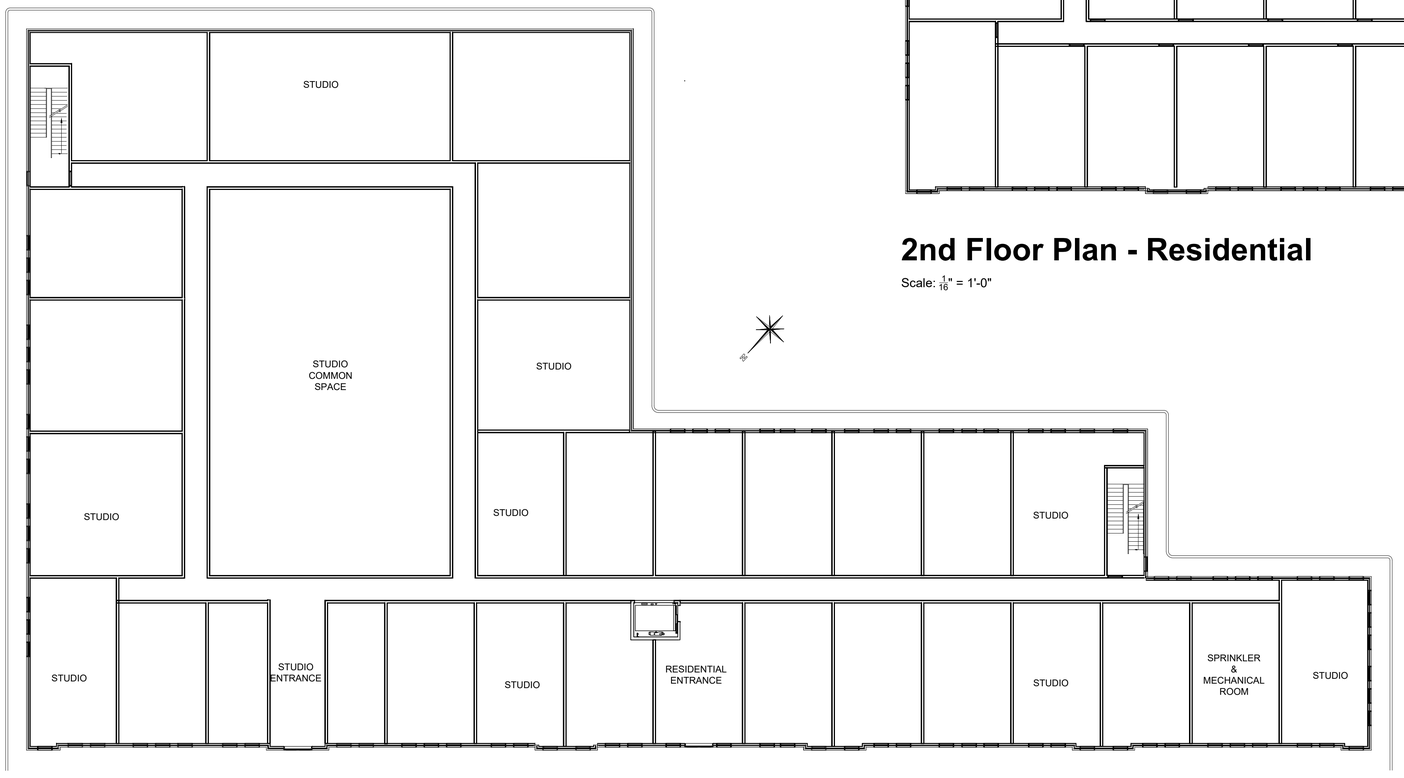
| | | REVISIONS: | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 2 | 12/27/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 3 | 01/31/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |
| 4 | 02/28/23 | NO CHANGE | AJS |

**View**




## 2nd Floor Plan - Residential

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




## 1st Floor Plan - Commercial

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

**View**

# Site Plan Application

**Sheet 4 of 12 - Building Plans & Images**

*Owner:*
**Fishkill Creek Development Corp.**
16 Squadron Boulevard
New City NY 10956

*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 Design:*
**Landscape Restorations**
7 Creek Drive
Beacon, New York 12508

**Beacon HIP Lofts and Studios**
Beacon, New York
Scale: 1" = 20'
May 21, 2022

| | | REVISIONS: | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | REVISE PER PLANNING BOARD COMMENTS | AJS |
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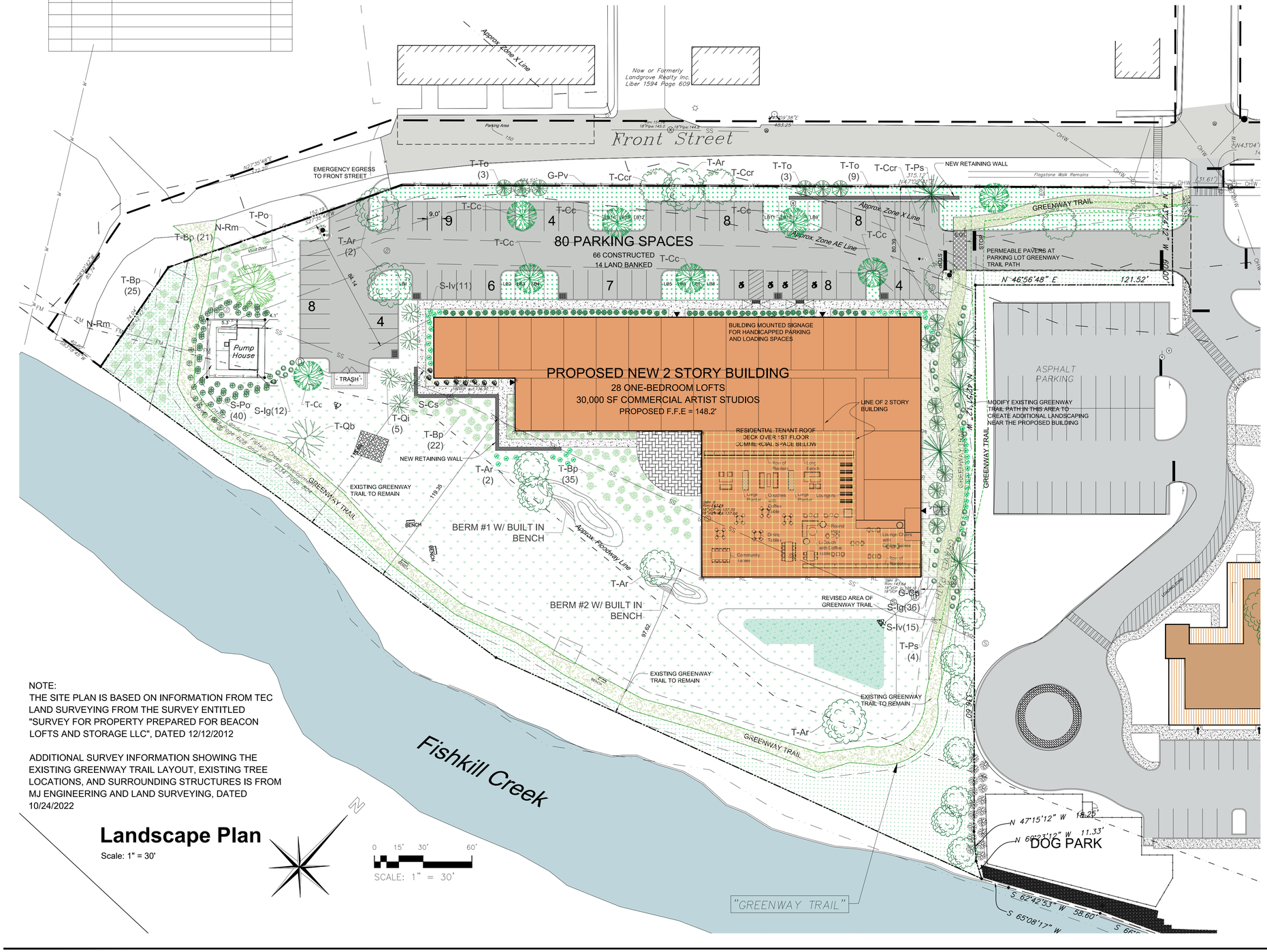
| 4 | 02/28/23 | REVISE PER PLANNING BOARD COMMENTS | AJS |

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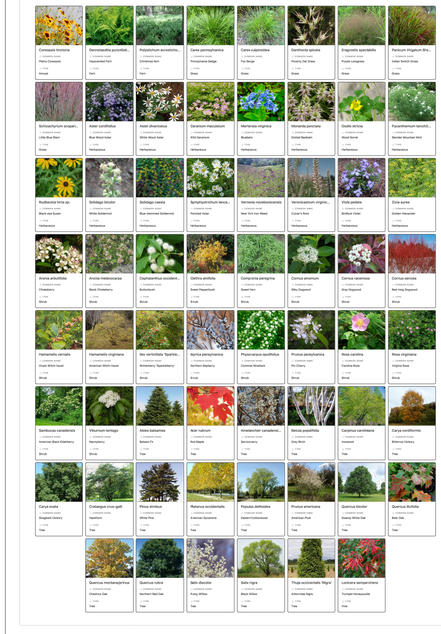
## Landscape Plan

Scale: 1" = 30'

# Planting Schedule

| Symbol | Quantity | Type | Botanical Name | Common Name | Size | Planting Time |
|---|---|---|---|---|---|---|
| **TREES** | | | | | | |
| T-Ab | 1 | Tree | Abies balsamea | Balsam Fir | 6' | spring/Fall |
| T-Ar | 6 | Tree | Acer rubrum | Red Maple | 1" | spring/Fall |
| T-Ac | 1 | Tree | Amelanchier canadensis | Serviceberry | 5-6' | spring/Fall |
| T-Bp | 106 | Tree | Betula populifolia | Grey Birch | bare root 2' | spring/Fall |
| T-Cc | 2 | Tree | Carpinus caroliniana | Ironwood | 1" | spring/Fall |
| T-Cco | 1 | Tree | Carya cordiformis | Bitternut Hickory | 1" | spring/Fall |
| T-Co | 1 | Tree | Carya ovata | Shagbark Hickory | 1" | spring/Fall |
| T-Ccr | 3 | Tree | Crataegus crus-galli | Hawthorn | 6-7' | spring/Fall |
| T-Ps | 5 | Tree | Pinus strobus | White Pine | 7-8' | spring/Fall |
| T-Pa | 1 | Tree | Platanus occidentalis | American Sycamore | 1" | spring/Fall |
| T-Pd | 1 | Tree | Populus deltoides | Eastern Cottonwood | 1" | spring/Fall |
| T-Qb | 3 | Tree | Quercus bicolor | Swamp White Oak | 1" | spring/Fall |
| T-Qi | 5 | Tree | Quercus ilicifolia | Bear Oak | 1" | spring/Fall |
| T-Qm | 1 | Tree | Quercus montana/prinus | Chestnut Oak | 1" | spring/Fall |
| T-Qr | 1 | Tree | Quercus rubra | Northern Red Oak | 1" | spring/Fall |
| T-Sd | 1 | Tree | Salix discolor | Pussy Willow | 3 gal | spring/Fall |
| T-Sn | 1 | Tree | Salix nigra | Black Willow | 1" | spring/Fall |
| T-To | 15 | Tree | Thuja occidentalis 'nigra' | Arborvitae | 5-6' | spring/Fall |
| **SHRUBS** | | | | | | |
| S-Aa | 1 | Shrub | Aronia arbutifolia | Chokeberry | 3 gal | Spring/Fall |
| S-Am | 1 | Shrub | Aronia melanocarpa | Black Chokeberry | 3 gal | Spring/Fall |
| S-Ce | 1 | Shrub | Cephalanthus occidentalis | Buttonbush | 3 gal | Spring/Fall |
| S-Ca | 1 | Shrub | Clethra alnifolia | Sweet Pepperbush | 3 gal | Spring/Fall |
| S-Cp | 1 | Shrub | Comptonia peregrina | Sweet Fern | 1 gal | Spring/Fall |
| S-Cam | 1 | Shrub | Cornus amomum | Silky Dogwood | 3 gal | Spring/Fall |
| S-Cr | 1 | Shrub | Cornus racemosa | Gray Dogwood | 3 gal | Spring/Fall |
| S-Cs | 1 | Shrub | Cornus sericea | Red-twig Dogwood | 3 gal | Spring/Fall |
| S-Hv | 1 | Shrub | Hamamelis vernalis | Ozark Witch-hazel | 7 gal | Spring/Fall |
| S-Hvi | 1 | Shrub | Hamamelis virginiana | American Witch-hazel | 5-6' | Spring/Fall |
| S-Ig | 48 | Shrub | Ilex glabra | Inkberry | 5 gal | Spring/Fall |
| S-Iv | 15 | Shrub | Ilex verticillata 'Sparkleberry' | Winterberry 'Sparkleberry' | 5 gal | Spring/Fall |
| S-Mp | 1 | Shrub | Myrica pensylvanica | Northern Bayberry | 5 gal | Spring/Fall |
| S-Po | 21 | Shrub | Physocarpus opulifolius | Common Ninebark | 5 gal | Spring/Fall |
| S-Pp | 1 | Shrub | Prunus pensylvanica | Pin Cherry | 7 gal | Spring/Fall |
| S-Rc | 1 | Shrub | Rosa carolina | Carolina Rose | 3 gal | Spring/Fall |
| S-Rv | 1 | Shrub | Rosa virginiana | Virginia Rose | | Spring/Fall |
| S-Sc | 1 | Shrub | Sambucus canadensis | American Black Elderberry | 3 gal | Spring/Fall |
| S-Vl | 1 | Shrub | Viburnum lentago | Nannyberry | 7 gal | Spring/Fall |
| **VINES** | | | | | | |
| V-Ls | 1 | Vine | Lonicera sempervirens | Trumpet Honeysuckle | 1 gal | Spring/Fall |
| **WILDFLOWERS** | | | | | | |
| H-Ac | 1 | Herb | Aster cordifolius | Blue Wood Aster | plug | Spring/Sum/Fall |
| H-Ad | 1 | Herb | Aster divaricatus | White Wood Aster | plug | Spring/Sum/Fall |
| H-Gm | 1 | Herb | Geranium maculatum | Wild Geranium | plug | Spring/Sum/Fall |
| H-Mv | 1 | Herb | Mertensia virginica | Bluebells | plug | Spring/Sum/Fall |
| H-Mp | 1 | Herb | Monarda punctata | Dotted Beebalm | plug | Spring/Sum/Fall |
| H-Os | 1 | Herb | Oxalis stricta | Wood Sorrel | plug | Spring/Sum/Fall |
| H-Pt | 1 | Herb | Pycanthemum tenufolium | Slender Mountain Mint | plug | Spring/Sum/Fall |
| H-Rh | 1 | Herb | Rudbeckia hirta sp. | Black-eye Susan | plug | Spring/Sum/Fall |
| H-Sb | 1 | Herb | Solidago bicolor | White Goldenrod | plug | Spring/Sum/Fall |
| H-Sc | 1 | Herb | Solidago caesia | Blue-stemmed Goldenrod | plug | Spring/Sum/Fall |
| H-Sl | 1 | Herb | Symphyotrichum lanceolatum | Panicled Aster | plug | Spring/Sum/Fall |
| H-Vn | 1 | Herb | Vernonia noveboracensis | New York Iron Weed | plug | Spring/Sum/Fall |
| H-Vv | 1 | Herb | Veronicastrum virginicum | Culver's Root | plug | Spring/Sum/Fall |
| H-Vp | 1 | Herb | Viola pedata | Birdfoot Violet | plug | Spring/Sum/Fall |
| H-Za | 1 | Herb | Zizia aurea | Golden Alexander | plug | Spring/Sum/Fall |
| **GRASSES** | | | | | | |
| G-Cp | 1 | Grass | Carex pennsylvanica | Pennsylvania Sedge | plug | Spring/Fall |
| G-Cv | 1 | Grass | Carex vulpinoidea | Fox Sedge | plug | Spring/Fall |
| G-Ds | 1 | Grass | Danthonia spicata | Poverty Oat Grass | plug | Spring/Sum/Fall |
| G-Es | 1 | Grass | Eragrostis spectabilis | Purple Lovegrass | plug | Spring/Sum/Fall |
| G-Pv | 1 | Grass | Panicum Virgatum Shenandoah | Indian Switch Grass | plug | Spring/Sum/Fall |
| G-Ss | 1 | Grass | Schizachyrium scoparium | Little Blue Stem | plug | Spring/Fall |
| G-EG | 1 | Grass | Eco Grass Lawn Alternative | Fescue Mix | Seed | Spring/Fall |
| **FERNS** | | | | | | |
| F-Dp | 1 | Fern | Dennstaedtia punctilobula | Hayscented Fern | 1 gal | Spring/Fall |
| F-Pa | 1 | Fern | Polystichum acrostichoides | Christmas fern | 1 gal | Spring/Fall |
| **ANNUALS** | | | | | | |
| A-Cl | 1 | Annual | Coreopsis tinctoria | Plains Coreopsis | Seed | Spring/Sum/Fall |
| | 1 | Annual | Covercrops to stabilize soil | Wheat in Fall/Oat in Spring | Seed | Any Season |
| **SEED MIXES** | | | | | | |
| M-WM | 1 | Mix | Woodland Mix | | | |
| M-DRMM | 1 | Mix | Deer Resistant Meadow Mix | | | |
| M-BM | 1 | Mix | Bioretention Mix | | | |
| M-CBRM | 1 | Mix | Creek Bank Restoration Mix | | | |

## Illustrated Plant List



# Site Plan Application

**Sheet 3 of 12 - Landscape Plan**

*Owner:*
**Fishkill Creek Development Corp.**
16 Squadron Boulevard
New City NY 10956

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

*Site / Civil Engineer:*
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Beacon, New York 12508

*Surveyor:*
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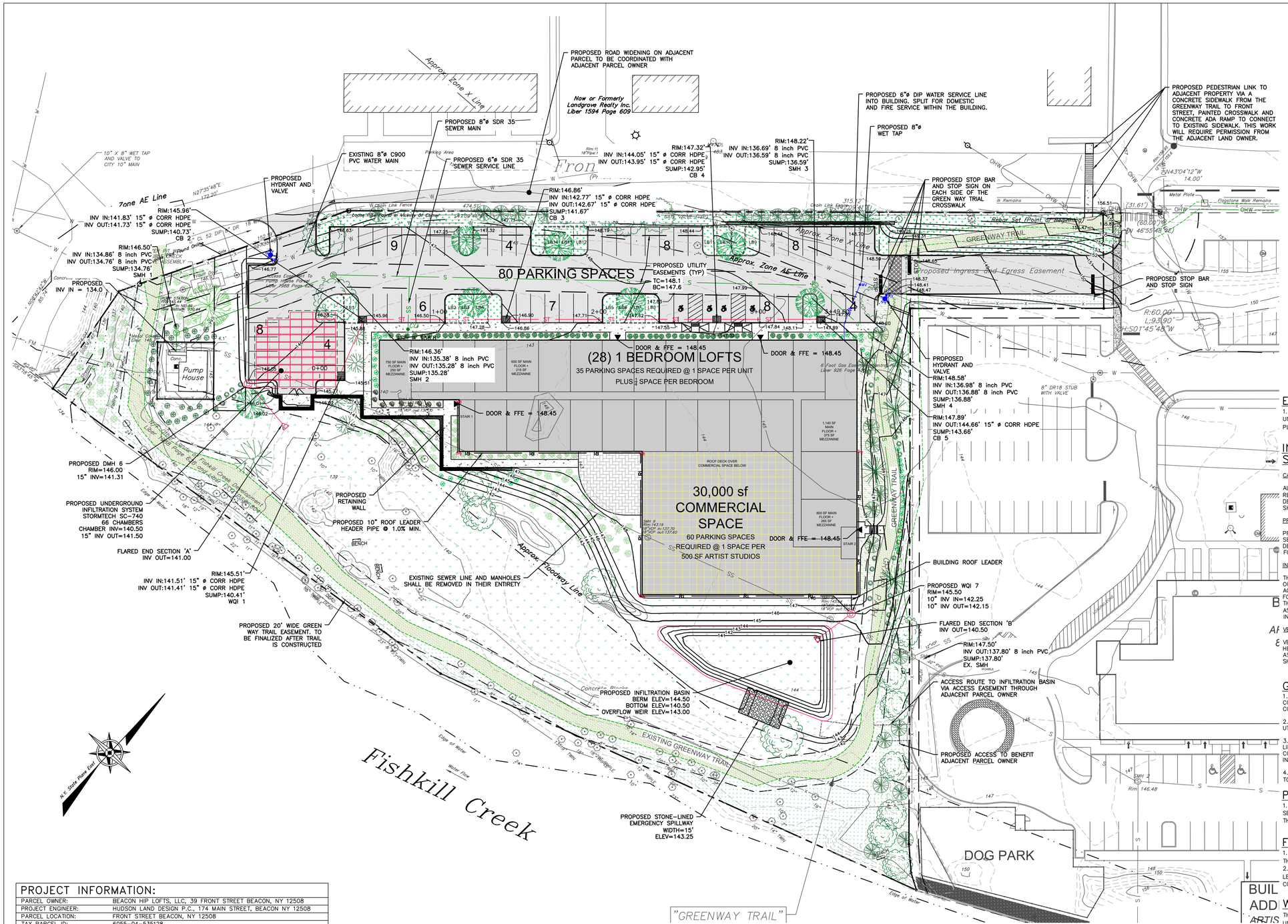
Beacon, New York 12508

# Beacon HIP Lofts and Studios

Beacon, New York
Scale: 1" = 30'
May 21, 2022




## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING STREAM
- EXISTING WETLAND BOUNDARY
- 100' WETLAND BUFFER
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING TREE LINE
- EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- EXISTING SEWER SERVICE LINE
- EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- EXISTING WATER LINE
- EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- PROPOSED SEWER LINE
- PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED SDS LATERAL
- PROPOSED SDS SOLID LINE
- PROPOSED STORM WATER LINE
- PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED WATER VALVE

## EXISTING UNDERGROUND UTILITY NOTES:

1. CONTRACTOR SHALL DIG TEST PITS TO VERIFY LOCATION, SIZE AND PIPE MATERIAL OF EXISTING UNDERGROUND UTILITIES. IF ANY EXISTING UTILITIES ARE NOT IN THE LOCATION WHERE THEY ARE SHOWN ON THE PLAN, IT SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY.

## INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES

CATCH BASINS AND PIPING:

ALL CATCH BASINS SHALL BE INSPECTED AFTER EACH STORM EVENT FOR SEDIMENT ACCUMULATION, AND DEBRIS, AND REMOVE AS NECESSARY. WHEN SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN SUMP REACHES 1/2 OF THE SUMP DEPTH, IT SHALL BE REMOVED. ASSOCIATED PIPING SHALL BE INSPECTED ANNUALLY AND ACCUMULATED SEDIMENT SHALL BE REMOVED AS NEEDED.

PRE-TREATMENT FOREBAYS AND PLUNGE POOLS:

PRE-TREATMENT FOREBAYS OR PLUNGE POOLS SHALL BE INSPECTED ANNUALLY FOR OVERALL PERFORMANCE AND SEDIMENT ACCUMULATION. SEDIMENT SHALL BE REMOVED WHEN SEDIMENT ACCUMULATION REACHES 50% OF THE DESIGN CAPACITY VOLUME. INSPECTION CHECKLISTS FOR INFILTRATION, PEA-GRAVEL DIAPHRAGMS AND SEDIMENT FOREBAYS ARE INCLUDED IN APPENDIX O.

INFILTRATION BASIN:

THE INFILTRATION BASIN SHALL BE INSPECTED MONTHLY FOR SEDIMENT AND DEBRIS ACCUMULATION. INFLOW PIPES, OUTLET STRUCTURES AND SPILLWAYS SHOULD ALSO BE INSPECTED FOR SEDIMENT AND DEBRIS MONTHLY. ANY ACCUMULATED SEDIMENT OR DEBRIS SHOULD BE REMOVED AS NECESSARY. PLANTINGS SHALL BE INSPECTED MONTHLY FOR HEIGHT, FERTILIZER, QUANTITY AND UNAUTHORIZED INVASIVE OR INAPPROPRIATE SPECIES. AFTER STORM EVENTS, THE INFILTRATION BASIN DEWATERING DURATION SHOULD ALSO BE MONITORED. THE BASIN FLOOR SHALL BE MOWED AS REQUIRED; HOWEVER, THE GRASS HEIGHT SHALL NOT EXCEED 18". SEDIMENT SHALL BE CLEANED OUT OF THE INFILTRATION BASIN ANNUALLY.

VEGETATED SWALES:

VEGETATED SWALES SHALL BE INSPECTED MONTHLY FOR SEDIMENT AND DEBRIS ACCUMULATION, COVERAGE AND HEALTH OF VEGETATION, AND EVIDENCE OF EROSION. ANY ACCUMULATED SEDIMENT AND DEBRIS SHOULD BE REMOVED AS NECESSARY. GRASS SHOULD BE KEPT NO SHORTER THAN 4" HIGH. ANY ERODED AREAS OF DEAD VEGETATION SHALL BE REPAIRED AS NECESSARY. DEWATERING SHALL BE MONITORED ON A MONTHLY BASIS.

## GENERAL CONSTRUCTION NOTES:

1. ALL OTHER UTILITIES (TELEPHONE, ELECTRIC, GAS, CABLE, ETC.) SHALL BE INCORPORATED PRIOR TO CONSTRUCTION. ALL SUCH UTILITY DESIGNS SHALL BE DEVELOPED IN COOPERATION WITH THE RESPECTIVE UTILITY COMPANIES.
2. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962.
3. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND INVERTS OF ALL CATCH BASINS & STORM SEWER LINES, SANITARY MANHOLES & SEWER LINES, WATERLINES AND OTHER UNDERGROUND UTILITY LINES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT. INVESTIGATIVE TEST PITS MAY BE REQUIRED TO VERIFY LOCATIONS.
4. PIPE CONNECTIONS TO ALL CATCH BASINS SHALL BE MADE WATERTIGHT, WITH PARTICULAR ATTENTION BEING PAID TO CONNECTIONS LOCATED WITHIN 10 FEET OF SEWER MAINS (AND SERVICE LATERALS).

## POST CONSTRUCTION NOTES:

1. UPON COMPLETION OF CONSTRUCTION OF THE STORMWATER FACILITIES, AS-BUILT DRAWINGS OF ALL WATER, SEWER AND STORMWATER PRACTICES AND AN OPERATION AND MAINTENANCE PLAN MANUAL SHALL BE PROVIDED TO THE APPLICANT AND THE CITY OF BEACON.

## FLOODPLAIN NOTES:

1. THE PARCEL LIES WITHIN THE 100-YEAR FLOODPLAIN AS DEFINED BY A 2012 FLOOD STUDY PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA).
2. THE 100-YEAR FLOOD ELEVATION AT THE NORTH END OF THE PARCEL IS AT 146.2 FEET ABOVE MEAN SEA LEVEL (AMSL). THE FIRST FLOOR ELEVATION IS SET AT 148.2 IN ACCORDANCE WITH CHAPTER 123 OF THE BEACON CODE.

## WATER METER NOTES:

THE APPLICANT/APPLICANT'S PLUMBER SHALL ACQUIRE WATER METERS AND MXU UNITS (SIGNAL SENDING AND RECEIVING UNIT) FOR THE AMI SYSTEM (ADVANCED METERING INFRASTRUCTURE) FROM THE CITY OF BEACON WATER DEPARTMENT. THE MXU UNIT SHALL BE INSTALLED ON THE EXTERIOR OF THE BUILDING AND SHALL BE LOCATED 2 TO 3 FEET ABOVE THE EXTERIOR GROUND ELEVATION.

| PROJECT INFORMATION: | |
|---|---|
| PARCEL OWNER: | BEACON HIP LOFTS, LLC, 39 FRONT STREET BEACON, NY 12508 |
| PROJECT ENGINEER: | HUDSON LAND DESIGN P.C., 174 MAIN STREET, BEACON NY 12508 |
| PARCEL LOCATION: | FRONT STREET BEACON, NY 12508 |
| TAX PARCEL ID: | 6055-04-535128 |
| PARCEL AREA: | ±3.5-ACRES |
| WATER SUPPLY: | MUNICIPAL |
| SEWAGE DISPOSAL: | MUNICIPAL |

GRADING & UTILITY PLAN
SCALE: 1" = 30'

DRAWN BY: CMB | CHECKED BY: MAB

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 10/25/22 | ADDED SHEET | LGP |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB |
| 3 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB |
| 4 | 2/28/23 | PER PLANNING BOARD COMMENTS | CMB |

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|

GRAPHIC SCALE
30 0 15 30 60 120
( IN FEET )
1 inch = 30 ft.

STATE OF NEW YORK · MICHAEL A. BIDERMAN · 084466 · LICENSED PROFESSIONAL ENGINEER
SEAL

HUDSON LAND DESIGN
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
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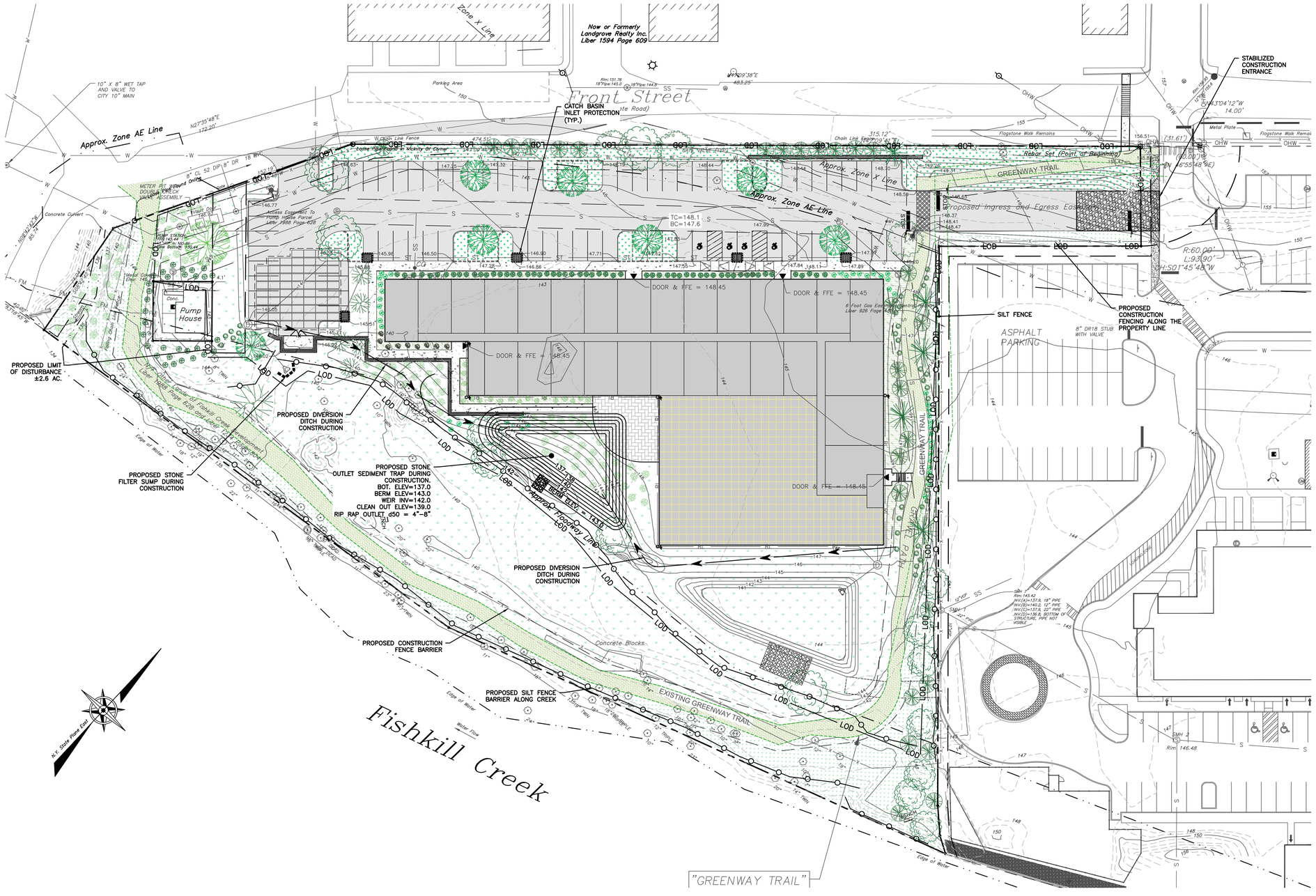
GRADING & UTILITY PLAN

BEACON HIP LOFTS & STUDIOS

FRONT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-04-535128

JOB #: 2013:003
DATE: 5/21/22
SCALE: 1" = 30'
TITLE: GU-1
SHEET: 5 OF 12

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




## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING STREAM
- EXISTING WETLAND BOUNDARY
- 100' WETLAND BUFFER
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING TREE LINE
- EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- EXISTING SEWER SERVICE LINE
- EXISTING SEWER LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- EXISTING WATER LINE
- EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- PROPOSED SEWER LINE
- PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED SDS LATERAL
- PROPOSED SDS SOLID LINE
- PROPOSED STORM WATER LINE
- PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED WATER VALVE
- PROPOSED SILT FENCE
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED CATCH BASIN INLET PROTECTION
- PROPOSED CONSTRUCTION ENTRANCE

## EROSION AND SEDIMENT CONTROL NOTES:

1. ALL EROSION CONTROL MEASURES EMPLOYED DURING THE CONSTRUCTION PROCESS SHALL BE INSPECTED BY THE CONTRACTOR IN ACCORDANCE WITH THE MAINTENANCE SCHEDULE. ALL EROSION CONTROL STRUCTURES SHALL BE REPAIRED AND MAINTAINED AS NECESSARY BY THE CONTRACTOR.
2. ALL STORMWATER MANAGEMENT STRUCTURES (E.G. CATCH BASINS) SHALL BE REGULARLY INSPECTED FOR SEDIMENT ACCUMULATIONS. CATCH BASINS SHALL BE CLEANED WHEN SEDIMENT DEPTH REACHES A MAXIMUM OF ONE-HALF THE AVAILABLE SUMP DEPTH.
3. ALL EROSION CONTROL INSTALLATION AND MAINTENANCE MEASURES SHALL MEET THE REQUIREMENTS OF THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
4. ANY PILE OF POTENTIALLY EROSIVE MATERIAL TEMPORARILY STOCKPILED ON THE SITE DURING THE CONSTRUCTION PROCESS SHALL BE LOCATED IN AN AREA AWAY FROM STORM DRAINAGE AND SHALL BE PROPERLY PROTECTED FROM EROSION BY A SURROUNDING SILT FENCE.
5. PERMANENT SEEDED AREAS FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH DETAIL AND SPECIFICATIONS ON THE DETAILS SHEET.
6. AREAS UNDERGOING CLEARING OR GRADING AND WHERE WORK IS DELAYED OR COMPLETED AND WILL NOT BE REDISTURBED FOR A PERIOD OF 21 DAYS OR MORE SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATIVE COVER WITHIN 14 DAYS.
7. ON-SITE DUST CONTROL SHALL BE ACCOMPLISHED BY STANDARD METHODS OF LIGHTLY WATERING ALL EXPOSED SOIL AND RAPIDLY STABILIZING THE REGRADED AREAS WITH TOPSOIL, LOAM AND/OR SEEDING.
8. THE TOWN ENGINEER AND PROJECT ENGINEER SHALL BE NOTIFIED NO LESS THAN 48 HOURS PRIOR TO THE START OF ANY SITE WORK, AND BY SUCH NOTIFICATION, SHALL BE PROVIDED WITH THE NAME AND TELEPHONE NUMBER OF THE GENERAL CONTRACTOR RESPONSIBLE FOR SUCH WORK.
9. THE TOWN AND/OR ITS REPRESENTATIVES MAY INSPECT EROSION AND SEDIMENT CONTROL PRACTICES ON THE SITE DURING CONSTRUCTION AND RECOMMEND THAT THE CONTRACTOR INSTALL ADDITIONAL EROSION CONTROL MEASURES IF DEEMED NECESSARY TO PROTECT ANY UNDISTURBED AREAS OF THE SITE. ANY SUCH REQUESTS SHALL BE MADE DIRECTLY TO THE CONTRACTOR AND QUALIFIED PROFESSIONAL AND FOLLOWED UP WITH A WRITTEN NOTIFICATION TO THE DEVELOPER. IN ADDITION, THE PROJECT ENGINEER SHALL BE CONSULTED ON ANY SPECIAL ADDITIONS OR DELETIONS OF EROSION CONTROL MEASURES WARRANTED BY CHANGING FIELD CONDITIONS. THE NOTICE OF INTENT (NOI) MAY NEED TO BE UPDATED AS A RESULT OF THE CHANGES.
10. THE CONTRACTOR/OWNER SHALL MAINTAIN A RECORD OF ALL EROSION AND SEDIMENT CONTROL INSPECTION REPORTS AT THE SITE IN A LOG BOOK. THE SITE LOG BOOK SHALL BE MAINTAINED ON SITE AND BE MADE AVAILABLE TO THE PERMITTING AUTHORITY. THE OWNER/CONTRACTOR SHALL, ON A MONTHLY BASIS, POST AT THE SITE A SUMMARY OF THE SITE INSPECTION ACTIVITIES IN A PUBLICLY ACCESSIBLE LOCATION.
11. THE OWNER SHALL FILE A NOI WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES AND A NOTICE OF TERMINATION (NOT) WITH THE NYSDEC FOLLOWING CONSTRUCTION ACTIVITIES.
12. IF GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONSTRUCT A DEWATERING PIT IN ACCORDANCE WITH NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL TO FILTER WATER FOR PUMPING TO A SUITABLE LOCATION.
13. WHEN ALL DISTURBED AREAS ARE STABLE, ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED PER THE APPROVAL OF THE TOWN ENGINEER AND QUALIFIED PROFESSIONAL.

## EROSION & SEDIMENT CONTROL PLAN

SCALE: 1" = 30'

GRAPHIC SCALE

30 0 15 30 60 120

( IN FEET )

1 inch = 30 ft.

| DRAWN BY: CMB | | | | CHECKED BY: MAB | | | |
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| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | ADDED SHEET | LGP | | | | |
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| 3 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 4 | 2/28/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

STATE OF NEW YORK MICHAEL A. BODENDORF 085469 LICENSED PROFESSIONAL ENGINEER

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EROSION & SEDIMENT CONTROL PLAN

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CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-04-535128

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| JOB #: | 2013:003 |
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| SHEET: | 6 OF 12 |

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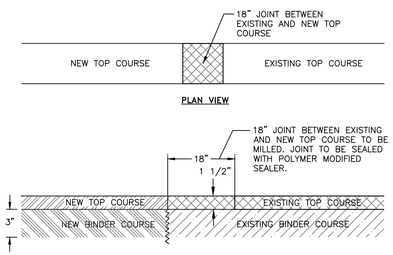
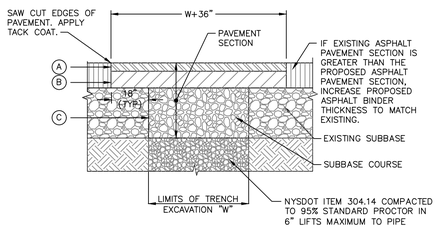
## SITE DETAILS




**NOTES:**

1. 3" BINDER COURSE AND 1½" TOP COURSE TO BE USED FOR RESTORATION OF PAVEMENT WITHIN CITY ROADS.
2. EXCAVATIONS ARE TO BE SAW CUT SMOOTH, ALL EDGES TACK COATED, AND ALL SEAMS SEALED WITH A HOT POLYMER MODIFIED CRACK SEALANT.
3. IF EXISTING ASPHALT PAVEMENT DEPTH IS GREATER THAN THE PROPOSED ASPHALT PAVEMENT SECTION, INCREASE PROPOSED ASPHALT BINDER THICKNESS TO MATCH EXISTING.

### MILLED KEYWAY DETAIL
NOT TO SCALE



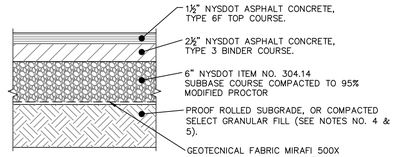

LEGEND

- (A) 1–1/2" ASPHALT CONCRETE TOP COURSE– NYSDOT TYPE 6F
- (B) 2 1/2" ASPHALT CONCRETE BINDER COURSE– NYSDOT TYPE 3
- (C) 6" GRANULAR SUBBASE COURSE– NYSDOT ITEM 304.14

**NOTES:**

1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT AS SPECIFIED.

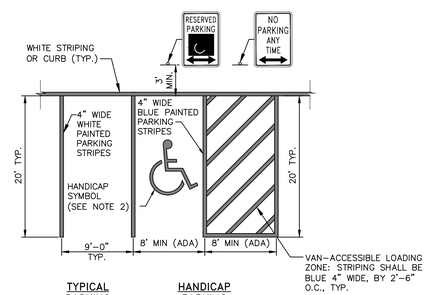
### PAVEMENT RESTORATION DETAIL
NOT TO SCALE




NOTES:

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 2, 2002.
2. SUBGRADE SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS.
3. TACK COAT WHEN SPECIFIED OR CALLED OUT IN THESE DRAWINGS OR REQUIRED BY THE REFERENCED SPECIFICATIONS SHALL CONFORM WITH SECTION 407–TACK COAT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSES OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMANCE WITH SECTION 203–EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
5. IT IS EXPECTED THAT THE EXISTING SITE SUB–SOILS ARE SAND AND GRAVEL IN NATURE (CALIFORNIA BEARING RATIO RANGE BETWEEN 40 AND 80) . IF UNSUITABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR POSSIBLE MODIFICATIONS TO THE PAVEMENT DETAIL.

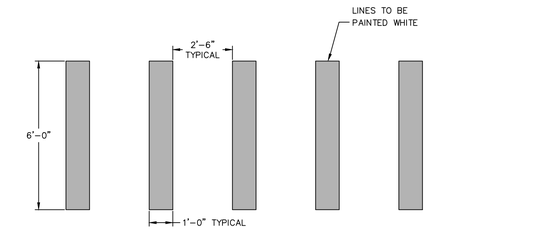
### PAVEMENT SECTION DETAIL
NOT TO SCALE



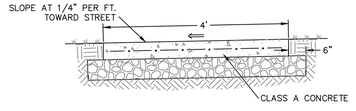

**NOTES:**

1. ALL DIMENSIONS SUBJECT TO CURRENT MUNICIPALITY ZONING AND SITE REGULATIONS.
2. PAINTED HANDICAP SYMBOL TO BE IN ACCORDANCE WITH NYSDOT AND ADA STANDARDS.
3. IF PARKING ABUTS A SIDEWALK, THEN THE REGULATORY SIGNS SHALL BE PLACED BEHIND THE SIDEWALK.

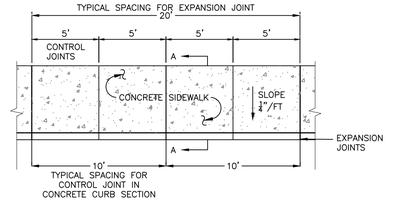
### PARKING AND STRIPING DETAIL
NOT TO SCALE



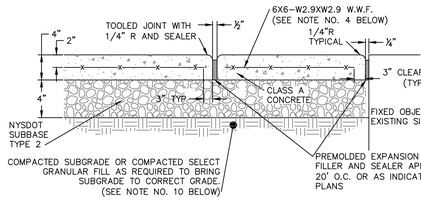

### PAINTED CROSSWALK DETAIL
NOT TO SCALE



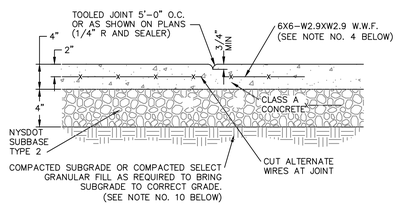

### SECTION A–A




### PLAN



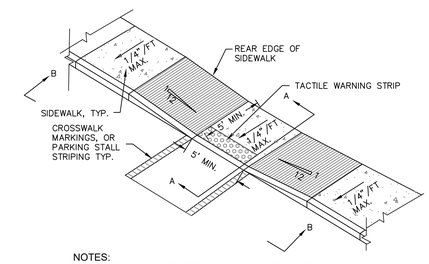

### EXPANSION JOINT



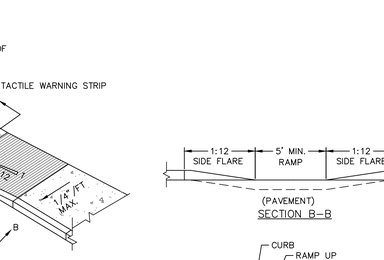

### CONTROL JOINT

**NOTES:**

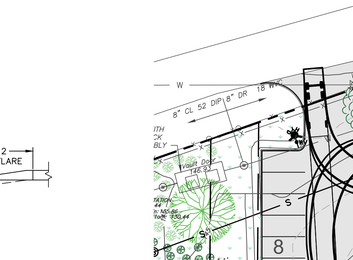
1. 10' SPACING OF CONTROL JOINTS SHALL BE USED FOR CAST IN PLACE CONCRETE CURBS.
2. MATERIAL AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 2, 2002, AND ALL ADDENDA THERETO; THE ONLY EXCEPTION BEING THAT THE WORK OF THIS CONTRACT SHALL BE MEASURED IN ENGLISH UNITS.
3. ALL CONCRETE SHALL BE 3,500 PSI CLASS A CONCRETE. CONCRETE MATERIALS, PLACEMENT, AND CONSTRUCTION SHALL CONFORM WITH SECTION 500 OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. REINFORCING STEEL FOR CONCRETE SHALL CONFORM WITH SECTION 556 – REINFORCING STEEL FOR CONCRETE STRUCTURES OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS AND AS SPECIFICALLY CALLED OUT IN THE DRAWINGS.
5. ALL EXPOSED SURFACED SHALL HAVE A BROOM TEXTURED FINISH.
6. EXPANSION JOINTS SHALL BE LOCATED A MAXIMUM OF 20' ON CENTER, OR AS INDICATED ON PLANS.
7. JOINTS SHALL NOT BE SAW CUT.
8. EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH "SUREBOND"/"SAFEBOND" SB–7000 INTENSIFIER BRIGHT PROTECTOR AND SIDEWALK SEALER, OR EQUAL. RATE AND METHOD OF APPLICATION SHALL BE IN ACCORDANCE WITH MANUFACTURE'S RECOMMENDATIONS.
9. SUBBASE MATERIAL SHALL CONFORM WITH SECTION 304 OF THE ABOVE REFERENCED NYSDOT STANDARD.
10. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSE OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMATION WITH SECTION 203–EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
11. ALL WORK SHALL CONFORM WITH SECTION 608–SIDEWALK, DRIVEWAYS, AND BICYCLE PATHS OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.




### ABUTTING GRASS OR LANDSCAPE




### ABUTTING SIDEWALK




### MOUNTABLE CURB ABUTTING GRASS OR LANDSCAPE

**NOTES:**

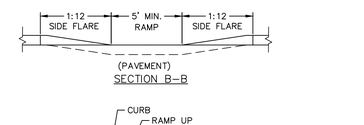
1. CONCRETE CURB SHALL BE 4,000 PSI CAST–IN–PLACE, AND IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATION SECTION 609.
2. EXPANSION JOINTS OF 1/2" CELLULOSE OR SIMILAR MATERIAL SHALL BE PLACED AT 10 FOOT INTERVALS.
3. FOR MOUNTABLE CURBS ABUTTING SIDEWALK OR OTHER HARDSCAPE, REFER TO "ABUTTING SIDEWALK" DETAIL.

### CAST–IN–PLACE CONCRETE CURB DETAIL
NOT TO SCALE

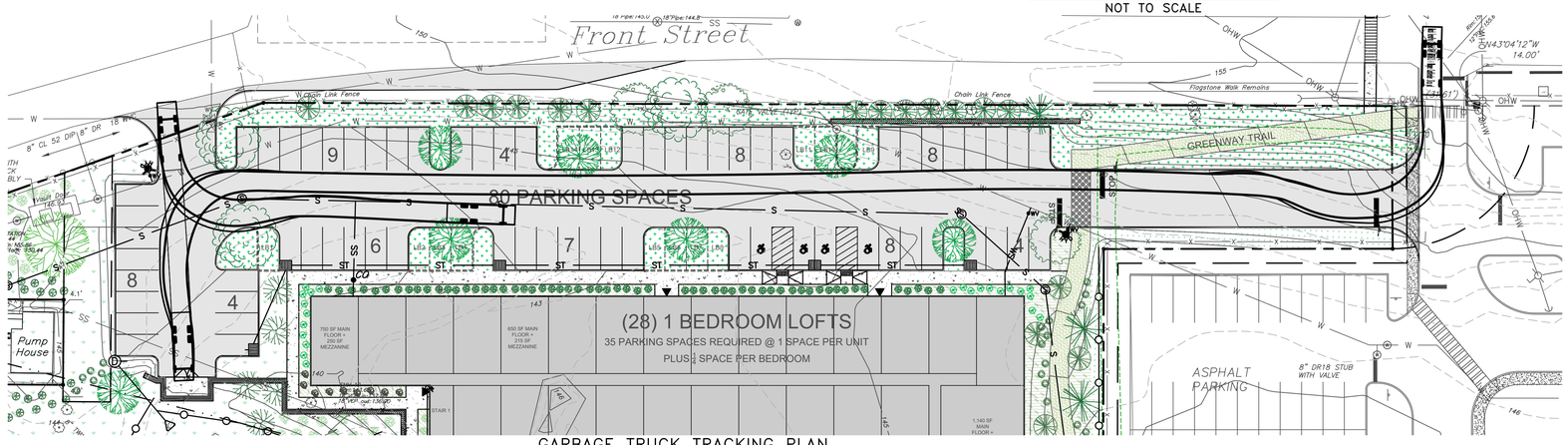



NOTES:

1. ALL WORK SHALL CONFORM WITH THE NYSDOT STANDARD SPECIFICATION FOR CONSTRUCTION AND MATERIALS DATED, JANUARY 2, 2002 AND ALL ADDENDA THERETO; SPECIFICALLY SECTION 608– SIDEWALKS, DRIVEWAYS, AND BICYCLE PATHS.
2. SLOPE RAMP AND SIDE FLARES AS INDICATED IN THE PLANS OR AS ORDERED BY THE ENGINEER.
3. TACTILE WARNING STRIPS SHALL BE PROVIDED ON ALL RAMPS IN ACCORDANCE W/ ADA REQUIREMENTS.




### ACCESSIBLE PEDESTRIAN RAMP DROP CURB DETAIL
NOT TO SCALE




### GARBAGE TRUCK TRACKING PLAN
SCALE: 1"=30'

DESIGN VEHICLE: MACK TERRAPRO CABOVER 6X4 MRU 613 + WAYNE CURBTENDER 31 CUYD

### CONCRETE SIDEWALK DETAIL
NOT TO SCALE

| DRAWN BY: CMB | | | | CHECKED BY: MAB | | | |
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| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | ADDED SHEET | LGP | | | | |
| 2 | 12/27/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 3 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 4 | 2/28/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |
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STATE OF NEW YORK — MICHAEL A. BOSSONE — 084466 — LICENSED PROFESSIONAL ENGINEER

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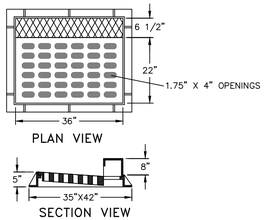
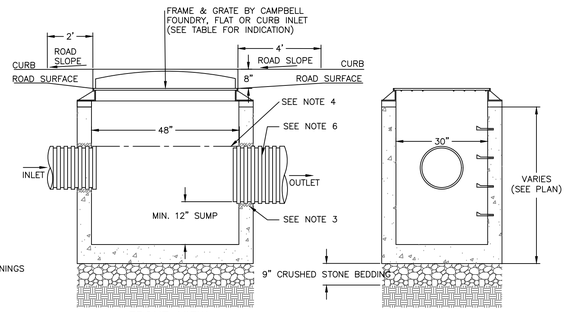



NOTES:

1. HEAVY DUTY RECTANGULAR STORMWATER INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 2541, OR APPROVED EQUAL.
2. ALL CATCH BASINS TO RECEIVE CURB INLETS UNLESS OTHERWISE NOTED.

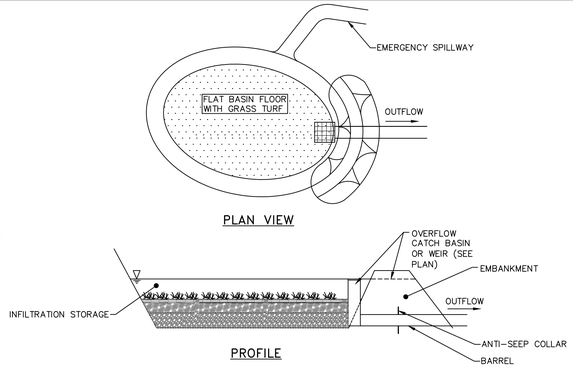
## CAST IRON STORMWATER CURB INLET GRATE DETAIL
NOT TO SCALE




NOTES:

1. PRECAST CONCRETE CATCH BASIN WITH CONCRETE STRENGTH OF 4,000 PSI @ 28 DAYS.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE CATCH BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE WITHIN 10 FEET OF A WATER MAIN (OR SERVICE LINE) OR A SEWER MAIN (OR SERVICE LATERAL) SHALL BE MADE WATERTIGHT.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN INLET AND OUTLET INVERTS (MATCH CROWNS FOR PIPES WITH DIFFERENT SIZE) UNLESS OTHERWISE NOTED ON THE PLAN.
5. CATCH BASINS WITH AN INTERIOR DEPTH OF 4' AND GREATER SHALL BE FURNISHED WITH STEEL REINFORCED POLYPROPYLENE PLASTIC STEPS AT 12" INTERVALS.
6. HDPE PIPE SHALL BE PROVIDED WITH WATERTIGHT CONNECTIONS. ADS MODEL N12 WT IB OR APPROVED EQUAL.

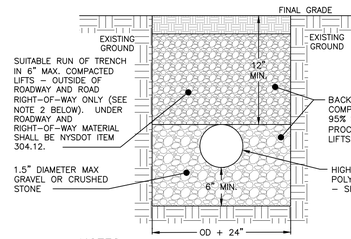
## CATCH BASIN DETAIL
NOT TO SCALE




NOTES:

1. THE INFILTRATION BASIN SHALL NOT SERVE AS A SEDIMENT TRAP DURING CONSTRUCTION AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITY.
2. RELATIVELY LIGHT TRACKED EQUIPMENT IS RECOMMENDED FOR CONSTRUCTION PURPOSES TO AVOID COMPACTION OF THE BASIN FLOOR.
3. A HIGHLY POROUS SURFACE TEXTURE SHALL BE RETAINED ALONG THE BASIN FLOOR, ESPECIALLY WITHIN THE AREA IDENTIFIED AS BEING USED FOR INFILTRATION.
4. ESTABLISH DENSE VEGETATION ON THE BASIN SIDE SLOPES AND FLOOR TO PREVENT EROSION AND SLOUGHING AND TO PROVIDE A NATURAL MEANS OF MAINTAINING RELATIVELY HIGH INFILTRATION RATES. GRASSES OF THE FESCUE FAMILY (ALTAI FESCUE, WESTERN FESCUE OR RED FESCUE) ARE SPECIFIED ON THIS PLAN, PRIMARILY DUE TO THEIR ADAPTABILITY TO DRY SANDY SOILS, DROUGHT RESISTANCE, HARDINESS, AND ABILITY TO WITHSTAND BRIEF INUNDATIONS. FESCUE WILL ALSO ALLOW FOR LONG INTERVALS BETWEEN MOWINGS, WHICH SHALL OCCUR TWICE PER YEAR MINIMUM, TYPICALLY IN JUNE AND SEPTEMBER IS SATISFACTORY.
5. THE BERMS SHALL BE SUFFICIENTLY COMPACTED AND OF SUCH MATERIAL TO PREVENT SEEPAGE.

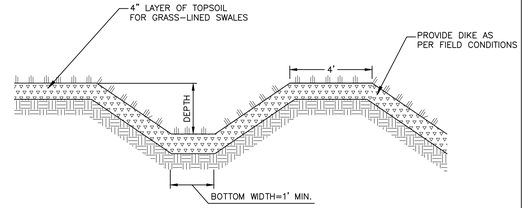
## TYPICAL INFILTRATION BASIN DETAIL
NOT TO SCALE




NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

## STORM LINE TRENCH DETAIL
NOT TO SCALE

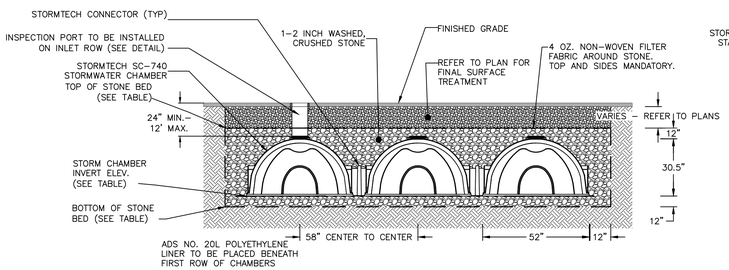



SECTION VIEW

NOTES:

1. MINIMUM 1' DEPTH AND 1' WIDTH FOR ALL SWALES.
2. SWALE SHALL BE SEEDED WITH FAST GERMINATING RYE 15 TO 25 POUNDS PER 1,000 SQUARE FEET AND MULCHED.

## TEMPORARY GRASS LINED SWALE/DIKE DETAIL
NOT TO SCALE

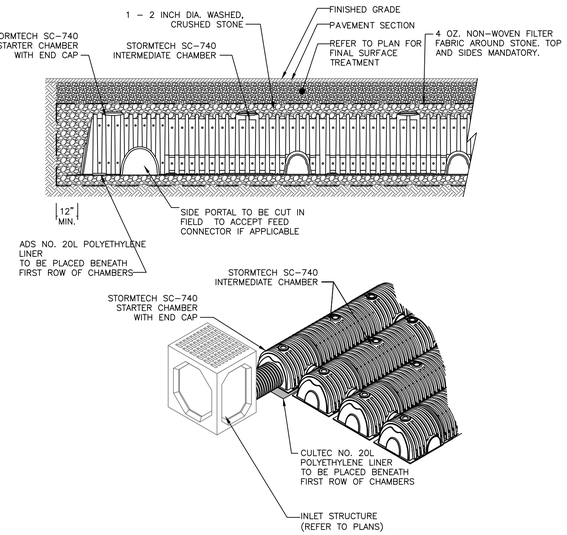



SECTION VIEW

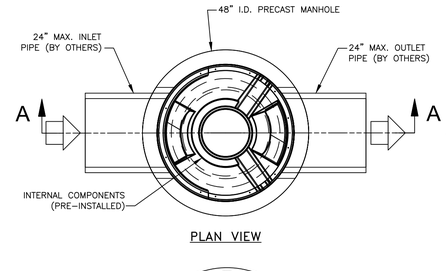
NOTES:

1. STORMTECH SC-740 CHAMBERS BY ADS, INC. OF HILLIARD, OH. ALL CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH ADS INC.'S CURRENT RECOMMENDED INSTALLATION GUIDELINES.
2. THE BED OF THE SYSYTEM FOOTPRINT SHALL BE LAID NEARLY LEVEL.
3. EACH ROW OF CHAMBERS SHALL BE FED VIA A 12" MANIFOLD WITH TEE CONNECTIONS BY STORMTECH OR EQUAL.
4. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IF SUBSURFACE CONDITIONS IN THE AREAS OF THE INFILTRATOR TRENCHES IS NOT CONSISTENT WITH THE TEST PIT OR PERCOLATION DATA (E.G. GROUNDWATER OR BEDROCK ENCOUNTERED, SOIL PROPERTIES ARE NOT CONSISTENT, ETC.).
5. REFER TO THE INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES NOTES ON THE GRADING SHEET.

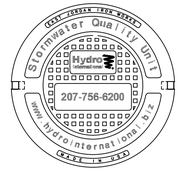
| BOTTOM OF STONE BED ELEVATION | CHAMBER INVERT | TOP OF STONE BED ELEVATION | STONE BED FOOTPRINT | STONE BED DIMENSIONS | NO. OF CHAMBERS |
|---|---|---|---|---|---|
| 140.0 | 140.5 | 143.5 | 2,403 S.F. | 81.94'X30.0' | 66 |



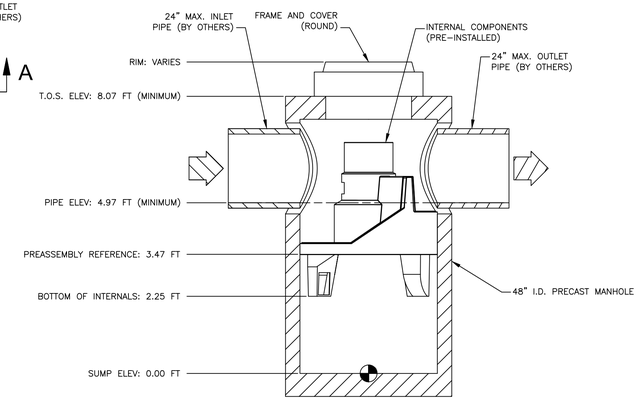

## UNDERGROUND INFILTRATION/DETENTION SYSTEM DETAIL
NOT TO SCALE




PLAN VIEW




HYDRO FRAME AND COVER (INCLUDED)




SECTION A–A

PRODUCT SPECIFICATION:

1. PEAK HYDRAULIC FLOW: 18.0 CFS.
2. MINIMUM SEDIMENT STORAGE CAPACITY: 0.7 CUBIC YARD.
3. MAXIMUM INLET/OUTLET PIPE DIAMETERS: 24".
4. THE TREATMENT SYSTEM SHALL USE AN INDUCED VORTEX TO SEPARATE POLLUTANTS FROM STORMWATER RUN OFF.
5. FOR MORE PRODUCT INFORMATION INCLUDING REGULATORY ACCEPTANCES, PLEASE VISIT HTTPS://HYDRO-INT.COM/EN/PRODUCTS/FIRST-DEFENSE

GENERAL NOTES:

1. GENERAL ARRANGEMENT DRAWINGS ONLY. CONTACT HYDRO INTERNATIONAL FOR SITE SPECIFIC DRAWINGS.
2. THE DIAMETER OF THE INLET AND OUTLET PIPES MAY BE NO MORE THAN 24".
3. MULTIPLE INLET PIPES POSSIBLE (REFER TO PROJECT PLAN).
4. INLET/OUTLET PIPE ANGLE CAN VARY TO ALIGN WITH DRAINAGE NETWORK (REFER TO PROJECT PLANS).
5. PEAK FLOW RATE AND MINIMUM HEIGHT LIMITED BY AVAILABLE COVER AND PIPE DIAMETER.
6. LARGER SEDIMENT STORAGE CAPACITY MAY BE PROVIDED WITH A DEEPER SUMP DEPTH.
7. SEE PLAN FOR PIPE SIZES AND INVERTS.

## WATER QUALITY UNIT DETAIL
## HYDRO INTERNATIONAL MODEL FDHC-4
NOT TO SCALE

| DRAWN BY: CMB | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | ADDED SHEET | LGP | | | | |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 4 | 2/28/23 | NO CHANGE THIS SHEET | CMB | | | | |
| | | | | | | | |
| | | | | | | | |

STATE OF NEW YORK · MICHAEL A. BOGDANOFF · 084465 · LICENSED PROFESSIONAL ENGINEER

SEAL

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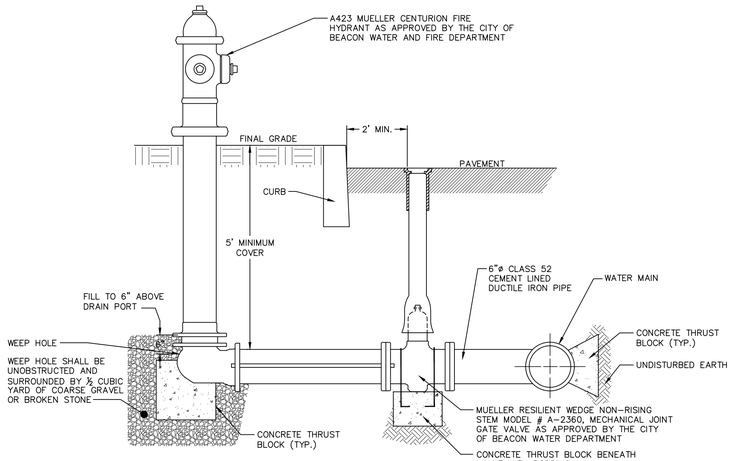
STORMWATER DETAILS

# BEACON HIP LOFTS & STUDIOS

FRONT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-04-535128

| | |
|---|---|
| JOB #: | 2013:003 |
| DATE: | 5/21/22 |
| SCALE: | AS SHOWN |
| TITLE: | CD-2 |
| SHEET: | 8 OF 12 |

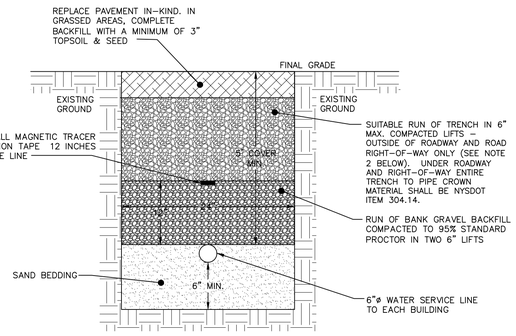
UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209.2 OF THE NEW YORK EDUCATION LAW




NOTES:

1. THE GATE VALVE SHALL BE LOCATED THIRTY SIX (36) INCHES FROM THE HYDRANT CENTER LINE.
2. ½" STEEL TIE RODS TO BE PROVIDED BETWEEN THE GATE VALVE AND THE HYDRANT.
3. ALL HYDRANTS SHALL BE PAINTED RED IN ACCORDANCE WITH NFPA AND CITY OF BEACON SPECIFICATIONS.

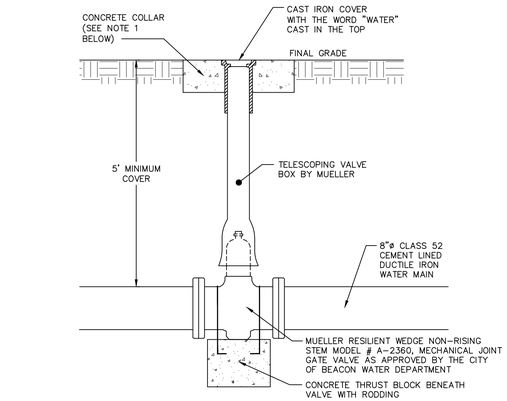
## HYDRANT DETAIL
NOT TO SCALE




NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ENLOGATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. IN AREAS WHERE 5' COVER REQUIREMENT CANNOT BE MET, THE CONTRACTOR SHALL PROVIDE PIPE INSULATION TO PREVENT FREEZING.

## WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE




NOTES:

1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.

## GATE VALVE DETAIL
NOT TO SCALE

## WATER NOTES:

1. THE PROPOSED APARTMENT BUILDINGS ARE TO BE SERVED BY THE CITY OF BEACON MUNICIPAL WATER SYSTEM. INSTALLATION OF ALL COMPONENTS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY CODE, CHAPTER 219.
2. REFER TO THE DUTCHESS COUNTY DEPARTMENT OF HEALTH STANDARD NOTES FOR ADDITIONAL PERTINENT INFORMATION.
3. THE WATER MAIN SHALL BE INSTALLED, PRESSURE TESTED AND LEAKAGE TESTED IN ACCORDANCE WITH THE LATEST EDITION OF AWWA C600 (SEE NOTES BELOW).
4. THE DUTCHESS COUNTY DEPARTMENT OF HEALTH, CITY OF BEACON WATER OPERATOR, AND THE CERTIFYING PROFESSIONAL ENGINEER SHALL BE NOTIFIED PRIOR TO COMMENCEMENT OF THE WATER MAIN INSTALLATION.
5. THE WATER MAIN SHALL BE DISINFECTED IN ACCORDANCE WITH THE LATEST EDITION OF AWWA C651 (SEE NOTES BELOW).
6. WATER MAIN MATERIAL SHALL BE CLASS 52 CEMENT LINED DUCTILE IRON PIPE WITH MECHANICAL JOINTS AND SHALL MEET THE REQUIREMENTS OF AWWA C150 AND ANSI A21.51.
7. MEGALUG RESTRAINING SYSTEMS SHALL BE USED AT ALL FITTINGS, VALVES AND HYDRANTS (SEE SCHEDULE ON SHEET 14).
8. GATE VALVES SHALL BE MUELLER RESILIENT WEDGE, NON-RISING STEM, MECHANICAL JOINT.
9. HYDRANTS SHALL BE A-423 MUELLER CENTURION, WITH A MUELLER GATE VALVE BEFORE THE HYDRANT.
10. SERVICE LINES SHALL BE 6"ø CL 52 DIP, UNLESS OTHERWISE NOTED ON THE PLAN.
11. THE CONTRACTOR SHALL VERIFY THE EXISTING WATER MAIN MATERIAL AND BE PREPARED TO PROVIDE A SPECIAL COUPLING FOR CONNECTION OF THE PROPOSED DUCTILE IRON WATER MAIN.
12. A PRESSURE REDUCING VALVE SHALL BE INSTALLED FOR EACH NEW TOWNHOME, WATTS MODEL 25AUB-Z3 OR EQUAL AS APPROVED BY THE CITY OF BEACON WATER DEPARTMENT.
13. THE CITY OF BEACON SHALL OWN, OPERATE AND MAINTAIN THE WATER MAIN THROUGHOUT THE SITE, INCLUDING ALL APPURTENANCES.
14. THE HOA OR OWNER SHALL ANNUALLY EXERCISE ALL WATER VALVES.

### WATER MAIN PRESSURE & LEAKAGE TESTING

GENERAL: ALL PIPING SHALL BE TESTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF AWWA C600, EXCEPT AS ADDED OR AMENDED BELOW:
1. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR ANY AND ALL REQUIRED PIPE TAPS FOR TESTING, AND AS NECESSARY FOR TESTING AS SPECIFIED. EQUIPMENT WILL BE SUCH THAT THE ENGINEER MAY INSTALL HIS OWN PRESSURE GAUGE.
2. A PRESSURE TEST AND LEAKAGE TEST ARE REQUIRED FOR ALL PIPE.
3. TESTING TO BE PERFORMED ONLY AFTER PARTIAL OR COMPLETE BACKFILL AND RESTRAINT BLOCKING (USING HIGH EARLY CEMENT) HAS HAD 36 HOURS TO CURE OR BLOCKING USING STANDARD CEMENT HAS HAD 7 DAYS TO CURE.
4. THE MAIN SHALL BE PARTIALLY BACKFILLED OR BRACED AGAINST MOVEMENT DURING THE TEST. ALL AIR MUST BE BLED OUT OF THE SECTION TO BE TESTED. IF NECESSARY, CONTRACTOR SHALL INSTALL CORPORATION STOPS AT THE HIGH POINTS, FOR BLOW-OFFS. AFTER ALL AIR HAS BEEN EXPELLED, THE CORPORATION COCKS SHALL BE CLOSED AND THE PRESSURE TEST APPLIED. AFTER EXAMINATION OF EXPOSED PARTS OF THE SYSTEM, THE TEST PRESSURE SHALL BE INCREASED TO 1 1/2 TIMES THE NORMAL PRESSURE, BASED UPON THE ELEVATION OF THE LOWEST POINT IN THE LINE OR SECTION UNDER THE TEST, BUT SUCH PRESSURE SHALL NOT BE LESS THAN 150 PSI NOR MORE THAN 200 PSI, AND EXPOSED PARTS AGAIN EXAMINED. THE MINIMUM DURATION OF THE LEAKAGE TEST SHALL BE TWO (2) HOURS.
5. ALLOWABLE SYSTEM LEAKAGE AS SPECIFIED IN THE REFERENCED STANDARDS. IF LEAKAGE IN SYSTEM IS GREATER THAN ALLOWABLE, CONTRACTOR WILL LOCATE AND REPAIR SYSTEM AT HIS EXPENSE AND RETEST, CONTINUE TO TEST AND REPAIR THE SYSTEM UNTIL LEAKAGE IS WITHIN ACCEPTABLE LIMITS.
6. NO DUCTILE IRON PIPE INSTALLATION WILL BE ACCEPTED IF THE LEAKAGE IS GREATER THAN THAT DETERMINED BY THE FOLLOWING FORMULA:

$$L = \frac{SD\,P}{148{,}000}$$

WHERE
L = LEAKAGE IN GALLONS PER HOUR
S = LENGTH OF PIPE TESTED, IN FEET
D = NOMINAL DIAMETER OF PIPE IN INCHES
P = AVERAGE TEST PRESSURE DURING LEAKAGE TEST, IN PSI (GAUGE)

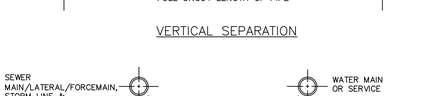
## WATERMAIN DISINFECTION & TESTING

1. THE CONTRACTOR SHALL NOTIFY THE CITY OF BEACON WATER DEPARTMENT PRIOR TO TESTING AND SHALL ALSO COORDINATE HIS ACTIONS WITH THE CITY ENGINEER SO AS TO AVOID UNDUE DISTURBANCE OF THE WATER SUPPLY TO ANY EXISTING USERS.
2. THE CONTRACTOR SHALL INFORM THE DESIGN ENGINEER'S AND CITY ENGINEER'S OFFICE A MINIMUM OF 24 HOURS PRIOR TO TESTING SUCH THAT WITNESSING CAN TAKE PLACE AND PROPER CERTIFICATIONS CAN BE ISSUED.
3. ALL NEWLY INSTALLED WATER MAINS SHALL BE FLUSHED AT A MINIMUM VELOCITY OF 2.5 FT/SECOND BEFORE AND AFTER DISINFECTION.
4. ALL WATER LINES SHALL BE DISINFECTED USING THE PROCEDURES DESCRIBED IN THE LATEST EDITION OF AWWA C651 SPECIFICATIONS FOR DISINFECTION OF WATER LINES (WITH THE EXCEPTION OF THE TABLET METHOD). WATER ENTERING THE NEW MAIN SHALL RECEIVE A DOSE OF CHLORINE FED AT A CONSTANT RATE SUCH THAT THE WATER WILL HAVE NOT LESS THAN 25 MG/L FREE CHLORINE. CHLORINE APPLICATION SHALL NOT CEASE UNTIL THE ENTIRE MAIN IS FILLED WITH HEAVILY CHLORINATED WATER.
5. DISINFECTED WATER SHALL REMAIN IN THE NEWLY INSTALLED WATER LINE FOR A MINIMUM OF 24 HOURS. AFTER THIS RETENTION PERIOD, THE HEAVILY CHLORINATED WATER SHALL BE FLUSHED FROM THE MAIN UNTIL CHLORINE MEASUREMENTS SHOW A CONCENTRATION IN THE WATER LEAVING THE MAIN HAS NO HIGHER THAN THAT GENERALLY PREVAILING IN THE SYSTEM. AT SUCH TIME, BACTERIOLOGICAL SAMPLING FOR SUBMITTAL TO STATE HEALTH LABORATORIES SHALL BE PERFORMED BY THE CONTRACTOR.
6. WATER SAMPLES SHALL BE TESTED FOR TOTAL COLIFORM, TPC (HETEROTROPHIC PLATE COUNT), TURBIDITY & COLOR.
7. CONTRACTOR WILL CONTINUE FLUSHING AND DISINFECTION OPERATION UNTIL ACCEPTABLE BACTERIOLOGICAL RESULTS ARE OBTAINED. TWO (2) SUCCESSIVE SAMPLES ARE TO BE TAKEN AT TWENTY-FOUR (24) HOUR INTERVALS.
8. THE ENVIRONMENT INTO WHICH THE HEAVILY CHLORINATED WATER IS TO BE DISCHARGED SHALL BE INSPECTED, AND IF THERE IS ANY LIKELIHOOD THAT THE CHLORINATED DISCHARGE WILL CAUSE DAMAGE, THEN A REDUCING AGENT SHALL BE APPLIED TO THE WATER TO BE WASTED TO THOROUGHLY NEUTRALIZE THE CHLORINE RESIDUAL IN THE WATER. PERMITS MAY BE REQUIRED. THE CITY ENGINEER SHALL BE NOTIFIED PRIOR TO DISPOSAL OF HIGHLY CHLORINATED WATER.

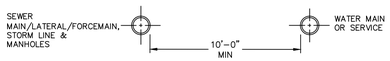
NOTES:

1. WHEN THE ELEVATION OF THE SANITARY OR STORM SEWER CAN NOT BE VARIED TO MEET THE ABOVE REQUIREMENTS, THE WATER SERVICE LINE OR MAIN SHALL BE RELOCATED TO PROVIDE THIS REQUIRED SEPARATION OR RECONSTRUCTED WITH MECHANICAL JOINT PIPE FOR A DISTANCE OF TEN (10) FEET ON EACH SIDE OF THE SEWER. ONE FULL LENGTH OF WATERMAIN SHALL BE CENTERED OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR AWAY FROM THE SEWER AS POSSIBLE.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ENLOGATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. THE RELOCATED WATER MAIN/SERVICE LINE SHALL BE DISINFECTED IN ACCORDANCE WITH AWWA, NYSDOH AND DCDOH STANDARDS.
4. PAVEMENT RESTORATION SHALL BE IN ACCORDANCE WITH THE PAVEMENT RESTORATION DETAIL.
5. ALL REPLACED WATERMAIN SHALL BE 12"ø CLASS 52 DUCTILE IRON.

## WATER LINE OFFSET DETAIL
NOT TO SCALE




VERTICAL SEPARATION

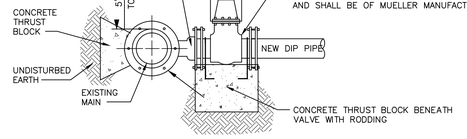



HORIZONTAL SEPARATION

NOTE:

1. NO DEVIATION IN THE SEPARATION REQUIREMENTS WILL BE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE DUTCHESS COUNTY DEPARTMENT OF HEALTH AND THE CITY OF BEACON. CONCRETE ENCASEMENT OF WATERLINE OR OFFSETTING OF WATERLINE SHALL BE REQUIRED WHERE SEPARATION DISTANCES CANNOT BE MAINTAINED.

## WATER LINE SEPARATION DETAIL
NOT TO SCALE




NOTES:

1. ALL VALVES SHALL OPEN BY TURNING LEFT (COUNTERCLOCKWISE) AND HAVE A 2-INCH SQUARE-OPERATING NUT PAINTED RED.
2. ALL VALVES SHALL BE M.J. RESILIENT WEDGE TYPE WITH "O" RING PACKING, DESIGNED FOR A WORKING PRESSURE OF 150 PSI AND BE IN FULL CONFORMANCE WITH AWWA C500.
3. TAPPING SLEEVE AND GATE VALVE SHOWN ARE MUELLER H-615, AND T-2630 RESPECTIVELY.

## TAPPING SLEEVE DETAIL
NOT TO SCALE

| DRAWN BY: CMB | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | ADDED SHEET | LGP | | | | |
| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 1/31/23 | NO CHANGE THIS SHEET | CMB | | | | |
| 4 | 2/28/23 | NO CHANGE THIS SHEET | CMB | | | | |
| | | | | | | | |
| | | | | | | | |

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

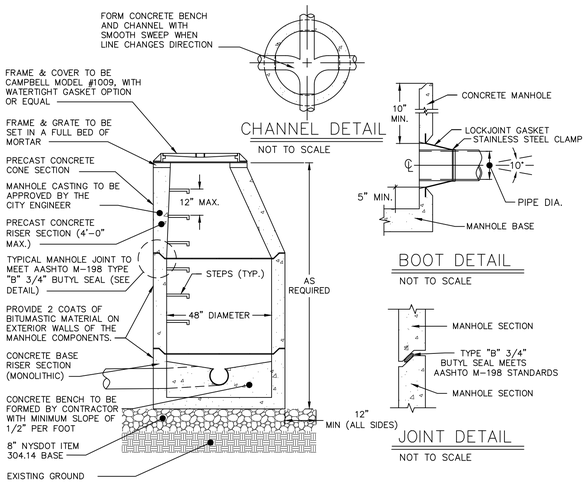
WATER DETAILS

# BEACON HIP LOFTS & STUDIOS

FRONT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-04-535128

| | |
|---|---|
| JOB #: | 2013:003 |
| DATE: | 5/21/22 |
| SCALE: | AS SHOWN |
| TITLE: | CD-3 |
| SHEET: | 9 OF 12 |

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




NOTES:

1. PIPE CONNECTION TO BE STANDARD "LOCKJOINT" BOOT 5" OFF BASE OF MANHOLE (SEE DETAIL).

2. CONCRETE STRENGTH OF MANHOLE COMPONENTS TO BE 4000 PSI @ 28 DAYS IN ACCORDANCE WITH ASTM C-478-86.

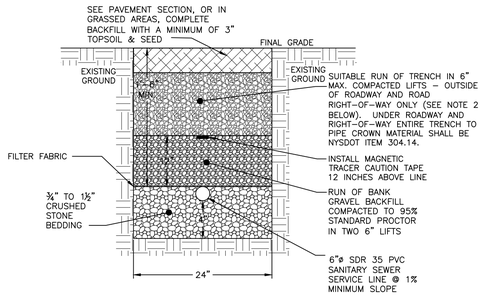
3. STEEL REINFORCEMENT OF MANHOLE COMPONENTS TO MEET ASTM A615-A497 REQUIREMENTS.

4. LOADING OF MANHOLE COMPONENTS TO MEET H-20 REQUIREMENTS.

5. CONCRETE USED IN MANHOLE COMPONENTS TO CONTAIN 6% AIR ENTRAINMENT.

6. 4' MAXIMUM FROM MANHOLE TO PIPE JOINT.

## PRE-CAST CONCRETE SANITARY MANHOLE DETAIL
NOT TO SCALE

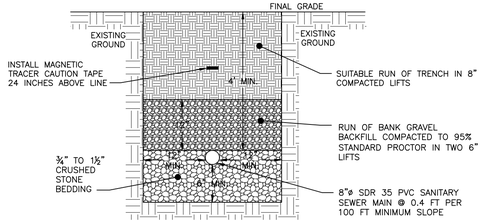



NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

## SANITARY SEWER SERVICE LINE TRENCH DETAIL
NOT TO SCALE



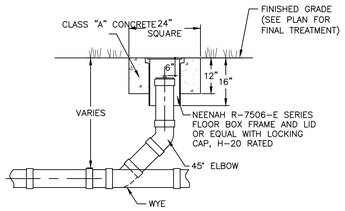

NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

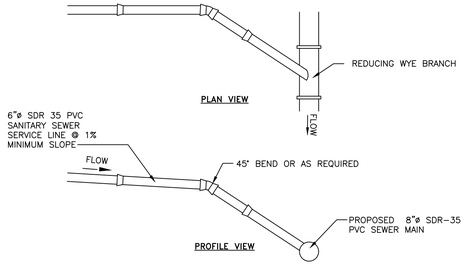
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

3. SEWER MAIN MATERIAL SHALL BE 8" DIAMETER SDR-26 PVC BELL AND SPIGOT GRAVITY SEWER PIPE, WITH GASTIGHT AND WATERTIGHT JOINTS.

## SANITARY SEWER MAIN TRENCH DETAIL
NOT TO SCALE




## CLEANOUT DETAIL
NOT TO SCALE




NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

## SANITARY SEWER SERVICE CONNECTION DETAIL
NOT TO SCALE

## SANITARY SEWER NOTES:

1. THE PROPOSED APARTMENTS ARE TO BE SERVED BY THE CITY OF BEACON MUNICIPAL SEWER SYSTEM. INSTALLATION OF ALL COMPONENTS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY CODE, CHAPTER 179.
2. REFER TO THE DUTCHESS COUNTY DEPARTMENT OF HEALTH STANDARD NOTES FOR ADDITIONAL PERTINENT INFORMATION.
3. THE DUTCHESS COUNTY DEPARTMENT OF HEALTH, CITY OF BEACON CHIEF SEWER OPERATOR, AND THE CERTIFYING PROFESSIONAL ENGINEER SHALL BE NOTIFIED PRIOR TO COMMENCEMENT OF THE SEWER MAIN INSTALLATION.
4. SEWER MAIN MATERIAL SHALL BE 8" DIAMETER SDR-35 OR SDR-26 PVC BELL AND SPIGOT GRAVITY SEWER PIPE, WITH GASTIGHT AND WATERTIGHT JOINTS.
5. SEWER MAIN SHALL BE LAID IN STRAIGHT ALIGNMENT. MANHOLES SHALL BE CONSTRUCTED AT ALL CHANGES IN SLOPE, ALIGNMENT OR AT INTERVALS NOT EXCEEDING 400 LINEAR FEET. STRAIGHT ALIGNMENT SHALL BE VERIFIED BY DEFLECTION TESTING.
6. THE SEWER MAIN SHALL BE INSTALLED AND TESTED FOR EXFILTRATION PRIOR TO BEING PERMITTED TO OPERATE. ALL NEW SANITARY SEWER GRAVITY LINES SHALL PASS A LOW PRESSURE AIR TEST IN ACCORDANCE WITH ASTM C-828 AT A PRESSURE OF 3.5 PSI.
7. MANHOLES SHALL BE VACUUM TESTED IN ACCORDANCE WITH ASTM C-1244. IF PRESSURE DROP EXCEEDS THE SPECIFIED AMOUNT, THE NECESSARY REPAIRS OR REPLACEMENTS REQUIRED SHALL BE MADE TO REDUCE THE PRESSURE DROP TO WITHIN THE SPECIFIED LIMIT, AND THE TESTS SHALL BE REPEATED UNTIL THE REQUIREMENT IS MET.
8. SERVICE LATERALS SHALL BE 6" DIAMETER SDR-35 PVC WITH A MINIMUM SLOPE OF 1%, UNLESS OTHERWISE NOTED ON THE PLAN.
9. ALL SANITARY SEWER MAINS AND MANHOLES UP TO, BUT NOT INCLUDING, THE EXISTING CONNECTION MANHOLE ON BRANCH STREET SHALL BE OWNED, OPERATED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

| DRAWN BY: CMB | | | | CHECKED BY: MAB | | | |
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| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 10/25/22 | ADDED SHEET | LGP | | | | |
| 2 | 12/27/22 | NO CHANGE THIS SHEET | CMB | | | | |
| 3 | 1/31/23 | NO CHANGE THIS SHEET | CMB | | | | |
| 4 | 2/28/23 | NO CHANGE THIS SHEET | CMB | | | | |
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| | | | | | | | |

STATE OF NEW YORK · MICHAEL A. BOSENSPIEP · 085405 · LICENSED PROFESSIONAL ENGINEER

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SEWER DETAILS

BEACON HIP LOFTS & STUDIOS

FRONT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-04-535128

| | |
|---|---|
| JOB #: | 2013:003 |
| DATE: | 5/21/22 |
| SCALE: | AS SHOWN |
| TITLE: | CD-4 |
| SHEET: | 10 OF 12 |

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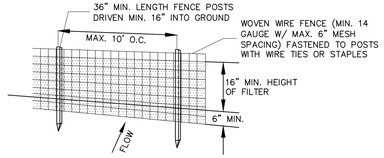
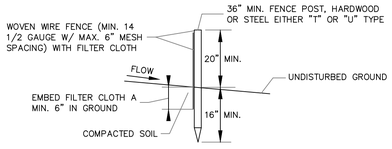


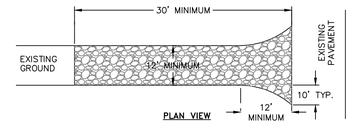

PERSPECTIVE VIEW




SECTION VIEW

NOTES:
1. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.
3. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE OR APPROVED EQUAL.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

## SILT FENCE DETAIL
NOT TO SCALE




NOTES:
1) STONE SIZE – USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.

2) LENGTH – NOT LESS THAN 30 FEET FOR A SINGLE RESIDENCE LOT.

3) THICKNESS – NOT LESS THAN SIX (6) INCHES.

4) WIDTH – 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.

5) GEOTEXTILE – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.

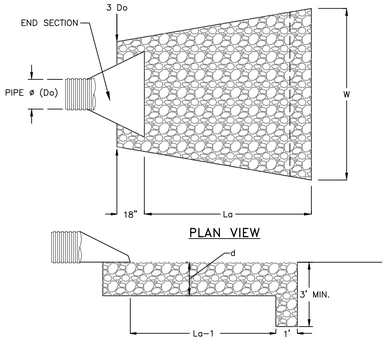
6) SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.

7) MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.

8) WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

9) PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

## STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE

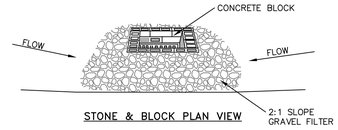



NOTES:
1. SIZING INFORMATION TAKEN FROM FIGURE 5B.12 (PAGE 5B.25) AND/OR FIGURE 5B.13 (PAGE 5B.26) OF THE "NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL" 2005 EDITION.
2. RIPRAP SHALL BE COMPOSED OF A WELL-GRADED MIXTURE OF STONE SIZE SO THAT 50% OF THE PIECES SHALL BE LARGER, BY WEIGHT, THAN THE SPECIFIED d50. THE LARGEST STONE SIZE SHALL BE 1.5 TIMES d50.
3. THE MINIMUM THICKNESS OF THE RIPRAP LAYER SHALL BE 1.5 TIMES THE MAXIMUM STONE DIAMETER FOR d50 OF 15 INCHES OR LESS; AND 1.2 TIMES THE MAXIMUM STONE SIZE FOR d50 GREATER THAN 15 INCHES.
4. A LAYER OF FILTER FABRIC (THICKNESS 20-60 MILS, GRAB STRENGTH 90-120 LBS, SHALL CONFORM TO ASTM D-1777 AND ASTM D-1682) SHALL BE PLACED BETWEEN THE RIPRAP AND THE UNDERLYING SOIL SURFACE. FILTER FABRIC SHALL HAVE A MINIMUM 1' OVERLAP AT ALL SEEMS.

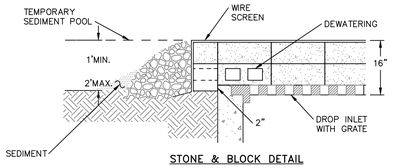
## ROCK OUTLET PROTECTION DETAIL
NOT TO SCALE

| OUTLET PIPE ID | PIPE ø | 3Do | W | La | d | d50 RIPRAP SIZE |
|---|---|---|---|---|---|---|
| FES A | 15 INCHES | 3.75 FEET | 9.5 FEET | 8 FEET | 14 INCHES | 6 INCHES |
| FES B | 15 INCHES | 3.75 FEET | 9.5 FEET | 8 FEET | 14 INCHES | 6 INCHES |
| | | | | | | |

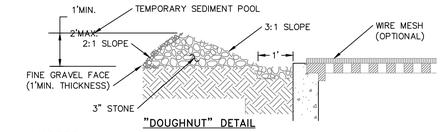
## ROCK OUTLET PROTECTION TABLE
NOT TO SCALE




STONE & BLOCK PLAN VIEW



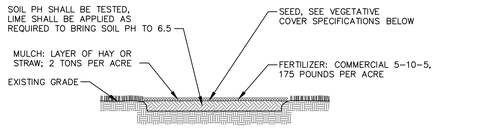

STONE & BLOCK DETAIL




"DOUGHNUT" DETAIL

NOTES:
1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.
2. HARDWARE CLOTH OR 1/2" WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS TO SUPPORT STONE.
3. USE CLEAN STONE OR GRAVEL 1/2-3/4 INCH IN DIAMETER PLACED 2 INCHES BELOW TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER.
4. FOR STONE STRUCTURES ONLY, A 1 FOOT THICK LAYER OF THE FILTER STONE WILL BE PLACED AGAINST THE 3 INCH STONE AS SHOWN ON THE DRAWINGS.
MAXIMUM DRAINAGE AREA 1 ACRE

## CATCH BASIN INLET PROTECTION DETAIL
NOT TO SCALE




NOTES:
1. TOPSOIL, SEED, MULCH, AND FERTILIZE DISTURBED SOIL AREAS THAT WILL BE LEFT EXPOSED FOR 14 DAYS OR MORE.
2. SEED MIXTURE FOR USE ON LAWNS IN SUNNY AREAS:

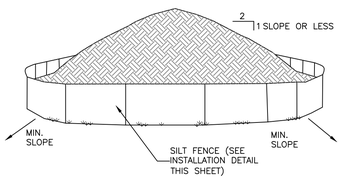
| | |
|---|---|
| 65% KENTUCKY BLUE GRASS BLEND | 114 POUNDS PER ACRE |
| 20% PERENNIAL RYEGRASS | 35 POUNDS PER ACRE |
| 15% FINE FESCUE | 26 POUNDS PER ACRE |
| | 175 POUNDS PER ACRE |

3. SEED MIXTURE FOR USE IN SHADY AREAS:

| | |
|---|---|
| 80% BLEND OF SHADE TOLERANT KENTUCKY BLUEGRASS | 138 POUNDS PER ACRE |
| 20% FINE FESCUE | 37 POUNDS PER ACRE |
| | 175 POUNDS PER ACRE |

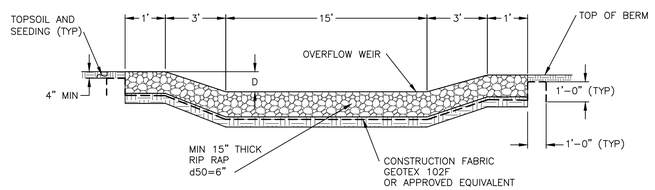
4. SEED BETWEEN APRIL 1ST AND MAY 15TH OR AUGUST 15TH AND OCTOBER 15TH. SEEDING MAY OCCUR BETWEEN MAY 15TH AND AUGUST 15TH IF ADEQUATE IRRIGATION IS PROVIDED.
5. TOPSOIL SHALL HAVE AT LEAST 6% BY WEIGHT OF FINE TEXTURED STABLE ORGANIC MATERIAL, AND NO GREATER THAN 20%. TOPSOIL SHALL HAVE NOT LESS THAN 20% FINE TEXTURED MATERIAL (PASSING THE NO. 200 SIEVE) AND NOT MORE THAN 15% CLAY.

## TOPSOIL, SEED AND MULCH DETAIL
NOT TO SCALE



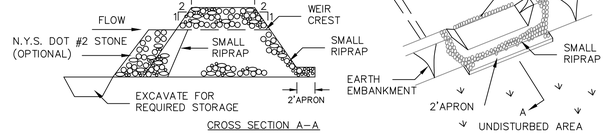

*NOTES:*
*1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.*
*2. EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.*

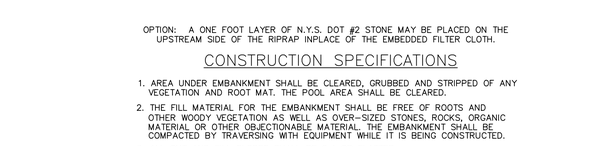
## TEMPORARY SOIL STOCKPILE DETAIL
NOT TO SCALE




NOTES:
1. RIP RAP OUTLET PROTECTION SHALL BE 15" OF LIGHT STONE FILLING. STONE FILLING SIZE d50=6", RIVER ROCK MAY BE SUBSTITUTED FOR ANGULAR STONE.

## INFILTRATION BASIN EMERGENCY OVERFLOW WEIR DETAIL
NOT TO SCALE




CROSS SECTION A-A




OPTION: A ONE FOOT LAYER OF N.Y.S. DOT #2 STONE MAY BE PLACED ON THE UPSTREAM SIDE OF THE RIPRAP INPLACE OF THE EMBEDDED FILTER CLOTH.

## CONSTRUCTION SPECIFICATIONS

1. AREA UNDER EMBANKMENT SHALL BE CLEARED, GRUBBED AND STRIPPED OF ANY VEGETATION AND ROOT MAT. THE POOL AREA SHALL BE CLEARED.
2. THE FILL MATERIAL FOR THE EMBANKMENT SHALL BE FREE OF ROOTS AND OTHER WOODY VEGETATION AS WELL AS OVER-SIZED STONES, ROCKS, ORGANIC MATERIAL OR OTHER OBJECTIONABLE MATERIAL. THE EMBANKMENT SHALL BE COMPACTED BY TRAVERSING WITH EQUIPMENT WHILE IT IS BEING CONSTRUCTED.
3. ALL CUT AND FILL SLOPES SHALL BE 2:1 OR FLATTER.
4. THE STONE USED IN THE OUTLET SHALL BE SMALL RIPRAP 4"-8" ALONG WITH A 1' THICKNESS OF 2" AGGREGATE PLACED ON THE UP-GRADE SIDE ON THE SMALL RIPRAP OR EMBEDDED FILTER CLOTH IN THE RIPRAP.
5. SEDIMENT SHALL BE REMOVED AND TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO 1/2 THE DESIGN DEPTH OF THE TRAP. IT SHALL BE PLACED ON SITE AND STABILIZED.
6. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN AND REPAIRS MADE AS NEEDED.
7. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND SEDIMENT ARE CONTROLLED.
8. THE STRUCTURE SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.

MAXIMUM DRAINAGE AREA 5 ACRES

| BASIN I.D. | CONTRIBUTING AREA (AC) | BERM ELEVATION (FT) | BOTTOM ELEVATION (FT) | WEIR CREST INVERT (FT) | BERM WIDTH (FT) | STORAGE REQUIRED (CUFT) | STORAGE PROVIDED (CUFT) | CLEANOUT ELEVATION (FT) |
|---|---|---|---|---|---|---|---|---|
| A | 2.60 | 143.0 | 137.0 | 142.0 | 4' | 9,360 | 11,263 | 139.0 |

## STONE OUTLET SEDIMENT TRAP DETAIL
NOT TO SCALE

| DRAWN BY: CMB | | | | CHECKED BY: MAB | | | |
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| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
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| 2 | 12/27/22 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 3 | 1/31/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |
| 4 | 2/28/23 | NO CHANGE THIS SHEET | CMB | | | | |
| | | | | | | | |
| | | | | | | | |

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MICHAEL A. BOGDANOS
084466
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SEAL

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EROSION & SEDIMENT CONTROL DETAILS

BEACON HIP LOFTS & STUDIOS

FRONT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-04-535128

| | |
|---|---|
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| DATE: | 5/21/22 |
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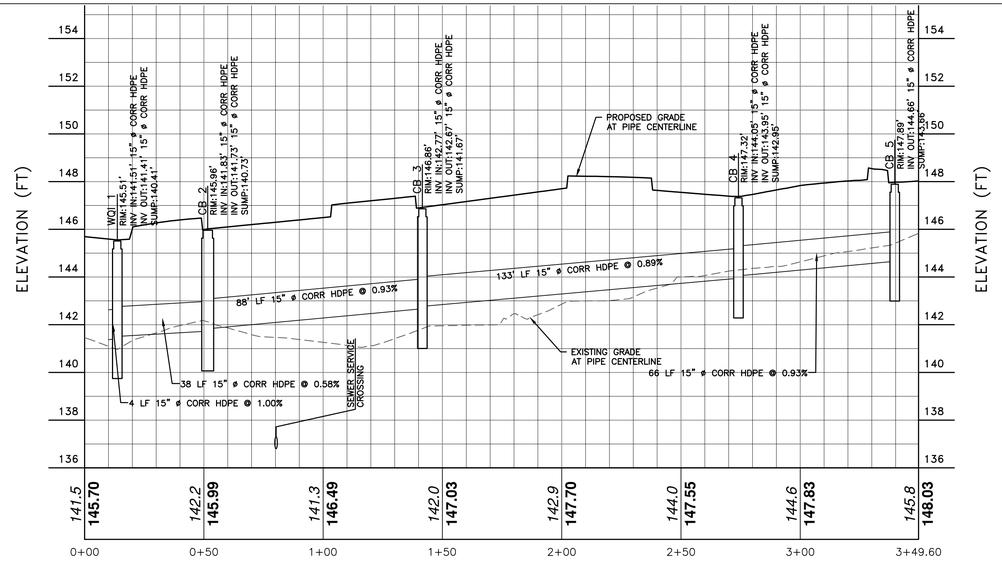
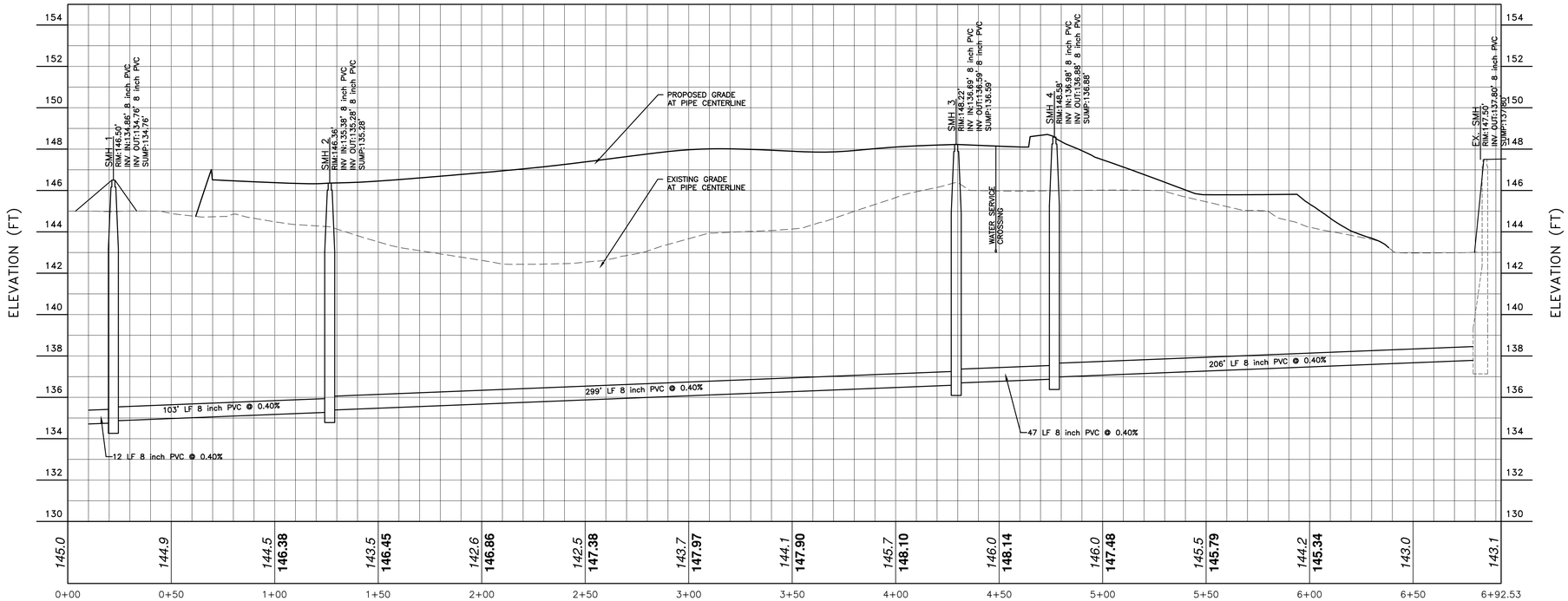



PROPOSED STORM PROFILE

SCALE H: 1" = 30'
V: 1" = 3'




PROPOSED SANITARY SEWER PROFILE

SCALE H: 1" = 30'
V: 1" = 3'

| DRAWN BY: CMB | | | | CHECKED BY: MAB | | | |
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| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 1/31/23 | ADDED SHEET | CMB | | | | |
| 2 | 2/28/23 | REVISED SEWER PROFILE | CMB | | | | |

GRAPHIC SCALE

30 0 15 30 60 120

( IN FEET )
1 inch = 30 ft.

SEAL

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PROFILES

# BEACON HIP LOFTS & STUDIOS

FRONT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-04-535128

| | |
|---|---|
| JOB #: | 2013:003 |
| DATE: | 5/21/22 |
| SCALE: | 1" = 30' |
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| SHEET: | 12 OF 12 |

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## 6.7.2 Pre-Treatment Practices

The following pre-treatment practices have been incorporated into the design of this project. Preventative and corrective maintenance measures to provide long-term effectiveness of stormwater attenuation practices if properly implemented will be included in Appendix L.

### 6.7.2.1 Hydrodynamic Devices

Hydrodynamic devices are designed to intercept and store pollutants such as sediment and floatables for later removal and safe disposal.

### 6.7.2.2 Overland Flow

A small portion of the runoff will flow overland to receiving water bodies. The meadow and landscaped areas will capture sediment and floatables prior to discharge at the stormwater discharge point.

### 6.7.2.3 Grass Filter Strips

Grass filter strips are gently sloped vegetated areas designed to treat sheet flow runoff from adjacent impervious areas. Filter strips (also known as vegetated filter strips and grassed filters) function by slowing runoff velocities, filtering out sediment and other pollutants, and providing some infiltration into underlying soils. Because they use sheet flow and not channelized flow, filter strips are often more effective than swales at removing suspended solids and trash from runoff.

## 6.7.3 Treatment Practices

The following treatment practices have been incorporated into the design of this project. Preventative and corrective maintenance measures to provide long-term effectiveness of stormwater attenuation practices if properly implemented are included in Appendix L.

### 6.7.3.1 Infiltration Basin

Stormwater infiltration practices capture and temporarily store the water quality volume before allowing it to infiltrate through the floor of each practice into the soil over a two-day period. In areas where the subsurface soils exhibit high infiltration rates, the channel protection volume may also be infiltrated. Infiltration facilities are not typically capable of infiltrating the overbank flood or extreme flood volumes. Adequate outflows are required for these larger storm events. Soil testing to obtain infiltration rates are required as part of the design of infiltration facilities. Varying degrees of pre-treatment of the water quality are required based on the field determined infiltration rate of the subsurface soils. 100% of the water quality volume is required where the infiltration rate exceeds 5 inches per hour, 50% for infiltration rates between 2 and 5 inches per hour, and 25% for infiltration rates less than 2 inches per hour. Pre-treatment is typically accomplished through installation of plunge pools and other filtering methods. Infiltration practices must be isolated and protected from stormwater run-off during construction. The contributory drainage area shall be completely constructed and stabilized before connection of the stormwater conveyance system to the infiltration practice. Infiltration basins are typically landscaped by providing a hardy, drought tolerant grass species that is capable of tolerating periodic inundation. The established grass requires mowing twice annually (or as needed). Proper maintenance of the contributing conveyance system and pre-treatment practice are important in maintaining infiltration rates.

# *Preliminary Water and Sewer Engineer's Report: for Beacon HIP Lofts and Studios*

Prepared for:
Beacon HIP Lofts, LLC
16 Squadron Boulevard
New City, NY 10956

January 31, 2023, Revised February 28, 2023

HUDSON
LAND DESIGN

Prepared by:
Hudson Land Design Professional Engineering, P.C.
174 Main Street
Beacon, NY 12508

# TABLE OF CONTENTS

**1.0 PROJECT LOCATION ..... 1**

**2.0 PROJECT DESCRIPTION ..... 1**

**3.0 ESTIMATED WATER & WASTEWATER QUANTITIES ..... 2**

**4.0 SEWAGE CONVEYANCE ..... 2**

4.1 Existing Sewer Infrastructure ..... 2
4.2 Existing Sewage Pump Station ..... 3
4.3 Proposed Sewer Infrastructure ..... 4

**5.0 WATER SUPPLY ..... 4**

5.1 Source and Existing Infrastructure ..... 4
5.2 Sprinklers ..... 5

# APPENDICES

**Appendix A** **Calculations and Supporting Information**

# 1.0 PROJECT LOCATION

The undeveloped portion of the Beacon HIP Lofts complex sits on approximately 3.5 acres of land in the City of Beacon, Dutchess County, New York. The property is identified as parcel number 6055-04-535128 on the City of Beacon Tax Maps. The vacant parcel is located just south of the previously approved developed portion of the complex at 39 Front Street known as Beacon HIP Lofts and Storage.

# 2.0 PROJECT DESCRIPTION

This application is for the proposed development of the parcel, collectively referred herein as HIP Lofts and Studios. The project calls for construction of a two-story mixed use building consisting of 28 1-bedroom loft apartments and 30,000sqft of artist studios. The project includes a new parking lot that will be accessed from the developed portion of the site to the north, and an emergency ingress/egress at the south end of the site that connects to Front Street.

Wastewater generated by the project will be disposed of by means of an a new private internal sewer main will be constructed as part of the project to replace an old sewer main that runs through the parcel. The new sewer line will start at a manhole at the northerly property line with the developed portion of the complex, and will terminate at an existing pump station located at the south end of the parcel.

Water supply will be by means of an internal water main that runs through the site. The parcel contains an 8" C900 PVC private water main that was constructed in 2015 as part of the previously approved developed portion of the complex. There is an 8" meter pit that contains an 8" Sensus Fireline meter and an 8" Waats double check valve that were also constructed in 2015.

This report summarizes all data and information necessary for the design of the water and sewer infrastructure that will serve the project.

The project has been designed in accordance with the following (latest editions):

- New York State Department of Health (NYSDOH) Standards for Individual Water Supply and Individual Sewage Treatment Systems Appendix 75-A
- Dutchess County Department of Health (DCDOH) Water and Wastewater Systems Design and Construction Standards
- New York State Department of Environmental Conservation (NYSDEC) "Design Standards for Wastewater Treatment Works" for Intermediate Sized Sewage Facilities.
- Recommended Standards For Wastewater Facilities (Ten States Standards)

# 3.0 ESTIMATED WATER & WASTEWATER QUANTITIES

The following table provides estimated water usage/wastewater generation at full buildout of the project, according to the NYSDEC *Design Standards for Wastewater Treatment Works, 2014.*

| Use | Flow Rate | Daily Water Generation Usage/Wastewater | *Adjusted Daily Water Usage/Wastewater Generation |
|---|---|---|---|
| [1]Residential (Live Work - 28 bedrooms) | 110 per bedroom | 3,080 gpd | 3,080 gpd |
| [2]Studio Space (30,000 SF) | 0.1 gpd per SF | 3,000 gpd | 2,400 gpd |
| TOTAL | | | **5,480 gpd** |

*Per NYSDEC Design Standards for Wastewater Treatment Works 2014, hydraulic loading may be reduced by 20% for installations serviced by water saving fixtures. Residential bedroom flows of 110 gpd include the 20% reduction.

# 4.0 SEWAGE CONVEYANCE

At full build-out, the project is expected to generate 5,480 gallons of wastewater per day. Based on previous conversations with the City of Beacon Sewer Superintendent, the City's existing sewer infrastructure and sewer treatment plant have sufficient capacity to handle the anticipated increase in daily sewage load, provided that all of the stormwater inflow from the site is eliminated.

## 4.1 Existing Sewer Infrastructure

The City's Water and Sewer Superintendent has stated that the existing water and sewer plants have sufficient capacity for the proposed project. The sewer plant has capacity for up to 6 million gallons/day (MGD) and is currently operating at 3.2 MGD to 3.5 MGD. The water plant has capacity for 4 MGD and currently operates at an average of 2.281 MGD with a maximum withdrawal of 3.007 MGD in 2021.

The existing sewer main runs from a new manhole installed in 2015, just north of the northly property line, through the site to the aforementioned existing pump station located at the south end of the site. The existing sewer line consists of approximately 495 liner feet of 18" clay sewer and 3 brick sewer manholes. The existing clay sewer line and brick manholes are old and likely experience infiltration and inflow through cracks within the pipes and manholes. The line also is very flat through the parcel, and often experiences solids settling in the pipe due to low-flow. The complex superintendent currently hydro jets the line about once per year.

The existing sewer main will be removed or crushed in-place after the new sewer main is constructed.

## 4.2 Existing Sewage Pump Station

The sewer pump station was evaluated in mid-January, 2023 with the site superintendent. New Gould's 10 HP sewage pumps were installed in 2016 after a power surge blew out the pumps and other equipment. An exhaust fan for the pump station was also replaced at the time.

The pump station's wet well is roughly 24' long by 11.5' wide and 15' deep; however, the shape of the wet well is not a rectangle. Based upon the measurements taken, the wet well is 418 sqft of area. Therefore, for every foot of depth, there is 418 cubic feet or 3,127 gallons of volume.

The pump station contains two (2) Gould's 10 HP model 4NS pumps which appear to be in adequate condition. There are no known sources of infiltration or inflow into the wet well. The pumps operate on a float system, and the floats are set as follows: The bottom of the tank is at elevation 129.77; pump off float is approximately 3.67 feet above the bottom of the tank (elev. = 133.44); pump on is approximately 8.17' above the bottom of the tank (elev. = 137.94); lead/lag pump on is approximately 9.17' above the bottom of the tank (elev. = 138.94) and high level alarm is approximately 12.17 above the bottom of the tank (elev. = 141.94). New floats and controls were replaced in 2016 along with the pumps.

Based on the float levels and the dimensions of the wet well, the distance between the pump on and pump off elevations is 4.5 feet. Therefore, the pumps discharge approximately 14,071 gallons to the receiving manhole in Liberty Street. Head calculations have been performed to verify the pumping rate and pump time. The pumps operate at 538 gpm at 40.43 TDH. Therefore, the pump cycle is for 35.5 minutes. According to the site superintendent, the pumps only operate every few days. It is recommended to adjust the floats to provide approximately 4 pump cycles per day for each pump. See calculations within Appendix A.

The new sewer main will be provided with an adequate slope to provide self-cleansing velocities which results in the pipes entering the pump station at elevation 134.71. Based upon the new pipe elevation and the large pump cycle, it is recommended to lower the floats such that there is adequate permanent water on the pumps, and shorten the pump cycle so the pumps cycle at least 4 times per day each. Lowering the pump cycle will better distribute the daily flow to the receiving Beacon sewer system with smaller amounts of plug flow and will also improve odor issues associated with the pump station.

The total flow contributing from the developed portion of the HIP complex at full buildout is 23,608 gpd. Therefore, the total flow from the Beacon HIP complex to the pump station when combined with the proposed flow from the vacant parcel is 29,088 gpd. The adjacent Landgrove apartment complex to the east of the premises also discharges sewer to the pump station. According to property reports obtained from Dutchess County Parcel Access, the complex consists of 23 one-bedroom, 30 two-bedroom and 1 three-bedroom apartments for a total of 86 residential bedrooms. The complex was built prior to the clean water act; therefore, it is unknown if the apartments have

been retrofitted with post 1994 water-saving fixtures. Conservatively estimating daily flows using 150 gpd per bedroom yields a daily flow of 12,900 gpd. Therefore, the total combined calculated flow to the pump station is 41,988 gpd. Based upon the current pump cycle of 14,071 gpd, and that the pumps only cycle once per every few days, the calculated flow is likely conservative. It is noted however, that HIP Lofts and Storage Building 16, and the HIP Lofts and Studios project are not yet online into the system.

It is recommended to lower the pump off elevation to 35.3 inches from the pump station floor (elev = 132.71). This elevation provides adequate permanent liquid coverage over the pumps. The pump on elevation is set at 20 inches above the pump off elevation (elev. = 134.38) such that there are 8 pump cycles per day (4 each pump). The bulk of the daily flow of 41,988 gpd most likely occurs between 5 AM and 11PM each day, which is over an 18-hour period. This equates to an average daily flow of 38.9 gpm. Using a peaking factor of 8 results in a 311 gpm peak flowrate. The pump rate is 538 gpm which is sufficient for peak flow conditions. There is a lead/lag float within the tank. It is therefore recommended to set the lead/lag float elevation at 6" above the pump on elevation (elev = 134.88). So long as the pumps are operating correctly, the lead/lag should not kick in. Lastly, it recommended to set the high-level alarm at 12" above the pump on elevation (elev. = 135.38). At full buildout, there will be 31,463 gallons of storage within the wet well above the high-level alarm. The station is provided with a backup power generator and has dual pumps. Therefore, the amount of storage above the high-level alarm is adequate.

The pump station discharges to a manhole located on Liberty Street via 6" force main at an approximate elevation of 155.0. A backup power generator was provided on the pump station in 2016. See pump calculations within Appendix A.

### 4.3 Proposed Sewer Infrastructure

The existing sanitary collection system (piping and manholes) will consist of 8" SDR 35 PVC sewer pipe with a minimum slope of 0.4% and 4 new pre-cast concrete sewer manholes. A 6" SDR 35 sewer service line will exit the proposed building and connect to the new sewer main.

Sewer mains shall be laid in straight alignment. The sewer main shall be tested for alignment and exfiltration and the sanitary manholes shall be vacuum tested in accordance with the requirements on the site plan set.

## 5.0 WATER SUPPLY

As shown in Section 3.0, the project is expected to require 5,480 gallons of water per day. Per conversations with the City of Beacon Water Superintendent, the anticipated increase in daily water demand is readily available.

### 5.1 Source and Existing Infrastructure

The site's water is supplied by an 8" C900 PVC water main that runs along the westerly property line toward the north where it supplies potable water to the developed portion of the HIP complex.

This water main was constructed in 2015. The water main connects to a 10” DIP water main that crosses the Fishkill Creek just south of the parcel.

A new 6” DIP water service pipe is proposed at the north end of the building to connect directly to the 8” main. All minimum separation distance requirements from the water main and individual service connections shall be maintained. A minimum of 10 feet of separation is required between water and sewer lines that are running parallel. If a water line and a sewer line must cross, they shall do so perpendicular to each other. A minimum of 18” shall be provided from the crown of the sewer pipe to the bottom of the water pipe or the crown of the water pipe to the bottom of the sewer pipe.

## 5.2 Sprinklers

The proposed building will be equipped with sprinkler systems in accordance with NFPA 13. All of building’s sprinkler systems will be tied into an internal fire alarm system. The alarm system telemetry is tied into a dispatch center which notifies the local fire department when the alarm is set off.

# APPENDIX A

## Calculations and Supporting Information

## Parcel Number
130200-6055-04-502133-0000

## Parcel Address
71 Front St

## Municipality
Beacon City

## Owner Name
Landgrove Realty Inc *(P)*

## Primary Owner Mailing Address
29 Lydia Dr
Beacon, NY 12508

## Parcel Details

| | | | |
|---|---|---|---|
| **Lot Size (acres):** | 2.3 Ac (C) | **Split Town:** | - |
| **Filed Map:** | - | **Agri. District:** | None |
| **File Lot #:** | - | **School District:** | (130200) Beacon City SD |
| **Land Use Class:** | (411) Apartment | | |

## Assessment Information (Current)

| Land: | Total: | County Taxable: | Town Taxable: | School Taxable: | Village Taxable: |
|---|---|---|---|---|---|
| $81,700 | $839,700 | $839,700 | $839,700 | $839,700 | $0 |

| Tax Code: | Roll Section: | Uniform %: | Full Market Value: |
|---|---|---|---|
| N (Non-Homestead) | 1 (Taxable) | 100 | $839,700 |

| Tentative Roll: | Final Roll: | Valuation Date: |
|---|---|---|
| 5/1/2022 | 7/1/2022 | 7/1/2021 |

## Last Sale / Transfer

| Sale Price: | Sale Date: | Deed Book: | Deed Page: | Sale Condition: | No. Parcels: |
|---|---|---|---|---|---|
| $0 | 1/1/2000 | 1594 | 0609 | - | 0 |

## Site Information

### Site 1

| Water Supply: | Sewer Type: | Desirability: | Zoning Code: | Used As: |
|---|---|---|---|---|
| (3) Comm/public | (3) Comm/public | - | HI | (A02) Convrted apt |

## Commercial Rental Information

### Site 1, Use 1

| Used As: | | | Unit Code: | Total Rent Area: | Total Units: |
|---|---|---|---|---|---|
| (A03) Garden apt | | | - | 0 | 0 |
| **Area 1 Bed. Apts.:** | **Area 2 Bed. Apts.:** | **Area 3 Bed. Apts.:** | **No. 1 Bed. Apts:** | **No. 2 Bed. Apts:** | **No. 3 Bed. Apts:** |
| 0 | 12200 | 0 | 0 | 12 | 0 |

## Improvements

### Site 1, Improvement 1

| Structure Code: | Dim. 1: | Dim. 2: | Quantity: |
|---|---|---|---|
| (FC1) Shed-machine | 0 | 0 | 1 |
| **Year Built:** | **Condition:** | **Grade:** | **Sq. Ft.:** |
| 1960 | (2) Fair | D | 100 |

ABSOLUTELY NO ACCURACY OR COMPLETENESS GUARANTEE IS IMPLIED OR INTENDED. ALL INFORMATION ON THIS MAP IS SUBJECT TO CHANGE BASED ON A COMPLETE TITLE SEARCH OR FIELD SURVEY.

This report was produced using ParcelAccess on 2/16/2023. Developed and maintained by OCIS - Dutchess County, NY.

## Parcel Number
130200-6055-04-529161-0000

## Parcel Address
8 Mill St

## Municipality
Beacon City

## Owner Name
Landgrove Realty Inc *(P)*

## Primary Owner Mailing Address
29 Lydia Dr
Beacon, NY 12508

## Parcel Details

| | | | |
|---|---|---|---|
| **Lot Size (acres):** | 1.4 Ac (C) | **Split Town:** | - |
| **Filed Map:** | - | **Agri. District:** | None |
| **File Lot #:** | - | **School District:** | (130200) Beacon City SD |
| **Land Use Class:** | (411) Apartment | | |

## Assessment Information (Current)

| Land: | Total: | County Taxable: | Town Taxable: | School Taxable: | Village Taxable: |
|---|---|---|---|---|---|
| $57,800 | $717,600 | $717,600 | $717,600 | $717,600 | $0 |

| Tax Code: | Roll Section: | Uniform %: | Full Market Value: |
|---|---|---|---|
| N (Non-Homestead) | 1 (Taxable) | 100 | $717,600 |

| Tentative Roll: | Final Roll: | Valuation Date: |
|---|---|---|
| 5/1/2022 | 7/1/2022 | 7/1/2021 |

## Last Sale / Transfer

| Sale Price: | Sale Date: | Deed Book: | Deed Page: | Sale Condition: | No. Parcels: |
|---|---|---|---|---|---|
| $0 | 1/1/2000 | 1594 | 0609 | - | 0 |

## Site Information

### Site 1

| Water Supply: | Sewer Type: | Desirability: | Zoning Code: | Used As: |
|---|---|---|---|---|
| (3) Comm/public | (3) Comm/public | - | HI | (A02) Convrted apt |

## Commercial Rental Information

### Site 1, Use 1

| Used As: | | | Unit Code: | Total Rent Area: | Total Units: |
|---|---|---|---|---|---|
| (F05) Row storage | | | 01 | 0 | 0 |
| **Area 1 Bed. Apts.:** | **Area 2 Bed. Apts.:** | **Area 3 Bed. Apts.:** | **No. 1 Bed. Apts:** | **No. 2 Bed. Apts:** | **No. 3 Bed. Apts:** |
| 0 | 0 | 0 | 0 | 0 | 0 |

### Site 1, Use 2

| Used As: | | | Unit Code: | Total Rent Area: | Total Units: |
|---|---|---|---|---|---|
| (A03) Garden apt | | | - | 0 | 0 |
| **Area 1 Bed. Apts.:** | **Area 2 Bed. Apts.:** | **Area 3 Bed. Apts.:** | **No. 1 Bed. Apts:** | **No. 2 Bed. Apts:** | **No. 3 Bed. Apts:** |
| 14206 | 0 | 0 | 23 | 0 | 0 |

## Improvements

### Site 1, Improvement 1

| Structure Code: | Dim. 1: | Dim. 2: | Quantity: |
|---|---|---|---|
| (RG4) Gar-1.0 det | 0 | 0 | 1 |
| **Year Built:** | **Condition:** | **Grade:** | **Sq. Ft.:** |
| 1930 | (3) Normal | D | 1,025 |

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## Parcel Number
130200-6055-04-564191-0000

## Parcel Address
1 Mill St

## Municipality
Beacon City

## Owner Name
Landgrove Realty Inc *(P)*

## Primary Owner Mailing Address
29 Lydia Dr
Beacon, NY 12508

## Parcel Details

| | | | |
|---|---|---|---|
| **Lot Size (acres):** | 2.5 Ac (C) | **Split Town:** | - |
| **Filed Map:** | - | **Agri. District:** | None |
| **File Lot #:** | - | **School District:** | (130200) Beacon City SD |
| **Land Use Class:** | (411) Apartment | | |

## Assessment Information (Current)

| Land: | Total: | County Taxable: | Town Taxable: | School Taxable: | Village Taxable: |
|---|---|---|---|---|---|
| $74,900 | $916,100 | $916,100 | $916,100 | $916,100 | $0 |

| Tax Code: | Roll Section: | Uniform %: | Full Market Value: |
|---|---|---|---|
| N (Non-Homestead) | 1 (Taxable) | 100 | $916,100 |

| Tentative Roll: | Final Roll: | Valuation Date: |
|---|---|---|
| 5/1/2022 | 7/1/2022 | 7/1/2021 |

## Last Sale / Transfer

| Sale Price: | Sale Date: | Deed Book: | Deed Page: | Sale Condition: | No. Parcels: |
|---|---|---|---|---|---|
| $0 | 1/1/2000 | 1594 | 0609 | - | 0 |

## Site Information

### Site 1

| Water Supply: | Sewer Type: | Desirability: | Zoning Code: | Used As: |
|---|---|---|---|---|
| (3) Comm/public | (3) Comm/public | - | HI | (A02) Convrted apt |

## Commercial Rental Information

### Site 1, Use 1

| Used As: | | | Unit Code: | Total Rent Area: | Total Units: |
|---|---|---|---|---|---|
| (A03) Garden apt | | | - | 0 | 0 |
| **Area 1 Bed. Apts.:** | **Area 2 Bed. Apts.:** | **Area 3 Bed. Apts.:** | **No. 1 Bed. Apts:** | **No. 2 Bed. Apts:** | **No. 3 Bed. Apts:** |
| 0 | 18108 | 0 | 0 | 18 | 0 |

### Site 1, Use 2

| Used As: | | | Unit Code: | Total Rent Area: | Total Units: |
|---|---|---|---|---|---|
| (A03) Garden apt | | | - | 0 | 0 |
| **Area 1 Bed. Apts.:** | **Area 2 Bed. Apts.:** | **Area 3 Bed. Apts.:** | **No. 1 Bed. Apts:** | **No. 2 Bed. Apts:** | **No. 3 Bed. Apts:** |
| 0 | 0 | 1312 | 0 | 0 | 1 |

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**PUMP CALCULATIONS FOR PUMP CHAMBER AT HIP LOFTS AND STUDIOS**

***I. Design Criteria***

A. Minimum velocity of 2 feet per second in forcemain (pg. 40-4 of 10 State Standards For Wastewater Treatment).
B. Shutoff and check valve shall be placed in discharge line of each pump. Check valve shall be located between shutoff valve and pump (pg. 40-5 of Ten States Standards For Wastewater Treatment).
C. For smooth pipe materials such as PVC and polythethylene, a "C" value not to exceed 120 may be allowed for design (pg. 40-15 of Ten States Standards For Wastewater Treatment).

***II. Knowns***

| | |
|---|---|
| A. Proposed forcemain. | 6.0 CIP |
| B. Pump discharges to manhole with invert elevation of | 155.00 ft |
| C. Lowest Pump Off Elevation Dosing Chamber = | 132.70 ft |

***III. Design Flows***

*A. Flow (Total)* = 41988 gpd

*B. Size Discharge Line For a Minimum Velocity of 2 fps based upon 2014 Recommended Standards for Wastewater Facilities*

Q = VA

- Q = Discharge (cfs)
- V = Velocity (fps)
- A = Area (sf)

PVC Forcemain size: 6 inch

- Area = 3.14 x 1.5 in. x 1.5 in x 0.25 / (144 $in^2$ / sf) = 0.19625 sf

Q = VA

- Q = 2 fps x A sf = 0.3925 cfs

Q cfs x 7.48 gal/cf x 60 sec/min = 176.15 gpm (min flow rate)

***IV. Pump Calculations***

*A. Determine Head Requirements*

1. Proposed Dicharge Manhole on Liberty Street

Proposed length of forcemain pipe = 520 ft.

Proposed length of forcemain in pump chamber = 10 ft.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Fittings = | 45's | 3 | $L_e$ (Equivalent Length) = | 8 | ft/fitting | = | 24 | ft |
| | 90's | 2 | $L_e$ (Equivalent Length) = | 18 | ft/fitting | = | 36 | ft |

- Equivalent Lengths from Figure 37, pg. 225 of the Handbook for PVC Pipe.
- 90's in lift station and prior to distribution boxes.
- 45's along line.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Valves = | Check - | 1 | $L_e$ (Equivalent Length) = | 39 | ft/valve | = | 39 | ft |
| | Gate - | 1 | $L_e$ (Equivalent Length) = | 3.2 | ft/valve | = | 3.2 | ft |

- Equivalent Lengths from Figure 37, pg. 225 of the Handbook for PVC Pipe.
- Gate Valve will be open.

Total Length = 632.2 ft

Velocity Head = $V^2 / 2g$

Proposed Static Head = (Invert to sewer manhole) - (Pump off elevation) = 22.30 ft

Pump Performance Curve

| Flow Rate (gpm) | Velocity (fps) | Total Static Head (ft) | Velocity Head (ft) | Friction Loss / 100' C = 100 | Friction Loss (ft) | TDH (ft) |
|---|---|---|---|---|---|---|
| 0 | 0.00 | 22.30 | 0.00 | 0 | 0.00 | 22.30 |
| 300 | 3.41 | 22.30 | 0.18 | 0.94 | 5.95 | 28.43 |
| 350 | 3.97 | 22.30 | 0.25 | 1.25 | 7.92 | 30.46 |
| 400 | 4.54 | 22.30 | 0.32 | 1.60 | 10.14 | 32.76 |
| 450 | 5.11 | 22.30 | 0.41 | 1.99 | 12.61 | 35.32 |
| 500 | 5.68 | 22.30 | 0.50 | 2.42 | 15.33 | 38.13 |
| 550 | 6.24 | 22.30 | 0.61 | 2.89 | 18.29 | 41.19 |
| 600 | 6.81 | 22.30 | 0.72 | 3.40 | 21.48 | 44.50 |
| 650 | 7.38 | 22.30 | 0.85 | 3.94 | 24.92 | 48.06 |

Notes:
1) Friction Loss / 100' for C100 from attached chart.
2) Friction Loss = Length of Pipe x Friction Loss (C = 100) / 100'.
3) TDH = Total Static Head + Velocity Head + Friction Loss.

***VI. Existing Pumps***

- Goulds Model 10 HP model 4NS Sewage Pump
- Flowrate = 538 gpm

| Flow Rate (gpm) | Velocity (fps) | Total Static Head (ft) | Velocity Head (ft) | Friction Loss / 100' C = 120 | Friction Loss (ft) | TDH (ft) |
|---|---|---|---|---|---|---|
| 538 | 6.11 | 22.30 | 0.58 | 2.78 | 17.55 | 40.43 |

***VII. Dosing Calculations***

Pump Chamber:

| | | |
|---|---|---|
| Interior Surface Area: | 418.00 | feet |
| Volume Per Ft Depth: | 3127.1 | gallons |

Dose:

| | | |
|---|---|---|
| Dose Depth: | 20.00 | inches |
| Dose Volume: | 5211.8 | gallons |

***VIII. Determine Pump Cycle***

Pump Running Time :

| | | |
|---|---|---|
| Dose Volume: | 5211.8 | gallons |
| Pump Rate: | 538.0 | gallons per minute |
| Running Time: | 9.7 | minutes |
| Pump Cycles per day: | 8.1 | |

***IX. Determine Alarm Elevations***

| | | | |
|---|---|---|---|
| Top of Wet Well: | 145.44 | ft | |
| Depth to Bottom Tank from Invert: | 15.67 | ft* | *Field measurements |
| Bottom of Tank: | 129.77 | ft | |
| Low Level Pump Off: | 132.71 | ft** | **manufacturer recommended |
| Pump On Elev.: | 134.38 | ft | water level above floor: 35 inches |
| High Level Alarm: | 135.38 | ft*** | ***12" to high level alarm |
| Storage over high level alarm: | 31463.42 | gallons | |
| Storage over high level alarm: | 0.75 | days | Back up power provided |

# 4NS Submersible Sewage Pumps

BUILT IN THE USA
ENGINEERED, ASSEMBLED & TESTED

| Impeller Code | Impeller Diameter |
|---|---|
| A | 11.00" |
| B | 10.75" |
| C | 10.38" |
| E | 9.75" |
| G | 9.00" |
| K | 8.00" |
| M | 7.50" |

Customer _____

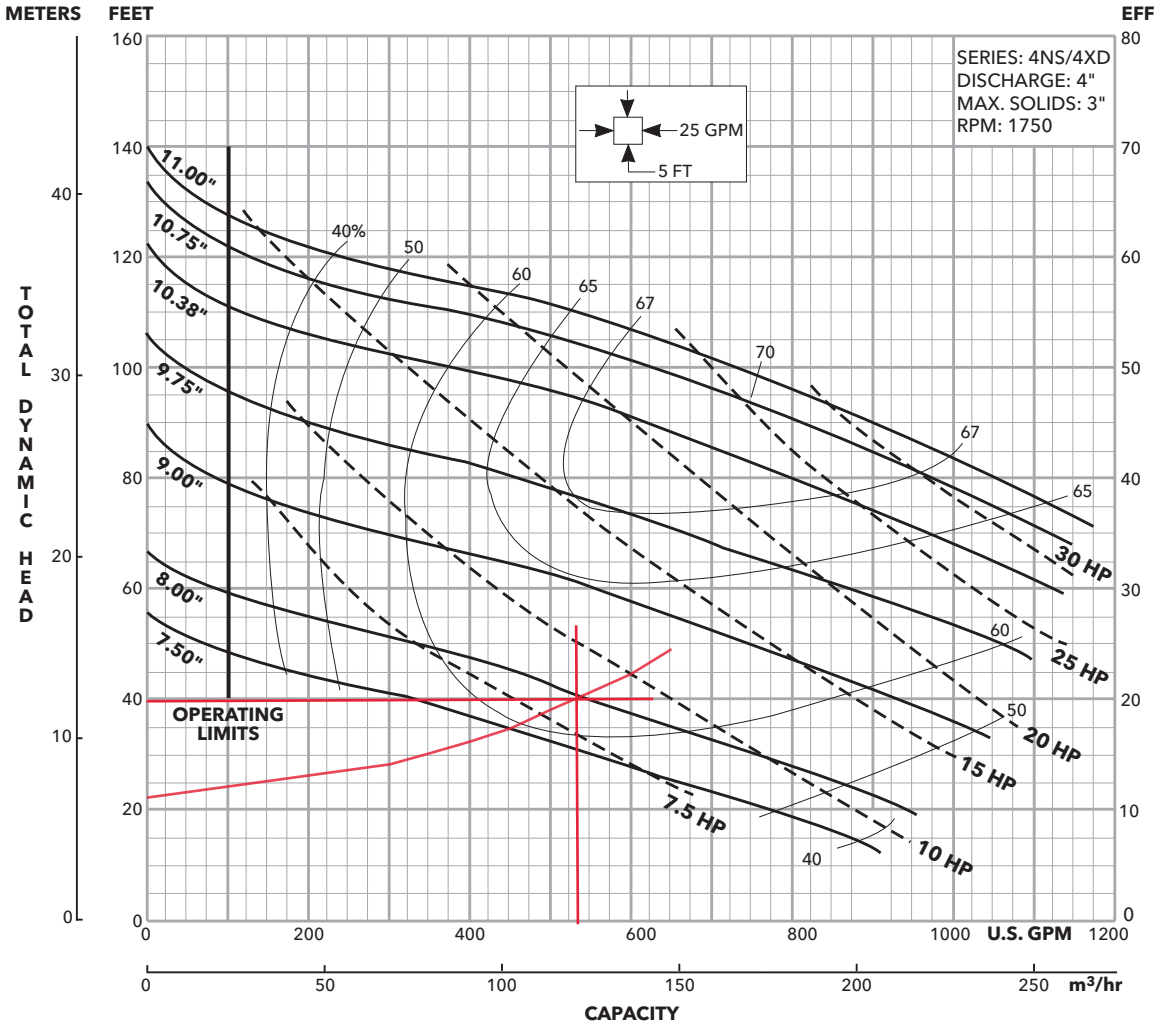
Pump Item _____

Condition of Service Impeller Diameter _____

_____ GPM _____ TDH _____ EFF%

Certified for: Approval ☐

By _____ Date _____ Record ☐



**TECHNICAL BROCHURE**
B4NS R2

# 4NS

SUBMERSIBLE 4" NON-CLOG SEWAGE PUMP

BUILT IN THE USA
ENGINEERED, ASSEMBLED & TESTED

GOULDS WATER TECHNOLOGY
a xylem brand

## FEATURES

**Impeller:** Cast iron, two vane closed design for high efficiency and maximum wear life. Balanced for smooth operation. Optional bronze impeller available.

**Bronze Wear Ring:** Replaceable to renew the running clearances and efficiencies to original conditions.

**Casing:** Heavy duty cast iron, volute type for maximum efficiency. 4" 125# ANSI cast iron flanged. Adaptable to guide rail mounting system.

**Tandem Seals:** Two independently mounted mechanical face type seals are separated by an oil filled chamber. The oil chamber acts as a barrier to trap moisture and provide time for a planned shutdown and maintenance. The oil provides lubrication to the internal (upper) seal. Carbon rotating and ceramic stationary faces are standard on both internal (upper) and external (lower) seals. Optional materials are available for the lower seals. See the Nomenclature Page for order number changes to order either silicon carbide/silicon carbide faces with Viton or silicon carbide/tungsten carbide faces with Viton elastomers. These are recommended for applications containing fine solids or abrasives as found in parking lot/garage drainage and construction dewatering jobs.

**Moisture Protection System:** Two-wire, dual moisture sensing probes are located in the oil filled chamber between the inner and outer seals. When connected to a control panel with an optional Moisture Detection System and an alarm it will detect the presence of moisture should the outer seal fail. It will also detect moisture in the motor chamber and provide a warning prior to water levels reaching the bearing or stator.

**Designed for Continuous Operation:** Motor is rated continuous duty submerged condition in water that is 40° C or below. Maximum runtime with pump unsubmerged for 7½–40 HP is 15 minutes. Motor is suitable for 10 starts per hour.

**Bearings:** Ball, single-row, angular contact, Conrad type bearings with a Class 3 internal fit conforming to AFBMA Standard 20 are used. The bearings are greased for life with a premium moisture resistant polyurea thickened grease containing rust inhibitors and suitable for operation over a range of – 25° C to + 120° C.

**Impeller Mounting Screw:** 300 series stainless steel with anti-rotational locking patch.

**Castings:** All iron castings are ASTM A48 class 30 gray cast iron. Optional bronze impeller is ASTM B584 C87600 silicon bronze.

## APPLICATIONS

Heavy duty design features for a wide range of commercial and industrial applications such as:

- Sewage systems
- Flood and pollution control
- Industrial dewatering
- Wastewater treatment plants
- Municipal and subdivision lift stations

## SPECIFICATIONS

**Pump:**

- Solids handling capabilities: 3" maximum.
- Discharge size: 4" 125# ANSI flanged.
- Capacities: up to 1160 GPM.
- Total heads: up to 140 feet.
- Minimum flow: 100 GPM.
- Maximum flow: end of published curve.
- Mechanical seals: 304 stainless steel metal parts, BUNA-N elastomers with carbon/rotary and ceramic/stationary faces standard for upper and lower seals. Optional lower seals are available with Viton elastomers and either silicon carbide/silicon carbide or silicon carbide/tungsten carbide faces.
- Fasteners: 300 series stainless steel.

**Motor:**

- CSA certified motors (Canadian Standards Association)
- Three phase motors only
- Available voltages: 200, 230, 400, 460 and 575 volt, 60 Hertz
- HP Range: 7.5 - 40
- Motor shaft is a one-piece design of high strength 416 stainless steel
- All motors are air-filled and designed for continuous duty when fully submerged or for up to 15 minutes operation in air.
- NEMA design "B" with copper windings
- Class "F" stator winding designed for inverter duty
- Moisture System: Two wire dual probe monitoring system constantly monitors seal oil chamber and stator housing for moisture. **Note:** control panel must contain an alarm circuit and alarm device.
- Two (2) normally-closed, automatic reset thermostats connected in series and embedded in adjoining phases.
- Power and sensor cords are 25' standard length, 50' available as an option.
- Motors conform to the latest applicable requirements of NEMA, IEEE, ANSI and NEC standards.

NOTICE: **Class 10 quick trip overload protection must be provided in control panel.**

## AGENCY LISTINGS

Tested to UL 778 and CSA 22.2 108 Standards
By Canadian Standards Association
File #LR38549

## MODEL AND MOTOR INFORMATION (All ratings at 3 phase, 60 Hz. Consult factory for 3 phase, 50 Hz applications.)

| Order Number | HP | Phase | Volts | RPM | Impeller Dia. (In.) | Impeller Code | S.F. Amps | Service Factor | Full Load Amps | Locked Rotor Amps | Power Cable Size | Sensor Cable Size | Frame Size | Weight (lbs.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4NS12K2MC | 7.5 | 3 | 200 | 1750 | 7.50 | M | 27.0 | 1.15 | 24.2 | 183.8 | 8/4 | 18/5 | 210TY | 455 |
| 4NS12K3MC | | | 230 | | | | 23.4 | | 21.0 | 160.0 | 8/4 | | | |
| 4NS12K4MC | | | 460 | | | | 11.7 | | 10.5 | 80.0 | 8/4 | | | |
| 4NS12K5MC | | | 575 | | | | 9.4 | | 8.4 | 64.0 | 14/4 | | | |
| 4NS12L2KC | 10 | | 200 | | 8.00 | K | 35.6 | | 31.1 | 186.2 | 8/4 | | | |
| 4NS12L3KC | | | 230 | | | | 31.0 | | 27.0 | 162.0 | 8/4 | | | |
| 4NS12L4KC | | | 460 | | | | 15.5 | | 13.5 | 81.0 | 8/4 | | | |
| 4NS12L5KC | | | 575 | | | | 12.3 | | 10.8 | 64.0 | 14/4 | | | |
| 4NS12M2GC | 15 | | 200 | | 9.00 | G | 54.8 | | 48.2 | 256.0 | 6/4 | | | |
| 4NS12M3GC | | | 230 | | | | 47.8 | | 42.0 | 222.0 | 8/4 | | | |
| 4NS12M4GC | | | 460 | | | | 23.9 | | 21.0 | 111.0 | 8/4 | | | |
| 4NS12M5GC | | | 575 | | | | 19.1 | | 16.8 | 88.7 | 10/4 | | | |
| 4NS12N2EC | 20 | | 200 | | 9.75 | E | 74.8 | | 64.4 | 342.0 | 4/4 | | | |
| 4NS12N3EC | | | 230 | | | | 65.0 | | 56.0 | 298.0 | 6/4 | | | |
| 4NS12N4EC | | | 460 | | | | 32.5 | | 28.0 | 149.0 | 6/4 | | | |
| 4NS12N5EC | | | 575 | | | | 26.0 | | 22.4 | 119.0 | 10/4 | | | |
| 4NS12P2CC | 25 | | 200 | | 10.38 | C | 83.6 | | 72.5 | 394.0 | 2/4 | | 250TYS | 890 |
| 4NS12P3CC | | | 230 | | | | 72.8 | | 63.0 | 342.0 | 4/4 | | | |
| 4NS12P4CC | | | 460 | | | | 36.4 | | 31.5 | 171.0 | 4/4 | | | |
| 4NS12P5CC | | | 575 | | | | 29.1 | | 25.2 | 137.0 | 8/4 | | | |
| 4NS12Q2BC | 30 | | 200 | | 10.75 | B | 103.2 | | 89.7 | 472.0 | 2/4 | | | |
| 4NS12Q3BC | | | 230 | | | | 89.6 | | 78.0 | 410.0 | 2/4 | | | |
| 4NS12Q4BC | | | 460 | | | | 44.8 | | 39.0 | 205.0 | 2/4 | | | |
| 4NS12Q5BC | | | 575 | | | | 35.8 | | 31.2 | 164.0 | 8/4 | | | |
| 4NS12R2AC | 40 | | 200 | | 11.00 | A | 132.8 | | 114.4 | 600.0 | 1/0/4 | | | |
| 4NS12R3AC | | | 230 | | | | 115.4 | | 99.4 | 522.0 | 1/4 | | | |
| 4NS12R4AC | | | 460 | | | | 57.7 | | 49.7 | 261.0 | 6/4 | | | |
| 4NS12R5AC | | | 575 | | | | 46.2 | | 39.8 | 209.0 | 8/4 | | | |
| 4NS13K2DC | 7.5 | 3 | 200 | 1150 | 10.12 | D | 30.4 | 1.15 | 26.5 | 131.6 | 8/4 | 18/5 | 210TY | 455 |
| 4NS13K3DC | | | 230 | | | | 26.4 | | 23.0 | 114.4 | 10/4 | | | |
| 4NS13K4DC | | | 460 | | | | 13.2 | | 11.5 | 57.2 | 10/4 | | | |
| 4NS13K5DC | | | 575 | | | | 10.6 | | 9.2 | 45.8 | 14/4 | | | |
| 4NS13L2AC | 10 | | 200 | | 11.00 | A | 40.0 | | 35.0 | 186.0 | 8/4 | | | |
| 4NS13L3AC | | | 230 | | | | 34.8 | | 30.4 | 161.0 | 8/4 | | | |
| 4NS13L4AC | | | 460 | | | | 17.4 | | 15.2 | 80.7 | 8/4 | | | |
| 4NS13L5AC | | | 575 | | | | 13.9 | | 12.2 | 64.5 | 12/4 | | | |

## NOMENCLATURE DESCRIPTION

**1st Character – Discharge Size**

4 = 4″ 125 # ANSI Discharge Flange

**2nd and 3rd Character – Pump Type / Design**

NS = Dual Seal Non-Clog Pump with On-Winding Thermal Sensors and Moisture Detection Sensors

**4th Character – Mechanical Seals**

1 = Standard Seal – the upper seal is carbon/rotary and ceramic/stationary, the lower seal is carbon/rotary with ceramic/stationary with BUNA elastomers and 304 stainless steel metal parts.

3 = Optional Lower Seal – silicon carbide/rotary and silicon carbide/stationary with Viton elastomers and 304 SS metal parts is recommended for applications with fine solids or abrasives.

5 = Optional Lower Seal – silicon carbide/rotary and tungsten carbide/stationary with Viton elastomers and 304 SS metal parts is recommended for applications with fine solids or abrasives.

**5th Character – Motor RPM / Hertz**

2 = 1750 RPM / 60 Hz
3 = 1150 RPM / 60 Hz
6 = 1450 RPM / 50 Hz

**6th Character – Horsepower**

K = 7.5 M= 15 P = 25 R = 40
L = 10 N = 20 Q = 30

**7th Character – Voltage / Phase**

2 = 200 / 3 4 = 460 / 3 6 = 380/400 / 3
3 = 230 / 3 5 = 575 / 3

**8th Character – Impeller Code**

A = 11.0″ 10 HP 1150 RPM 40 HP 1750 RPM
20 HP 1450 RPM
B = 10.75″ 30 HP 1750 RPM
C = 10.38″ 25 HP 1750 RPM
D = 10.12″ 7.5 HP 1150 RPM 15 HP 1450 RPM
E = 9.75″ 20 HP 1750 RPM
G = 9.00″ 15 HP 1750 RPM 10 HP 1450 RPM
K = 8.00″ 10 HP 1750 RPM 7.5 HP 1450 RPM
M = 7.50″ 7.5 HP 1750 RPM
T = SPECIAL TRIM

**9th Character – Cord Length - Power and Sensor Cords**

C = 25′ standard F = 50′ Optional

**10th Character – Options**

B = Silicon Bronze Impeller E = Epoxy Paint
F = Both Bronze Impeller and Epoxy Paint

## APPLICATION DATA

| | |
|---|---|
| Maximum Solid Size | 3" |
| Minimum Casing Thickness | 5/16" |
| Casing Corrosion Allowance | 1/8" |
| Maximum Working Pressure | 100 PSI |
| Maximum Submergence | 200 feet |
| Maximum Environmental Temperature | 40°C (104°F) ambient conditions |
| Maximum Starts Per Hour | Maximum of 10 evenly spaced starts per hour |

## CONSTRUCTION DETAILS

| | |
|---|---|
| Power Cable – Type | 1/0 / 4, 2/4, 4/4, 6/4, 8/4, 10/4, 12/4 SOW or SOOW (see Model Info) |
| Control / Sensor Cable / Type | Type 18/5 SOW |
| Power Cable and Cap Assembly | Leads have a BUNA-N grommet in addition to being epoxy encapsulated |
| Power and Control Cable Lengths | 25' standard, 50' optional |
| Motor Enclosure | Cast iron ASTM A-48 Class 30 |
| Motor Shaft | Series 416 Stainless steel |
| Motor Design | NEMA design "B" with copper windings and designed to withstand 200 psi water pressure at all seal locations. Air-filled NEMA 210TY frame on 7.5, 10, 15 and 20 HP models. Air-filled NEMA 250TYS frame on 25 - 40 HP models. |
| Motor Insulation Rating | Class "F" insulation |
| Motor Thermal Protection | Two (2) normally closed on-winding thermostats open at 320° F (160° C), automatic reset closes at 221° F (105° C). |
| Motor Overload Protection | Class 10, ambient compensated, quick-trip overload protection must be provided in control panel. |
| Motor Moisture Protection | Two (2) moisture sensing probes in the oil-filled seal chamber must be connected to a relay in control panel. |
| Casing | Cast iron ASTM A-48 Class 30 |
| Impeller | Cast iron ASTM A-48 Class 30 or optional cast bronze ASTM B584 UNS C87600. |
| Impeller Type | Two vane enclosed design for maximum efficiency. |
| Casing/Impeller/Wear Ring | Replaceable bronze wear ring |
| External Hardware | Stainless steel |

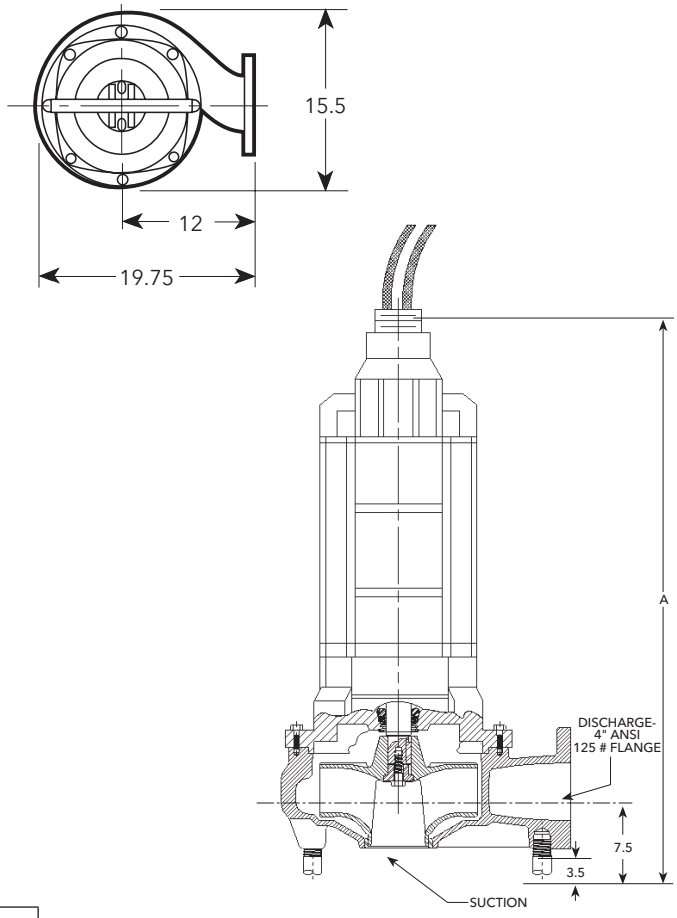
## STANDARD PARTS

| | | |
|---|---|---|
| Ball Bearing | | Lubricated for life bearings are designed for a minimum L10 life of 30,000 hours. |
| 210 and 250 Frame | | Single row Radial (upper) |
| | | Single row Thrust (lower) |
| Mechanical Seals – Standard | Upper | Carbon/rotary and ceramic/stationary |
| | Lower | |
| Mechanical Seals – Optional | Lower | Silicon carbide/rotary and tungsten carbide/stationary |
| | Lower | Silicon carbide/rotary and silicon carbide/stationary |
| Standard Motor O-rings | | BUNA-N (nitrile) |
| Seal Chamber Oil | | SAE IOW |

## DIMENSIONS

(All dimensions are in inches. Do not use for construction purposes.)

| HP | RPM | "A" Dimensions (in.) |
|---|---|---|
| 7½ | 1750 | 41.3 |
| 10 | | |
| 15 | | |
| 20 | | |
| 25 | | 46.6 |
| 30 | | |
| 40 | | |
| 7½ | 1150 | 41.3 |
| 10 | | |




xylem
Let's Solve Water

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Seneca Falls, NY 13148
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Fax: (888) 322-5877
www.gouldswatertechnology.com

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LANC & TULLY
Engineering and Surveying, P.C.

March 8, 2023

Mr. John Gunn
Beacon Planning Board Chair
City of Beacon
1 Municipal Plaza
Beacon, NY 12508

RE: Beacon HIP Lofts & Studios
Multi-Use Building
Tax No. 6055-04-535128
City of Beacon

Dear Mr. Gunn:

My office has received the following regarding a multi-family residential and commercial artist/artisan studio units located along Front Street:

- Correspondence dated February 28, 2023, from Aryeh Siegel, Architect.
- Correspondence dated February 28, 2023, from Hudson Land Design.
- Correspondence dated February 27, 2023, from Colliers Engineering & Design.
- Revised Page 12 of the SWPPP, dated February 28, 2023, as prepared by Hudson Land Design.
- Report titled "Preliminary Water and Sewer Engineer's Report for Beacon HIP Lofts and Studios", with the latest revision date of February 28, 2023, as prepared by Hudson Land Design.
- Plan set titled "Beacon HIP Lofts & Studios", consisting of sheets 1 of 12 through 12, with the latest revision date of February 28, 2023, as prepared by Aryeh Seigel, Architect and Hudson Land Design.

The proposed project entails the construction of a building consisting of 30,000 square feet of artist/artisan studios and 28 1-bedroom loft apartments on the 2nd story on a 3.5± acre parcel located along the Fishkill Creek, with the southern portion of the parcel being located within the Floodway, and a majority of the parcel being located within the 100-year flood plain. The project is located in the FCD (Fishkill Creek Development) Zone and is also within the HDLO (Historic District and Landmark Overlay) Zone.

Based on our review of the above documents and plans, we would like to offer the following comments:

General Comments:

1. As the project site is located within the floodplain, the applicant will need to secure a Floodplain Development Permit in accordance with Section 123-12 of the City of

Beacon Code. ***Applicant notes that a Flood Development Permit will be applied for at building permit.***

2. The building shall be designed, and the first-floor elevation established, in accordance with Chapter 123 of the City of Beacon Code and that of FEMA regulations. ***In accordance with Section 123-16 of the City Code, the applicant has established the first-floor elevation to be 148.45, which is more than 2 feet higher than the flood elevation of 146.2.***

3. The applicant will need to form a sewer transportation corporation, as a sewer system that collects sewage from multiple parcels is required to be either owned and operated by a municipality or by a sewer transportation corporation in accordance with NYSDEC standards. ***Applicant notes that a sewer transportation corporation will be formed, and that the applicant will retain their attorney to consult with the City attorney in forming the required documents.***

4. Except for direct connection service lines, new water distribution piping, sewer collection piping and modifications to the sewage pump station will require approval from the Dutchess County Department of Health. ***Applicant notes that application to the Dutchess County Department of Health will be made once a SEQR determination has been made.***

5. The project's consultant should meet with the City's Building Inspector and Fire Chief to discuss compliance with Section 503 and Appendix "D" of the 2020 NYS Fire Code with regards to fire apparatus access roads, and the possible needs for aerial fire apparatus access roads since the building is over 30 foot in height. ***Applicant's consultant has noted that they will setup a meeting with the City's Building Department to review.*** The access aisle through the parking lot along the front of the proposed building should be revised to be a minimum width of 26 feet to allow for aerial fire apparatus access in accordance with Section D105 of Appendix D of the 2020 Fire Code of New York State.

6. Although the plans have been revised to show the widening of the narrow portion of Front Street to allow for a minimum of 20 feet unobstructed access to comply with the 2020 Fire Code of New York State, the plan notes that this is to be coordinated with the adjacent parcel owner as this work will be occurring on the neighboring parcel. We would recommend that coordination of this work with the adjacent parcel owner be pursued at this time to ensure that the adjacent landowner will allow for the proposed widening as shown on the plans.

7. As previously noted, the portion of Front Street along the front of the project is in poor condition and should be improved, as this will serve as a secondary access to the site as well as a fire access lane. This should be discussed with the adjacent parcel owner at the same time as Comment No. 6 above is discussed with them.

8. The applicant should confirm with the City of Beacon Water & Sewer Department that they have sufficient water to service the proposed project and have sufficient capacity within the sewer system to accept the flows from the proposed project. ***The applicant has noted that they have reached out to the City's Water Department to confirm that adequate capacity exists to service the project and provide this response in a future submission.***

9. The plan should be referred to the Greenway Trail Committee for their review and input. ***The applicant's architect has met with members of the Greenway Trail Committee and has agreed to allow the committee to provide input for portions of the trail as the project design moves forwards.***

10. It is recommended that a separate sheet be prepared for the proposed signage and striping of the project to reduce the clutter on the Sheet 5 of the plan set.

11. A lighting plan should be prepared for the project.

Water & Sewer Engineer's Report:

1. To further improve odor issues, the applicant should also consider the installation of an odor control system as previously noted in our correspondence of November 23, 2022. ***The project engineer has stated that the applicant's site superintendent is currently looking into available odor control options.*** Once the options have been reviewed by the applicant and project engineer, the information shall be presented in the Engineer's Report.

2. The existing sanitary force main, from the pump station to Liberty Street, shall be evaluated as to its condition. The results of this evaluation shall be provided in the report.

3. Section 5.0, Water Supply, should be updated to reflect existing pressures and fire flows within the existing system in the area, as well as expected fire flows at the proposed hydrants for the project. This information will also be required for the design of the fire sprinkler system to be installed within the building. ***Applicant's engineer states that hydrant flow testing will be conducted on the water system and the results added to the report in the future.***

Sheet 1 of 12 (Site Plan):

1. The first-floor elevation is noted as 148.2 on Sheet 1, whereas Sheet 5 notes the first-floor elevation as 148.45, as presented to the Planning Board at the last meeting. The elevation on Sheet 1 should be revised to reflect an elevation of 148.45 for consistency with the other plans.

2. The labeling on the plan shall be brought to the front of the display order, as there are a number of labels presently being obscured by the various hatching on the plan. All labels shall be clear and legible.

3. The site plan shall be revised to reflect the improvements along Front Street as called out on Sheet 5.

Sheet 3 of 12 (Landscape Plan):

1. As previously noted, proposed landscaping on the east side of the building shall be adjusted to ensure that trees are not planted over or in close proximity to the proposed sewer line to be routed along the side of the building. A tree is still proposed directly over the sewer line. The plans continue to show trees atop or directly adjacent to the proposed sewer line.

2. The landscape plan should not show the existing sewer line as it is to be removed as part of the project.

3. The "Illustrated Plant List" shall be enlarged so that it is legible.

4. The plan shall be updated to reflect the improvements along Front Street as called out on Sheet 5.

5. Construction details shall be added to the plans for the planting of bushes and trees.

Sheet 4 of 12 (Building Plan & Images):

1. The plan should include the gross floor area for each of the floors.

Sheet 5 of 12 (Grading & Utility Plan):

1. The color of the sewer line and manholes should be as it blends with the landscaping and hatching, especially on the east side of the building, making it difficult to review or see.

2. The landscaping on Sheet 5 shall be updated to reflect the landscaping shown on Sheet 3.

3. The grading shall be revised to account for the proposed landscaped berms with seating.

4. Top and bottom of wall elevations shall be provided for the proposed retaining wall located behind the building.

Sheet 6 of 12 (Erosion & Sediment Control Plan):

1. The limits of disturbance (LOD) line should be adjusted to account for the work to occur on Front Street.

2. A concrete washout area(s) shall be added to the plan.

Sheet 11 of 12 (Erosion & Sediment Control Details):

1. The concrete wash out detail shall be added to the plan.

2. A detail for the temporary sediment trap shall be added to the plan, along with the maintenance requirements for the sediment trap.

Stormwater Pollution Prevention Plan (SWPPP):

1. As the applicant is proposing infiltration systems on site to handle water quality and runoff reduction from the site, soil testing will need to be performed for these proposed systems. The applicant's engineer should contact the City Engineer's office to set up a joint site meeting to allow for witnessing of soil testing.

This completes our review at this time. Further comments may be provided based on future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: John Clarke, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

**John Clarke Planning and Design** jclarkeplandesign@gmail.com
845.797.4152

To: John Gunn, Chair, and the City of Beacon Planning Board
Date: March 10, 2023
Re: **Beacon HIP Lofts, Concept Plan SEQRA Review and Recommendation to the City Council**

I have reviewed February 28, 2023 response letters from Aryeh Siegel and Hudson Land Design, February 27, 2023 response letter from Colliers Engineering and Design, and a 12-sheet Site Plan set, dated February 28, 2023.

**Proposal**
The applicant is proposing to construct a multi-use building with a total of 30,000 square feet of 1st-floor artist/artisan studios and 28 loft apartments on the 2nd floor. The proposed project is on a 3.5-acre undeveloped parcel in the Fishkill Creek Development (FCD) district and within the Historic District and Landmark Overlay (HDLO) zone. An existing Greenway Trail is also on the parcel.

**Comments and Recommendations**
The FCD district requires City Council approval of the Concept Plan. The Council has referred the plans to the Planning Board for a SEQRA analysis and an advisory recommendation on the Concept Plan. More specific architectural, landscaping, lighting, and engineering details should be covered by the Planning Board during a subsequent Site Plan and Architectural Review process. For the initial Concept Plan review, the applicant will need to address the following

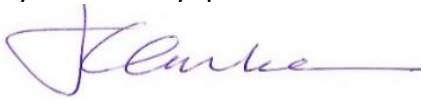
1. The Sheet 2 Existing Conditions should indicate any existing trees over 6 inches in diameter that are proposed to be removed.

2. Sheet 2 should note that the existing chain link fence along Front Street will be removed. Chain link fencing is not permitted in the HDLO district.

3. Based on the Traffic Impact Study analysis of different peak usage times from the two uses, the required parking has been reduced to 80 spaces under Section 223-26C(6). The applicant also conducted a survey of existing tenants in the adjacent housing and is requesting 14 additional land-banked spaces under Section 223-26E. Note 2 under the Sheet 1 Parking Table should be corrected to 14 spaces.

4. Although a detailed Landscape Plan is not necessary for the Concept Plan, the proposed parking lot trees should be shown in the landscaped areas that are not designated as land-banked spaces, and the tree shown next to the Greenway crosswalk appears to be on top of a hydrant.

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



John Clarke, Beacon Planning Consultant

c: Bruce Flower, Building Inspector
Jennifer Grey, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Aryeh Siegel, Project Architect
Michael Bodendorf, P.E., Project Engineer

**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Continue review of application for Site Plan Approval, 3-story Retail/Commercial, 536 Main Street, submitted by HRSM LLC

**ATTACHMENTS**

Exhibit C - Response to Comments Memo prepared by Aryeh J. Siegel Architect dated February 28 ,2023.pdf

Site Plan Set Sheets 1-7.pdf

2-28-23 536 Main Street - Supplemental Planning Board Submission Cover Letter.pdf

Exhibit A - Full EAF 536 Main Street.pdf

Exhibit B - Revised Site Plan Application.pdf

Exhibit D - Response to Comments Memo prepared by Hudson Land Design dated February 28, 2023.pdf

Exhibit E - Response to Comments Memo prepared by DTS Provident Design Engineering dated February 28, 2023.pdf

Engineer Review 536 Main Street 03-07-23.pdf

Planner Review 536 Main St 3.10.23.pdf

536 Main St ARB 3.3.23.pdf

Traffic Review 536 Main Street_Review 2.pdf

ARYEH SIEGEL
ARCHITECT

John Gunn - Planning Board Chairman
City of Beacon
One Municipal Plaza
Beacon, NY 12508

**Re: 536 Main Street, Beacon, New York**
*Site Plan Application – Responses to Comments*

February 28, 2023

Dear Chairman Gunn and Members of the Planning Board,

Below please find our responses to the comments included in John Clarke Planning and Design's Memorandum, dated February 10, 2023. Please see responses and refer to Hudson Land Design's response letter regarding Lanc & Tully's letter dated February 8, 2023.

**John Clarke Planning and Design Comment Responses:**

1. Square foot areas have been coordinated.

2. The Traffic and Parking Study has been updated to include the number of employees anticipated, along with additional revisions.

3. The Site Plan has been revised to include lot dimensions and building setbacks. The surveyor has not yet located trees adjacent to property lines.

4. The rear setback has been corrected to 20 feet, and the site plan and floor plans have been adjusted accordingly.

5. The Site Plan shows the calculated area of the landscaped area in the rear.

6. Comment acknowledged. We can review the need for rear fencing in relation to the tall retaining wall in the rear. The Applicant agrees to put in a street tree.

7. The Applicant has a meeting scheduled with the ARB Subcommittee on March 3, 2023.

8. The Applicant has retained a landscape designer. Future submissions will include a detailed Landscape Plan and site lighting specifications. Building elevations will be submitted once the ARB and Applicant have worked out details of the building design.

84 Mason Circle
Beacon, New York 12508
ajs@ajsarch.com
www.ajsarch.com
*Tel* 845 838 2490
*Fax* 845 838 2657

**Lanc & Tully Comment Responses:**

**General Comments**

1. Please refer to Hudson Land Design's letter for responses to the General Comments

Please refer to Hudson Land Design's and Colliers Engineering letters for responses to additional engineering comments.

Sheet 1 of 7 - Site Plan

1. The site plan now shows metes and bounds around the perimeter of the parcel

2. The lot area noted on the interior of the building on the site plan has been corrected to conform to the survey lot area.

3. The site plan has been updated to show the location of utilities and equipment on adjacent properties.

Sheet 2 of 7 - Existing Conditions and Demolition Plan

1. The wooden fence proposed to be removed will be coordinated with the neighboring parcel owner.

Sheet 3 of 7 - Building Plans and Elevations

1. The area if each floor level has been provided with each plan.

2. Should the building require a sprinkler system, the proposed utility room will be sized to accommodate required components.

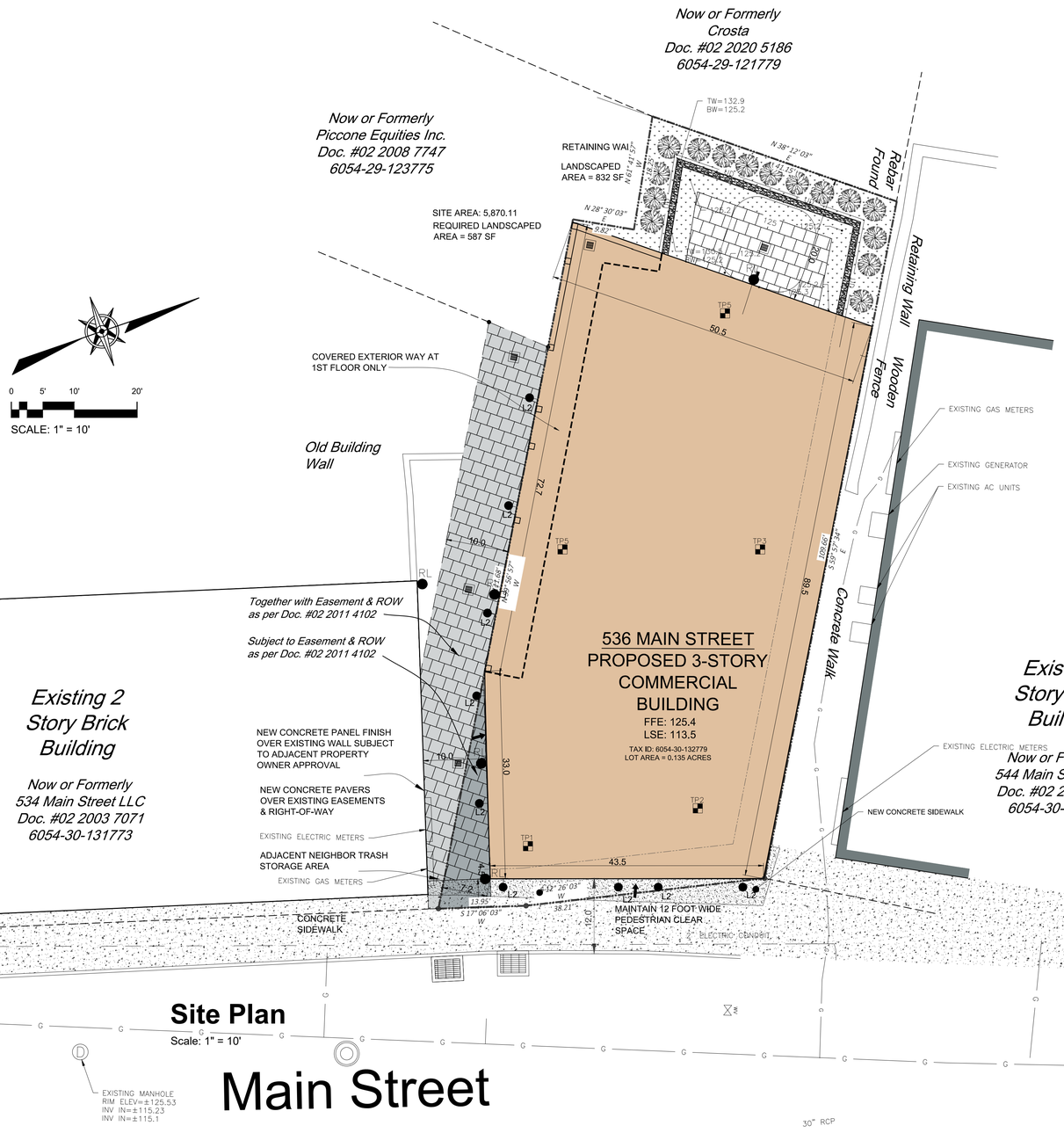
Thank you. Please let me know if you have any questions.

Sincerely,

Aryeh Siegel
*Aryeh Siegel, Architect*

## Bulk Zoning Regulations Table

| | Required Setbacks | | | Proposed Setbacks | | | Main Street Frontage Required | Main Street Frontage Provided | Minimum Lot Depth | Actual 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' | 2,62' average | 0' 0' | 20' | 80% | 82% | 75' | 109.66 | 3 \| 38' & 4th Story w/ Special Permit | 3 Stories 38' | 10% 5% if open to public | 10% | 5,870.1 sf | 12,594 sf |
| | | | | | | | | | | | | | | | | |




## Site Plan
Scale: 1" = 10'

| REVISIONS: | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
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## Location Map
Scale: 1" = 200'

### Zoning Summary

| | |
|---|---|
| Zoning District: | CMS (Central Main Street) |
| Tax Map No.: | 6054-30-132779 |
| Lot Area: | 5,870.1 sf |
| Building Footprint: | 4,518 sf |
| Historical Overlay District: | Yes |
| Parking Overlay District: | Yes |
| Existing Use: | Vacant Lot |
| Proposed Use: | Mixed-Use: Retail / Showroom |

### Parking & Loading

| Use & Parking Requirements | Proposed Area | Current Parking Requirement |
|---|---|---|
| | | |
| | | |
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| | | |
| | | |
| **Commercial** | | |
| (2) spaces per 1,000 SF for Retail | 12,594 sf | 25 parking spaces |
| | | |
| | | |
| **Total Required** | | **25 parking spaces** |
| | | |
| **Total Provided** | | **0 parking spaces** |

**Notes:**

1. There is public parking adjacent to the site, and additional public parking within walking distance.
2. Commercial hours are Tuesday to Friday: 10AM TO 5PM; Saturday & Sunday 10AM TO 4PM; and Monday closed.
3. The landscaped area is approximately 10%.
4. Refuse pick-up will be limited to off-peak hours.
5. All landscaping shown on the Site Plan shall be maintained in a vigorous growing condition for the duration of the use and shall be trimmed so as to not interfere with pedestrian use of the sidewalk. All plant not so maintained shall be replaced with new plants of comparable size and quality at the beginning of the next immediately following growing season in compliance with the Site Plan, at the sole cost and expense of the property owner.

### Index of Drawings


| | |
|---|---|
| Sheet 1 of 7 | Site Plan |
| Sheet 2 of 7 | Existing Conditions & Demolition Plan |
| Sheet 3 of 7 | Building Plans and Elevations |
| Sheet 4 of 7 | Grading & Utility Plan |
| Sheet 5 of 7 | Erosion & Sediment Control Plan |
| Sheet 6 of 7 | Construction Details |
| Sheet 7 of 7 | Construction Details |


# Site Plan Application
## Sheet 1 of 7 - Site Plan


*Owner:*
**HRSM, LLC**
1 Rivermere, Apt. 4G
Bronxville, NY 10708

*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:*
**Johnson Surveying, LLC**
10 Meadow Lane
Pleasant Valley, NY 12569


**536 Main Street**
Beacon, New York
Scale: 1" = 10'
January 27, 2023

| REVISIONS: | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
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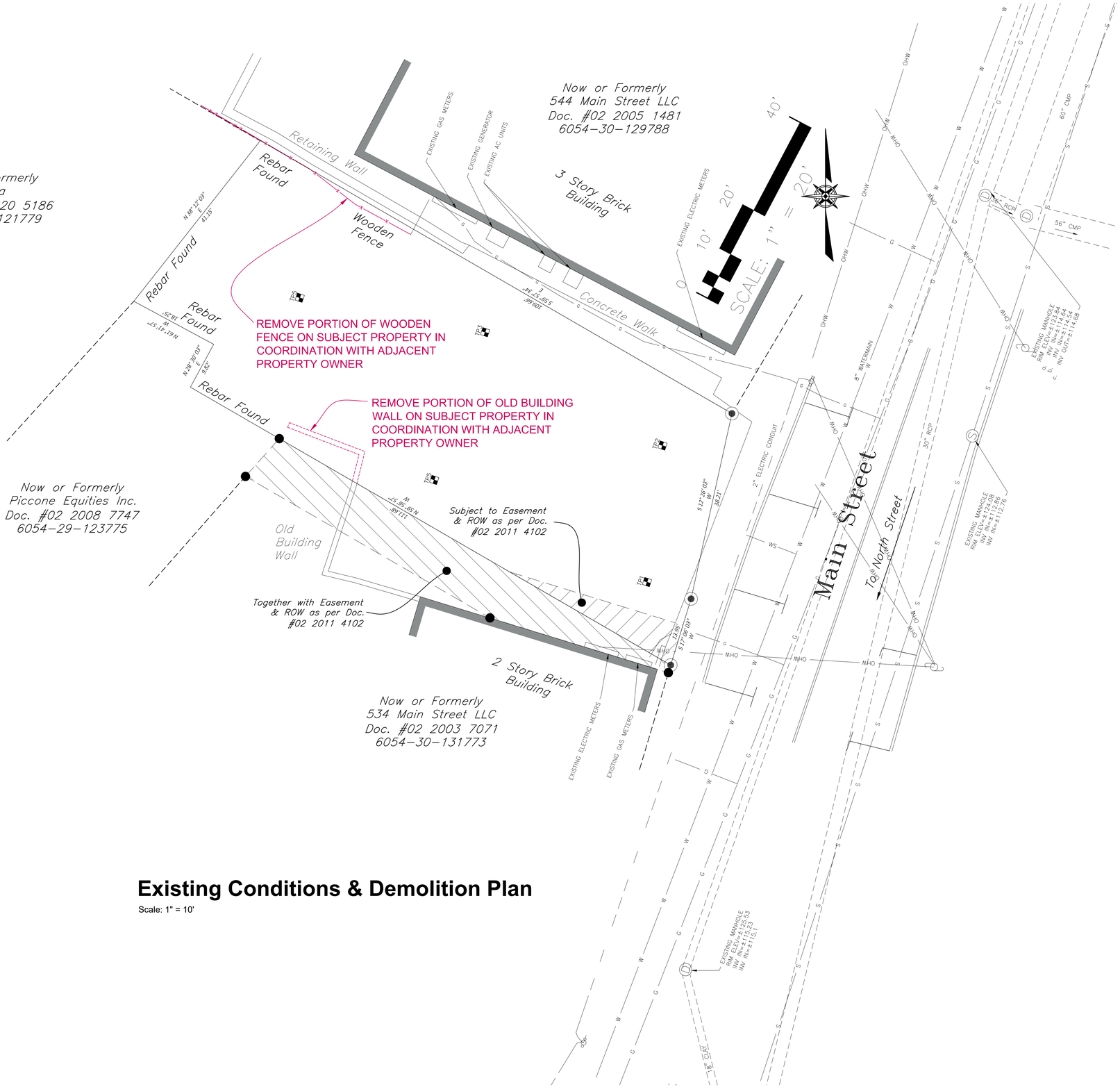


## Existing Conditions & Demolition Plan

Scale: 1" = 10'

## DEEP SOIL TEST RESULTS:

1. SOIL TESTS WERE OBSERVED BY HUDSON LAND DESIGN ON DECEMBER 20, 2022.

TP 1: 3" TOPSOIL; 3 – 31" SANDY LOAM WITH BUILDING DEBRIS; 31 – 96" SANDY LOAM; NO WATER, NO ROCK
TP 2: 2" TOPSOIL; 2 – 45" SANDY LOAM WITH BUILDING DEBRIS; 45 – 96" SANDY LOAM; NO WATER, NO ROCK
TP 3: 3" TOPSOIL; 3 – 42" SANDY LOAM WITH CLAY DEPOSITS; 42 – 98" SANDY LOAM; NO WATER, NO ROCK
TP 4: 4" TOPSOIL; 4 – 96" SANDY LOAM WITH SOME BUILDING DEBRIS; NO WATER, NO ROCK
TP 5: 4" TOPSOIL; 4 – 96" SANDY LOAM WITH SOME BUILDING DEBRIS; NO WATER, NO ROCK

NOTE: BUILDING DEBRIS CONSISTS MOSTLY OF BRICK MATERIAL.

# Site Plan Application

**Sheet 2 of 7 - Existing Conditions & Demolition Plan**

*Owner:*
**HRSM, LLC**
1 Rivermere, Apt. 4G
Bronxville, NY 10708

*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:*
**Johnson Surveying, LLC**
10 Meadow Lane
Pleasant Valley, NY 12569

**536 Main Street**
Beacon, New York
Scale: 1" = 10'
January 27, 2023

| REVISIONS: | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 02/28/23 | REVISED PER PLANNING BOARD COMMENTS | AJS |
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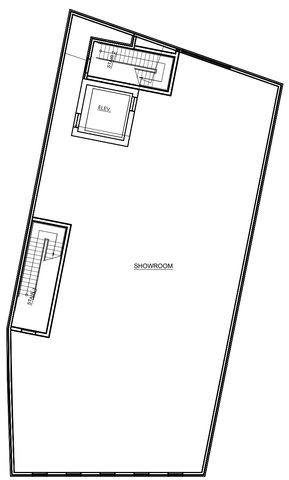
View 3

View 2

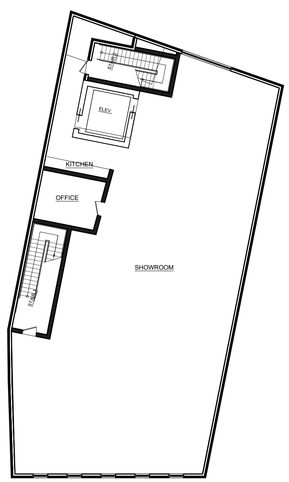
View 1




## 3rd Floor Plan

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

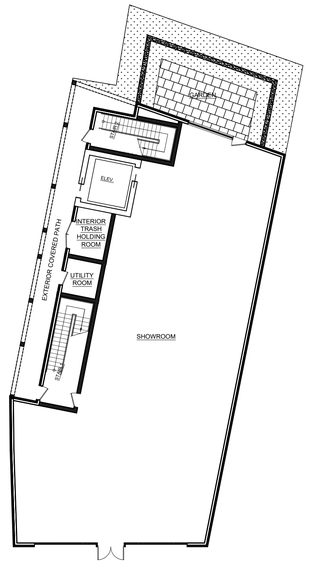
4,768 gsf




## 2nd Floor Plan

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

4,768 gsf




## 1st Floor Plan

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

4,768 gsf

# Site Plan Application

**Sheet 3 of 7 - Building Plans & Elevations**

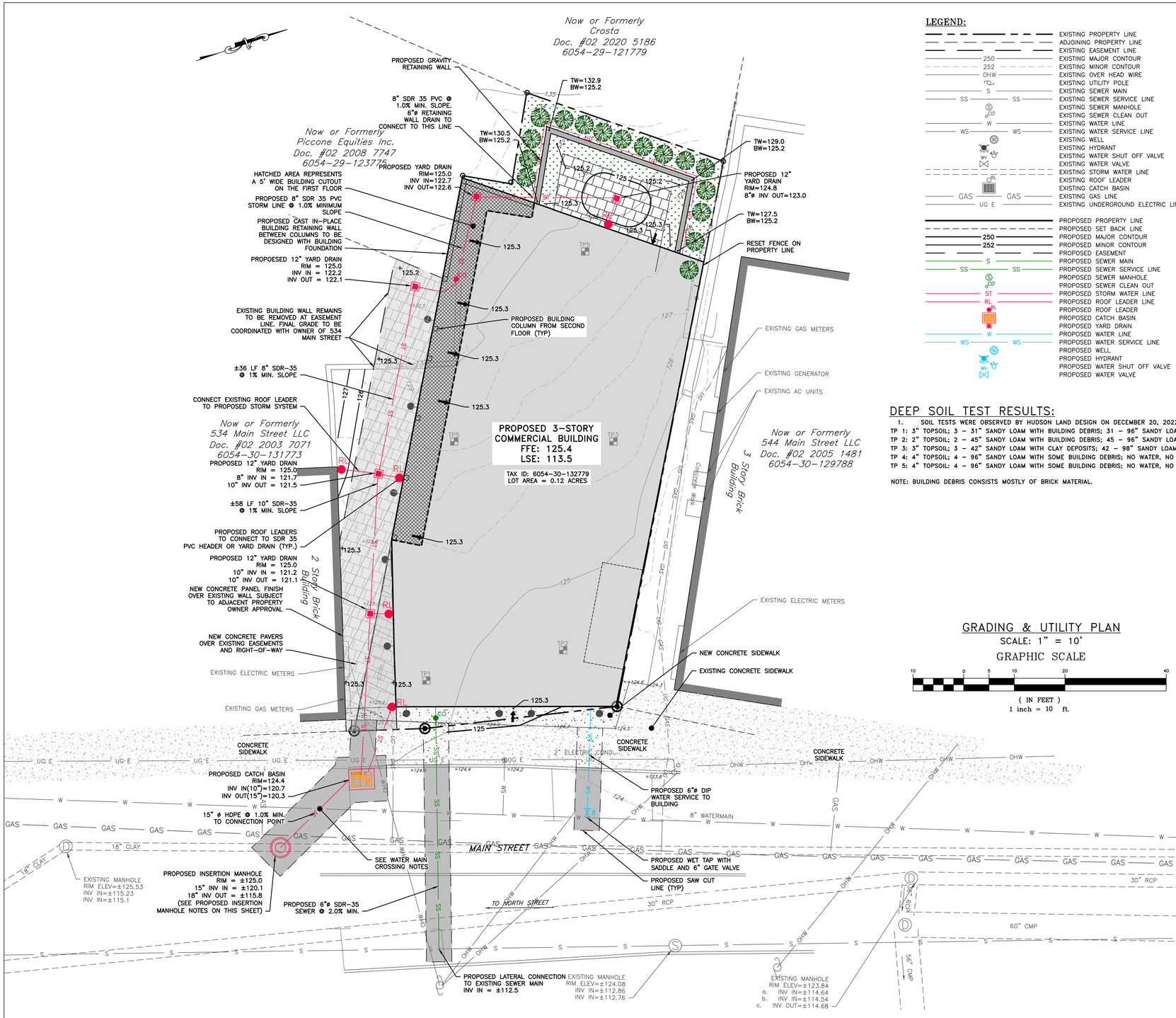
*Owner:*
**HRSM, LLC**
1 Rivermere, Apt. 4G
Bronxville, NY 10708

*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:*
**Johnson Surveying, LLC**
10 Meadow Lane
Pleasant Valley, NY 12569

**536 Main Street**
Beacon, New York
Scale: 1" = 10'
January 27, 2023




## GRADING & UTILITY PLAN
SCALE: 1" = 10'
GRAPHIC SCALE

10 0 5 10 20 40
( IN FEET )
1 inch = 10 ft.

**LEGEND:**

| | |
|---|---|
| | EXISTING PROPERTY LINE |
| | ADJOINING PROPERTY LINE |
| | EXISTING EASEMENT LINE |
| 250 | EXISTING MAJOR CONTOUR |
| 252 | EXISTING MINOR CONTOUR |
| OHW | EXISTING OVER HEAD WIRE |
| | EXISTING UTILITY POLE |
| S | EXISTING SEWER MAIN |
| SS | EXISTING SEWER SERVICE LINE |
| | EXISTING SEWER MANHOLE |
| | EXISTING SEWER CLEAN OUT |
| W | EXISTING WATER LINE |
| WS | EXISTING WATER SERVICE LINE |
| | EXISTING WELL |
| | EXISTING HYDRANT |
| | EXISTING WATER SHUT OFF VALVE |
| | EXISTING WATER VALVE |
| SW | EXISTING STORM WATER LINE |
| | EXISTING ROOF LEADER |
| | EXISTING CATCH BASIN |
| GAS | EXISTING GAS LINE |
| UG E | EXISTING UNDERGROUND ELECTRIC LINE |
| | PROPOSED PROPERTY LINE |
| | PROPOSED SET BACK LINE |
| 250 | PROPOSED MAJOR CONTOUR |
| 252 | PROPOSED MINOR CONTOUR |
| | PROPOSED EASEMENT |
| S | PROPOSED SEWER MAIN |
| SS | PROPOSED SEWER SERVICE LINE |
| | PROPOSED SEWER MANHOLE |
| | PROPOSED SEWER CLEAN OUT |
| ST | PROPOSED STORM WATER LINE |
| RL | PROPOSED ROOF LEADER LINE |
| | PROPOSED ROOF LEADER |
| | PROPOSED CATCH BASIN |
| | PROPOSED YARD DRAIN |
| W | PROPOSED WATER LINE |
| WS | PROPOSED WATER SERVICE LINE |
| | PROPOSED WELL |
| | PROPOSED HYDRANT |
| | PROPOSED WATER SHUT OFF VALVE |
| | PROPOSED WATER VALVE |

## DEEP SOIL TEST RESULTS:

1. SOIL TESTS WERE OBSERVED BY HUDSON LAND DESIGN ON DECEMBER 20, 2022.

TP 1: 3" TOPSOIL; 3 – 31" SANDY LOAM WITH BUILDING DEBRIS; 31 – 96" SANDY LOAM; NO WATER, NO ROCK
TP 2: 2" TOPSOIL; 2 – 45" SANDY LOAM WITH BUILDING DEBRIS; 45 – 96" SANDY LOAM; NO WATER, NO ROCK
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TP 5: 4" TOPSOIL; 4 – 96" SANDY LOAM WITH SOME BUILDING DEBRIS; NO WATER, NO ROCK

NOTE: BUILDING DEBRIS CONSISTS MOSTLY OF BRICK MATERIAL.

## PROJECT INFORMATION:

| | |
|---|---|
| PARCEL OWNER: | 536 MAIN STREET, LLC., 487 SOUTH AVE APT 1, BEACON NY 12508 |
| PROJECT ENGINEER: | HUDSON LAND DESIGN P.C., 174 MAIN STREET, BEACON NY 12508 |
| PARCEL LOCATION: | 536 MAIN STREET, BEACON NY 12508 |
| TAX PARCEL ID: | 6054-30-132779 |
| PARCEL AREA: | ±0.12-ACRES |
| WATER SUPPLY: | MUNICIPAL |
| SEWAGE DISPOSAL: | MUNICIPAL |

## SITE SPECIFIC NOTES:

1. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962. SPECIFIC ATTENTION SHALL BE PAID TO THE LOCATIONS OF THE GAS (IF APPLICABLE), WATER AND SEWER MAINS WITH RESPECT TO THE PROPOSED LOCATIONS FOR THE SERVICE LINES.
2. THE CONTRACTOR SHALL CONTACT THE CITY OF BEACON WATER AND SEWER DEPARTMENTS TO SCHEDULE A PRE-CONSTRUCTION MEETING TO ENSURE THAT THE ARRANGEMENTS FOR WATER SUPPLY AND SEWAGE DISPOSAL ARE COMMENCED IN ACCORDANCE WITH THE APPROVED PLANS AND AMENDMENTS THERETO AND GENERALLY ACCEPTED STANDARDS.
3. THE SITE CONTRACTOR SHALL VERIFY THE DEPTH AND LOCATION OF WATER AND SEWER SERVICE LINES WITHIN SOUTH AVENUE VIA INVESTIGATIVE TEST PIT EXCAVATIONS. ANY UTILITY CONFLICTS SHALL BE BROUGHT TO THE DESIGN ENGINEER'S ATTENTION IMMEDIATELY.
4. THE PROPOSED LOT SHALL BE SERVED BY THE CITY OF BEACON MUNICIPAL WATER AND SEWER SERVICES.
5. THE WATER SERVICE LINE AND METER SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BEACON WATER DEPARTMENT REQUIREMENTS.
6. THE WATER SERVICE LINE TO THE FRONT BUILDING SHALL BE PER MEP ENGINEER TO MEET SPRINKLER REQUIREMENTS.
7. THE EXISTING 3/4" WATER SERVICE STUB TO THE FRONT BUILDING MAY BE USED OR ABANDONED IN PLACE.
8. THE SEWER SERVICE LINE FOR THE BUILDING SHALL BE 6"ø SDR-35 PVC PIPE WITH PITCH AS SHOWN ON THE PLAN (MINIMUM OF ¼" PER FOOT SHALL BE MAINTAINED).
9. A ROAD OPENING PERMIT SHALL BE REQUIRED FOR THE INSTALLATION OF THE PROPOSED WATER AND SEWER SERVICES FOR EACH LOT. STREET CLOSURE FOR WATER AND SEWER SERVICE CONNECTIONS SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF BEACON REQUIREMENTS.
10. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION. THE PROPOSED ACCESS ALLEY SHALL HAVE A STABILIZED CONSTRUCTION ENTRANCE.
11. ROOF LEADER CONNECTIONS TO BE MINIMUM 4"ø PVC OR HDPE @ 2.0% MIN.
12. SUMP PUMP TO BE PROVIDED FOR FOOTING DRAIN, IF NECESSARY. THE TYPE OF PUMP AND METHODS USED TO ENSURE PROPER DRAINAGE SHALL BE ACCEPTABLE TO THE CITY OF BEACON BUILDING DEPARTMENT.

## INDIANA BAT PROTECTION NOTES:

1. TREE CLEARING SHALL BE RESTRICTED TO THE PERIOD BETWEEN OCTOBER 1 AND MARCH 31.
2. THE LIMITS OF DISTURBANCE SHALL BE DEMARCATED BY INSTALLING ORANGE CONSTRUCTION FENCE FOR THE GENERAL IMPROVEMENT AND INFRASTRUCTURE CONSTRUCTION ACTIVITIES AND FOR THE INDIVIDUAL LOT CONSTRUCTION. THESE LIMITS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
3. DUST CONTROL DURING CONSTRUCTION SHALL BE IMPLEMENTED. THIS INCLUDES USE OF CONSTRUCTION ENTRANCES, APPLYING LIGHT WATER, AND ESTABLISHING VEGETATION.
4. STREET LIGHTS ARE NOT PERMITTED. RESIDENTIAL LIGHTING SHALL BE DIRECTED DOWNWARD TO REDUCE IMPACTS TO BATS FORAGING FOR FOOD.

## GENERAL CONSTRUCTION NOTES:

1. ALL OTHER UTILITIES (TELEPHONE, ELECTRIC, GAS, CABLE, ETC.) SHALL BE INCORPORATED PRIOR TO CONSTRUCTION. ALL SUCH UTILITY DESIGNS SHALL BE DEVELOPED IN COOPERATION WITH THE RESPECTIVE UTILITY COMPANIES.
2. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962.
3. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND INVERTS OF ALL CATCH BASINS, SANITARY MANHOLES AND WATERLINES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT. INVESTIGATIVE TEST PITS MAY BE REQUIRED TO VERIFY LOCATIONS.
4. PIPE CONNECTIONS TO ALL CATCH BASINS SHALL BE MADE WATERTIGHT, WITH PARTICULAR ATTENTION BEING PAID TO CONNECTIONS LOCATED WITHIN 10 FEET OF WATER AND SEWER MAINS (AND SERVICE LATERALS).

## INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES

CATCH BASINS AND PIPING:

ALL CATCH BASINS SHALL BE INSPECTED AFTER EACH STORM EVENT FOR SEDIMENT ACCUMULATION AND DEBRIS, AND REMOVED AS NECESSARY. WHEN SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN SUMP REACHES 1/2 OF THE SUMP DEPTH, IT SHALL BE REMOVED. ASSOCIATED PIPING SHALL BE INSPECTED ANNUALLY AND ACCUMULATED SEDIMENT SHALL BE REMOVED AS NEEDED.

## UTILITY NOTES:

1. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND INVERTS OF ALL CATCH BASINS, STORM SEWER LINES, SANITARY MANHOLES, SEWER LINES, WATERLINES, AND UNDERGROUND UTILITY LINES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT. INVESTIGATIVE TEST PITS MAY BE REQUIRED TO VERIFY LOCATIONS AND DEPTHS.
2. THE CONTRACTOR SHALL VERIFY WITH THE MEP ENGINEER WHETHER THE 3/4" DOMESTIC FEED TO THE FRONT BUILDING IS NECESARRY TO KEEP IN SERVICE. IF IT NOT REQUIRED, THE STUB SHALL BE ABANDONED IN-PLACE.
3. THERE IS A REPUTED GAS LINE RUNNING DOWN SOUTH STREET. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF THE GAS LINE PRIOR TO INSTALLING STORMWATER INFRASTRUCTURE. IF GAS LINE RE-LOCATION IS NECESSARY, THE CONTRACTOR SHALL COORDINATE THIS EFFORT WITH CHGE.
4. THE DEPTH OF THE EXISTING STORMWATER, SEWER AND WATER LINES IN SOUTH STREET SHALL BE VERIFIED PRIOR TO CONSTRUCTION OF THE STORMWATER SYSTEM TO VERIFY THAT THERE WILL NOT BE CONFLICTS WITH CROSSINGS OR CONNECTIONS.
5. THE APPLICANT/APPLICANT'S PLUMBER SHALL ACQUIRE WATER METERS AND MXU UNITS (SIGNAL SENDING AND RECEIVING UNIT) FOR THE AMI SYSTEM (ADVANCED METERING INFRASTRUCTURE) FROM THE CITY OF BEACON WATER DEPARTMENT. THE MXU UNIT SHALL BE INSTALLED ON THE EXTERIOR OF THE BUILDING AND SHALL BE LOCATED 2 TO 3 FEET ABOVE THE EXTERIOR GROUND ELEVATION.

## EXISTING WATER MAIN CROSSING NOTES:

1. IF 18" MINIMUM VERTICAL SEPARATION DISTANCES CANNOT BE MET BETWEEN THE STORMWATER PIPE AND THE EXISTING WATER MAIN, IT SHALL BE BROUGHT TO THE ENGINEER SUPERVISING CONSTRUCTION (PROJECT) ATTENTION IMMEDIATELY. AT THE DIRECTION OF PROJECT ENGINEER, AND CITY ENGINEER, THE WATER MAIN SHALL BE ENCASED IN 6" OF CONCRETE FOR A MINIMUM DISTANCE OF 10' IN BOTH DIRECTIONS ALONG THE WATER MAIN FROM CENTERLINE OF THE STORMWATER PIPE.
2. IF THE STORMWATER PIPE IS IN DIRECT CONFLICT WITH THE WATER MAIN, THE WATER MAIN SHALL BE RE-DIRECTED VERTICALLY AROUND THE PIPE.

## EXISTING SIDEWALK, CURBING AND ASPHALT PAVEMENT REPAIR NOTES:

1. THE CONTRACTOR SHALL REPAIR AND REPLACE IN-KIND EXISTING CONCRETE SIDEWALKS AND CURBING, AND ASPHALT PAVEMENT WITHIN THE CITY R.O.W. AS A RESULT OF UTILITY WORK.
2. THE SIDEWALKS SHALL BE SAW CUT AT AN EXISTING CONSTRUCTION JOINT OR CONTROL JOINT SO THAT THE FINISHED CONSTRUCTION AND CONTROL JOINT SPACING MATCHES EXISTING.
3. CUTS THROUGH EXISTING PAVEMENT SHALL BE MADE VIA SAW CUT AND REPAIRED IN ACCORDANCE WITH THE DETAILS ON SHEET 6.

## INSERTION MANHOLE NOTES:

1. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING 18" CLAY STORMWATER LINE ON MAIN STREET.

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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/28/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

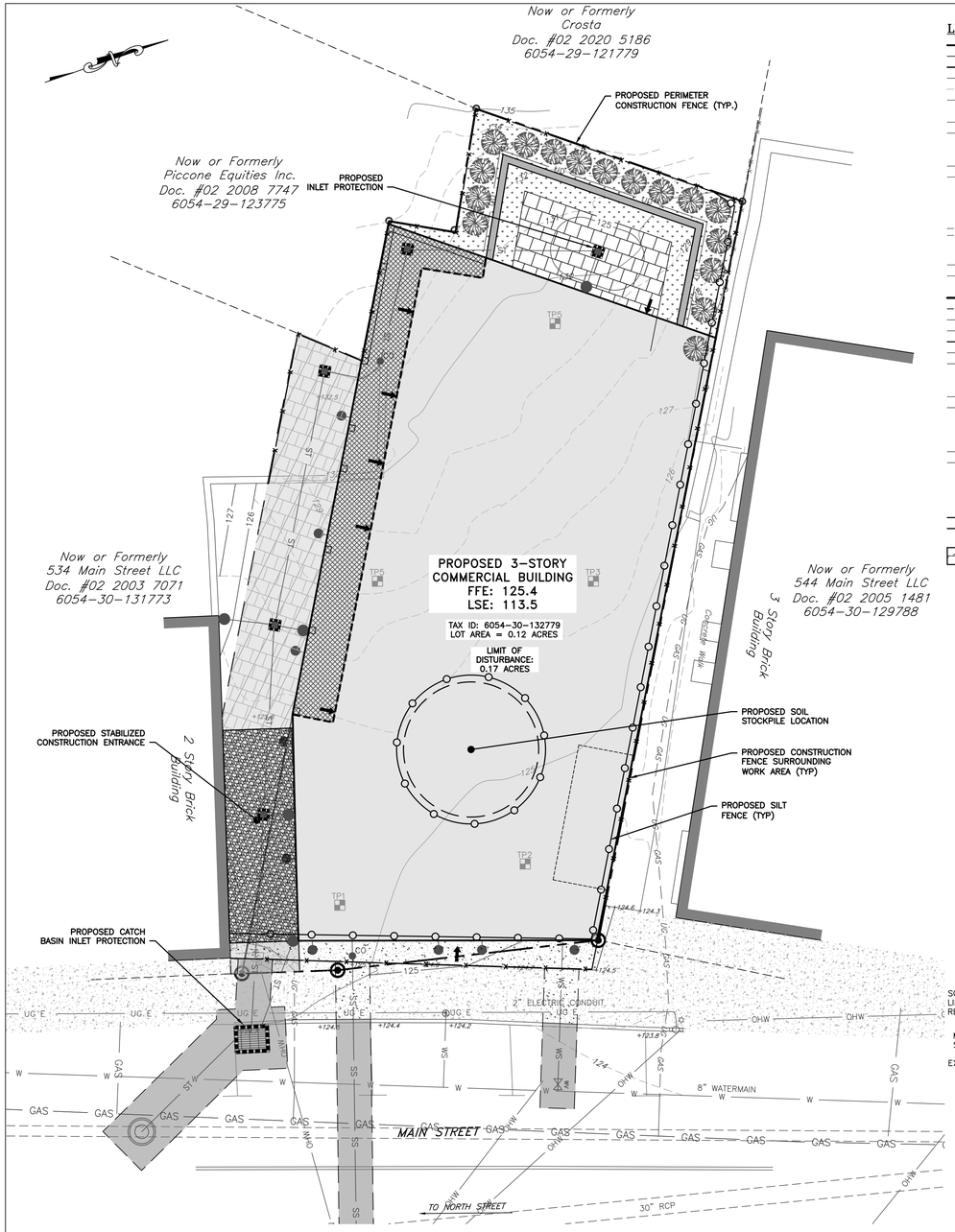
STATE OF NEW YORK · MICHAEL A. RADENHEIM · 084486 · LICENSED PROFESSIONAL ENGINEER
SEAL

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

GRADING & UTILITY PLAN
536 MAIN STREET
536 MAIN STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-30-132779

JOB #: 2022:031
DATE: 1/31/2023
SCALE: 1" = 10'
TITLE: GU-1
SHEET: 4 OF 7

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




## EROSION & SEDIMENT CONTROL PLAN

SCALE: 1" = 10'

GRAPHIC SCALE

10 0 5 10 20 40

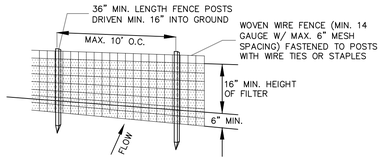
( IN FEET )

1 inch = 10 ft.

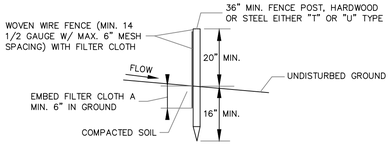
## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING EASEMENT LINE
- 250 EXISTING MAJOR CONTOUR
- 252 EXISTING MINOR CONTOUR
- OHW EXISTING OVER HEAD WIRE
- EXISTING UTILITY POLE
- S EXISTING SEWER MAIN
- SS EXISTING SEWER SERVICE LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- W EXISTING WATER LINE
- WS EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- GAS EXISTING GAS LINE
- UG E EXISTING UNDERGROUND ELECTRIC LINE

- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- S PROPOSED SEWER MAIN
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- PROPOSED CATCH BASIN
- PROPOSED YARD DRAIN
- W PROPOSED WATER LINE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED WATER VALVE
- PROPOSED SILT FENCE
- LOD PROPOSED LIMIT OF DISTURBANCE
- PROPOSED CATCH BASIN INLET PROTECTION
- PROPOSED CONSTRUCTION ENTRANCE




PERSPECTIVE VIEW



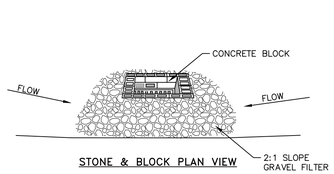

SECTION VIEW

### NOTES:

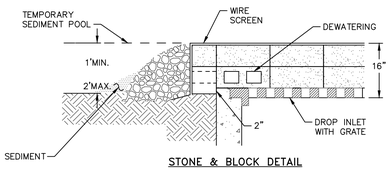
1. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.
3. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE OR APPROVED EQUAL.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

## SILT FENCE DETAIL

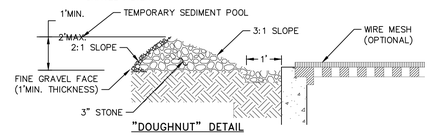
NOT TO SCALE




STONE & BLOCK PLAN VIEW




STONE & BLOCK DETAIL



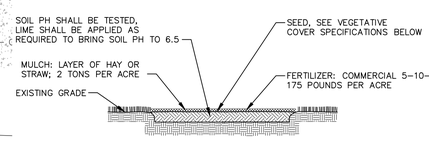

"DOUGHNUT" DETAIL

### NOTES:

1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.
2. HARDWARE CLOTH OR 1/2" WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS TO SUPPORT STONE.
3. USE CLEAN STONE OR GRAVEL 1/2-3/4 INCH IN DIAMETER PLACED 2 INCHES BELOW TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER.
4. FOR STONE STRUCTURES ONLY, A 1 FOOT THICK LAYER OF THE FILTER STONE WILL BE PLACED AGAINST THE 3 INCH STONE AS SHOWN ON THE DRAWINGS. MAXIMUM DRAINAGE AREA 1 ACRE

## CATCH BASIN INLET PROTECTION DETAIL

NOT TO SCALE




### NOTES:

1. TOPSOIL, SEED, MULCH, AND FERTILIZE DISTURBED SOIL AREAS THAT WILL BE LEFT EXPOSED FOR 14 DAYS OR MORE.
2. SEED MIXTURE FOR USE ON LAWNS IN SUNNY AREAS:

| | |
|---|---|
| 65% KENTUCKY BLUE GRASS BLEND | 114 POUNDS PER ACRE |
| 20% PERENNIAL RYEGRASS | 35 POUNDS PER ACRE |
| 15% FINE FESCUE | 26 POUNDS PER ACRE |
| | 175 POUNDS PER ACRE |

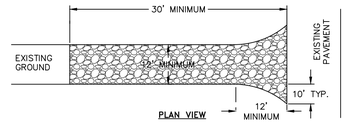
3. SEED MIXTURE FOR USE IN SHADY AREAS:

| | |
|---|---|
| 80% BLEND OF SHADE TOLERANT KENTUCKY BLUEGRASS | 138 POUNDS PER ACRE |
| 20% FINE FESCUE | 37 POUNDS PER ACRE |
| | 175 POUNDS PER ACRE |

4. SEED BETWEEN APRIL 1ST AND MAY 15TH OR AUGUST 15TH AND OCTOBER 15TH. SEEDING MAY OCCUR BETWEEN MAY 15TH AND AUGUST 15TH IF ADEQUATE IRRIGATION IS PROVIDED.
5. TOPSOIL SHALL HAVE AT LEAST 6% BY WEIGHT OF FINE TEXTURED STABLE ORGANIC MATERIAL, AND NO GREATER THAN 20%. TOPSOIL SHALL HAVE NOT LESS THAN 20% FINE TEXTURED MATERIAL (PASSING THE NO. 200 SIEVE) AND NOT MORE THAN 15% CLAY.

## TOPSOIL, SEED AND MULCH DETAIL

NOT TO SCALE




PLAN VIEW

### NOTES:

1) STONE SIZE - USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2) LENGTH - NOT LESS THAN 30 FEET FOR A SINGLE RESIDENCE LOT.
3) THICKNESS - NOT LESS THAN SIX (6) INCHES.
4) WIDTH - 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.
5) GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6) SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE, IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7) MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8) WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9) PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

## STABILIZED CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE

## INSPECTION SCHEDULE & MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES

PERMANENT AND TEMPORARY VEGETATION:
INSPECT ALL AREAS THAT HAVE RECEIVED VEGETATION EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. ALL AREAS DAMAGED BY EROSION OR WHERE SEED HAS NOT ESTABLISHED SHALL BE REPAIRED AND RESTABILIZED IMMEDIATELY.

STABILIZED CONSTRUCTION ENTRANCE:
INSPECT THE ENTRANCE PAD EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. CHECK FOR MUD, SEDIMENT BUILD-UP AND PAD INTEGRITY. MAKE DAILY INSPECTIONS DURING WET WEATHER. REGRADE PAD AS NEEDED FOR RUNOFF CONTROL. WASH AND REPLACE STONE AS NEEDED. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE MUD BEING CARRIED OFF SITE BY VEHICLES. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING. REMOVE TEMPORARY CONSTRUCTION ENTRANCE AS SOON AS THEY ARE NO LONGER NEEDED TO PROVIDE ACCESS TO THE SITE AS DIRECTED BY PROJECT ENGINEER.

SILT FENCE:
INSPECT FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE FENCE BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE FENCE. IF FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF FENCE IMMEDIATELY.

SOIL STOCKPILE:
INSPECT SEDIMENT CONTROL BARRIERS (SILT FENCE) AND VEGETATION FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE SEDIMENT CONTROL BARRIER BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE SEDIMENT CONTROL BARRIER. IF SEDIMENT CONTROL BARRIER TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF SEDIMENT CONTROL BARRIER IMMEDIATELY. REVEGETATE DISTURBED AREA TO STABILIZE SOIL STOCKPILE. REMOVE THE SEDIMENT CONTROL BARRIER WHEN THE SOIL STOCKPILE HAS BEEN REMOVED.

DUST CONTROL:
SCHEDULE CONSTRUCTION OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED AREAS AT ANY ONE TIME DURING THE COURSE OF WORK. APPLY TEMPORARY SOIL STABILIZATION PRACTICES SUCH AS MULCHING, SEEDING, AND SPRAYING (WATER). STRUCTURAL MEASURES (MULCH, SEEDING) SHALL BE INSTALLED IN DISTURBED AREAS BEFORE SIGNIFICANT BLOWING PROBLEMS DEVELOP. WATER SHALL BE SPRAYED AS NEEDED. REPEAT AS NEEDED, BUT AVOID EXCESSIVE SPRAYING, WHICH COULD CREATE RUNOFF AND EROSION PROBLEMS.

CATCH BASINS:
ALL CATCH BASINS SHALL BE INSPECTED AFTER EACH STORM EVENT FOR SEDIMENT ACCUMULATION AND DEBRIS, AND REMOVED AS NECESSARY. THE INLET PROTECTION SHALL BE INSPECTED FOR SEDIMENT ACCUMULATION AND REPLACED AS NECESSARY. WHEN SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN SUMP REACHES 1/2 OF THE SUMP DEPTH, IT SHALL BE REMOVED.

## EROSION AND SEDIMENT CONTROL NOTES

1. ALL EROSION CONTROL MEASURES EMPLOYED DURING THE CONSTRUCTION PROCESS SHALL BE INSPECTED BY THE CONTRACTOR IN ACCORDANCE WITH THE MAINTENANCE SCHEDULE PROVIDED ON THIS SHEET. ALL EROSION CONTROL STRUCTURES SHALL BE REPAIRED AND MAINTAINED AS NECESSARY BY THE CONTRACTOR.
2. ALL STORMWATER MANAGEMENT STRUCTURES (E.G., SWALES, CULVERTS) SHALL BE REGULARLY INSPECTED FOR SEDIMENT ACCUMULATIONS. SEDIMENT AND TRASH SHALL BE REMOVED, AS NECESSARY.
3. ALL EROSION CONTROL INSTALLATION AND MAINTENANCE MEASURES SHALL MEET THE REQUIREMENTS OF THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
4. ANY PILE OF POTENTIALLY EROSIVE MATERIAL TEMPORARILY STOCKPILED ON THE SITE DURING THE CONSTRUCTION PROCESS SHALL BE LOCATED IN AN AREA AWAY FROM STORM DRAINAGE AND SHALL BE PROPERLY PROTECTED FROM EROSION BY A SURROUNDING SILT FENCE.
5. PERMANENT SEEDED AREAS FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH DETAIL AND SPECIFICATIONS ON THE DETAIL SHEET.
6. AREAS UNDERGOING CLEARING OR GRADING AND WHERE WORK IS DELAYED OR COMPLETED AND WILL NOT BE REDISTURBED FOR A PERIOD OF 21 DAYS OR MORE SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATIVE COVER WITHIN 14 DAYS.
7. ON-SITE DUST CONTROL SHALL BE ACCOMPLISHED BY STANDARD METHODS OF LIGHTLY WATERING ALL EXPOSED SOIL AND RAPIDLY STABILIZING THE REGRADED AREAS WITH TOPSOIL, LOAM AND/OR SEEDING.
8. THE PROJECT ENGINEER SHALL BE NOTIFIED NO LESS THAN 48 HOURS PRIOR TO THE START OF ANY SITE WORK, AND BY SUCH NOTIFICATION, SHALL BE PROVIDED WITH THE NAME AND TELEPHONE NUMBER OF THE GENERAL CONTRACTOR RESPONSIBLE FOR SUCH WORK.
9. THE CITY MAY INSPECT EROSION AND SEDIMENT CONTROL PRACTICES ON THE SITE DURING CONSTRUCTION AND RECOMMEND THAT THE CONTRACTOR INSTALL ADDITIONAL EROSION CONTROL MEASURES IF DEEMED NECESSARY TO PROTECT ANY UNDISTURBED AREAS OF THE SITE. ANY SUCH REQUESTS SHALL BE MADE DIRECTLY TO THE CONTRACTOR AND QUALIFIED PROFESSIONAL AND FOLLOWED UP WITH A WRITTEN NOTIFICATION TO THE DEVELOPER. IN ADDITION, THE CITY SHALL BE CONSULTED ON ANY SPECIAL ADDITIONS OR DELETIONS OF EROSION CONTROL MEASURES WARRANTED BY CHANGING FIELD CONDITIONS.
10. IF GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONSTRUCT A DEWATERING PIT IN ACCORDANCE WITH NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL (AKA SUMP PIT) TO FILTER WATER FOR PUMPING TO A SUITABLE LOCATION.
11. WHEN ALL DISTURBED AREAS ARE STABLE, ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED PER THE APPROVAL OF THE ENGINEER SUPERVISING CONSTRUCTION.




### NOTES:

1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.

## TEMPORARY SOIL STOCKPILE DETAIL

NOT TO SCALE

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 | CHECKED BY: MAB

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 2/28/23 | PER PLANNING BOARD COMMENTS | CMB |

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|

STATE OF NEW YORK · ANDREW A. RIDENHOUR · 084466 · LICENSED PROFESSIONAL ENGINEER

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
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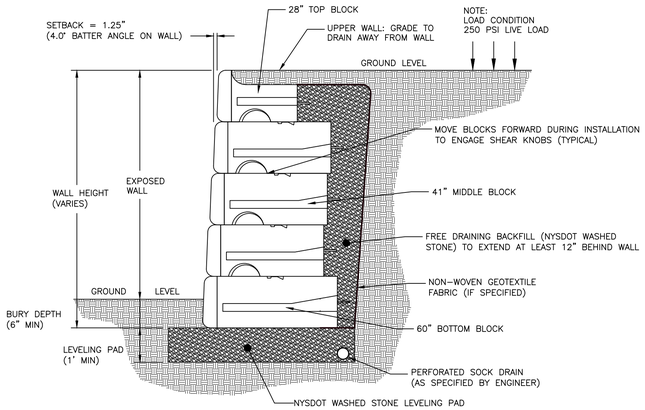
EROSION & SEDIMENT CONTROL PLAN

536 MAIN STREET

536 MAIN STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-30-132779

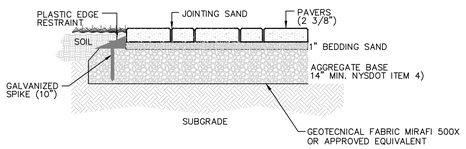
JOB #: 2022:031
DATE: 1/31/2023
SCALE: 1" = 10'
TITLE: ESC-1
SHEET: 5 OF 7

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



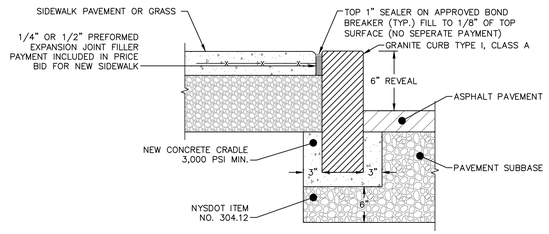

NOTES:
1. RETAINING WALL MANUFACTURED BY REDI-ROCK OR APPROVED EQUAL.
2. THIS DETAIL FOR SITE PLAN APPROVAL ONLY TO SHOW GENERAL WALL ASSEMBLY.
3. DESIGN BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK TO BE PROVIDED PRIOR TO CONSTRUCTION.

## TYPICAL REDI-ROCK GRAVITY WALL
NOT TO SCALE



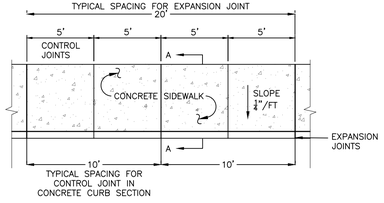

NOTE:
THE CONCRETE PAVER DRIVE SHALL SUPPORT A MINIMUM OF 75,000 POUNDS PER APPENDIX "D" OF THE 2020 INTERNATIONAL BUILDING CODE

## CONCRETE PAVER DETAIL
NOT TO SCALE

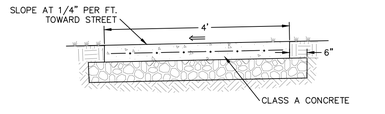



NOTES:
1. LEVEL GRANITE CURB BY USING 2" X 3" X 7" CONCRETE BLOCKS PERIODICALLY BENEATH GRANITE CURB. THEN POUR CONCRETE AFTER CURB IS SET.

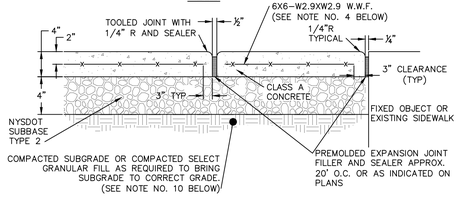
## GRANITE CURB DETAIL
NOT TO SCALE



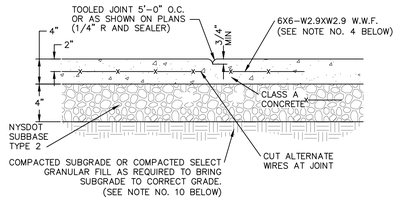

PLAN




SECTION A-A



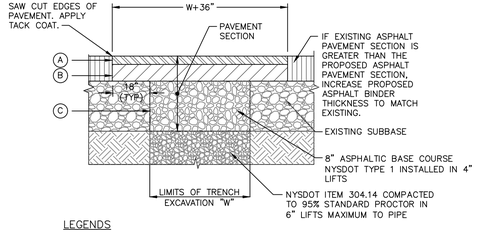

EXPANSION JOINT




CONTROL JOINT

NOTES:
1. 10' SPACING OF CONTROL JOINTS SHALL BE USED FOR CAST IN PLACE CONCRETE CURBS.
2. MATERIAL AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 2, 2002, AND ALL ADDENDA THERETO; THE ONLY EXCEPTION BEING THAT THE WORK OF THIS CONTRACT SHALL BE MEASURED IN ENGLISH UNITS.
3. ALL CONCRETE SHALL BE 4,000 PSI CLASS A CONCRETE. CONCRETE MATERIALS, PLACEMENT, AND CONSTRUCTION SHALL CONFORM WITH SECTION 500 OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. REINFORCING STEEL FOR CONCRETE SHALL CONFORM WITH SECTION 556 – REINFORCING STEEL FOR CONCRETE STRUCTURES OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS AND AS SPECIFICALLY CALLED OUT IN THE DRAWINGS.
5. ALL EXPOSED SURFACED SHALL HAVE A BROOM TEXTURED FINISH.
6. EXPANSION JOINTS SHALL BE LOCATED A MAXIMUM OF 20' ON CENTER, OR AS INDICATED ON PLANS.
7. JOINTS SHALL NOT BE SAW CUT.
8. EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH "SUREBOND"/"SAFEBOND" SB-7000 INTENSIFIER BRIGHT PROTECTOR AND SIDEWALK SEALER, OR EQUAL. RATE AND METHOD OF APPLICATION SHALL BE IN ACCORDANCE WITH MANUFACTURE'S RECOMMENDATIONS.
9. SUBBASE MATERIAL SHALL CONFORM WITH SECTION 304 OF THE ABOVE REFERENCED NYSDOT STANDARD.
10. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSE OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMATION WITH SECTION 203-EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
11. ALL WORK SHALL CONFORM WITH SECTION 608-SIDEWALK, DRIVEWAYS, AND BICYCLE PATHS OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
12. CONCRETE SHALL BE SEALED WITH A SALT RESISTANT SEALER.

## CONCRETE SIDEWALK DETAIL
NOT TO SCALE




LEGENDS

MAIN STREET RESTORATION COURSES:
- (A) 1-1/2" ASPHALT CONCRETE TOP COURSE- NYSDOT TYPE 6F
- (B) 2-1/2" ASPHALT CONCRETE BINDER COURSE- NYSDOT TYPE 3
- (C) 8" ASPHALTIC BASE COURSE- NYSDOT TYPE 1 (4" LIFTS)

NOTES:
1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE IN TWO 4" LIFTS.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT AS SPECIFIED.

## PAVEMENT RESTORATION DETAIL
NOT TO SCALE

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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/28/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

STATE OF NEW YORK
GEORGE A. BOSCORIS
LICENSED PROFESSIONAL ENGINEER
084466

SEAL

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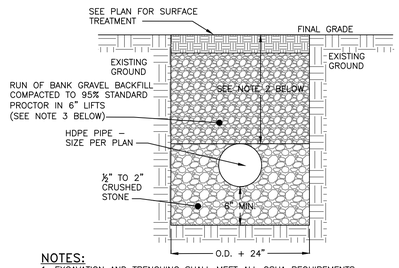
CONSTRUCTION DETAILS

# 536 MAIN STREET

536 MAIN STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-30-132779

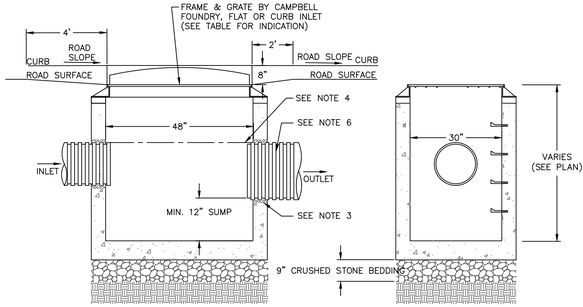
| | |
|---|---|
| JOB #: | 2022:031 |
| DATE: | 1/31/2023 |
| SCALE: | AS SHOWN |
| TITLE: | CD-1 |
| SHEET: | 6 OF 7 |

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



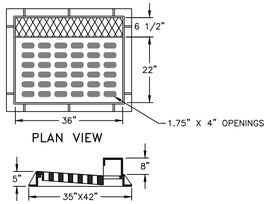

NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. MINIMUM COVER SHALL BE 18 INCHES WITHIN THE SOUTH STREET RIGHT-OF-WAY.
3. BACKFILL WITHIN THE RIGHT-OF-WAY SHALL BE NYSDOT ITEM 304.14 SUBBASE COURSE TYPE 2 FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT OR GRASS, PLACED IN 8" MAXIMUM LIFTS AND COMPACTED TO 95% STANDARD PROCTOR.

## STORMWATER PIPE IN TRENCH DETAIL
NOT TO SCALE



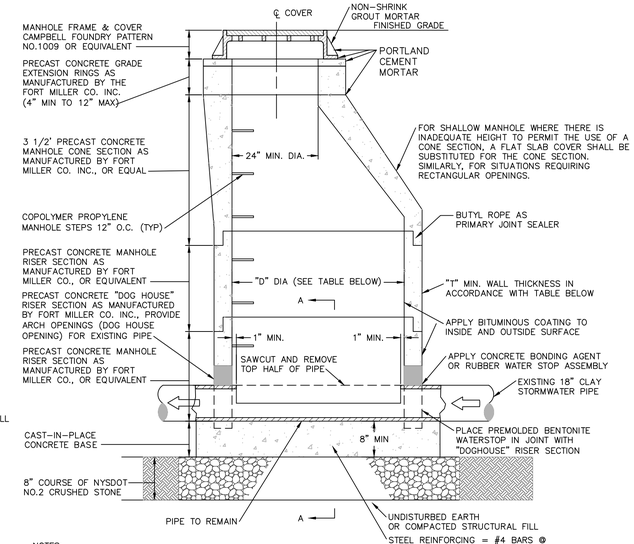

NOTES:
1. PRECAST CONCRETE CATCH BASIN WITH CONCRETE STRENGTH OF 4,000 PSI @ 28 DAYS.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE CATCH BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE WITHIN 10 FEET OF A WATER MAIN (OR SERVICE LINE) OR A SEWER MAIN (OR SERVICE LATERAL) SHALL BE MADE WATERTIGHT.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN INLET AND OUTLET INVERTS (MATCH CROWNS FOR PIPES WITH DIFFERENT SIZE) UNLESS OTHERWISE NOTED ON THE PLAN.
5. CATCH BASINS WITH AN INTERIOR DEPTH OF 4' AND GREATER SHALL BE FURNISHED WITH STEEL REINFORCED POLYPROPYLENE PLASTIC STEPS AT 12" INTERVALS.
6. HDPE PIPE SHALL BE PROVIDED WITH WATERTIGHT CONNECTIONS. ADS MODEL N12 WT IB OR APPROVED EQUAL.
7. ALL CASTINGS SHALL BE DOMESTICALLY MADE.

## CATCH BASIN DETAIL
NOT TO SCALE




NOTES:
1. HEAVY DUTY RECTANGULAR STORMWATER INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 2541, OR APPROVED EQUAL.
2. CATCH BASINS TO RECEIVE CURB INLETS ARE CB 4 AND CB 5 WITHIN SOUTH STREET.

## CAST IRON STORMWATER CURB INLET GRATE DETAIL
NOT TO SCALE

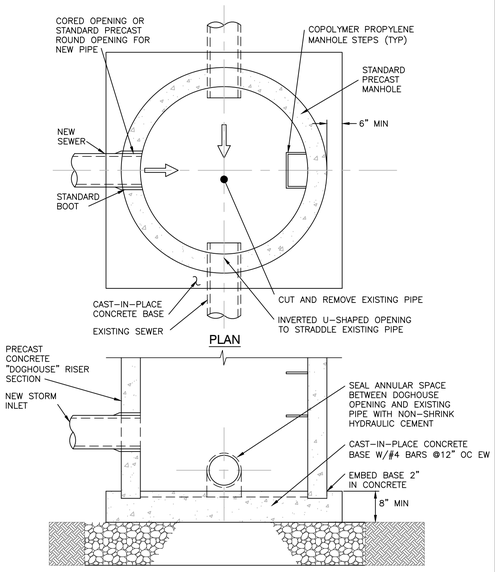


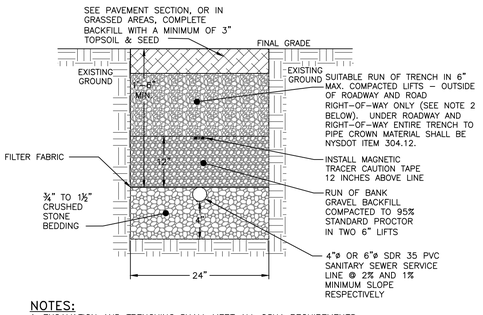

NOTES:
1. USE ONLY WET-CAST UNITS. DRY-CAST NOT ACCEPTABLE.
2. MANUFACTURER TO VERIFY REQUIRED "T" DIMENSION ASSOCIATED WITH DEPTH OF INDIVIDUAL MANHOLES.

TABLE

| OUTLET SEWER PIPE SIZE | "D" DIA MIN | "T" WALL THICKNESS MIN |
|---|---|---|
| 8" THRU 24" | 4'-0" | 5" |
| 30" | 5'-0" | 6" |

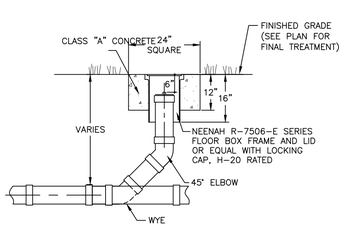
## PRECAST CONCRETE INSERTION "DOGHOUSE" MANHOLE DETAIL
NOT TO SCALE



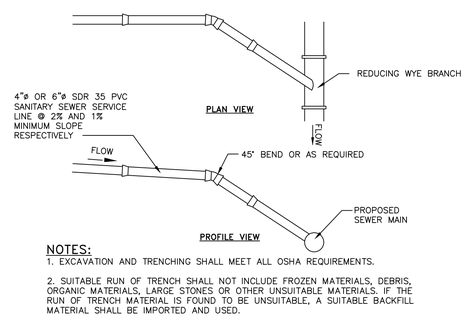




NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

## SANITARY SEWER SERVICE LINE TRENCH DETAIL
NOT TO SCALE

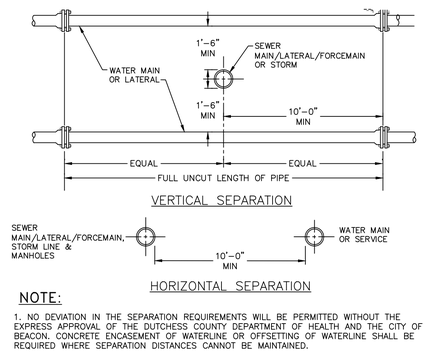



## CLEANOUT DETAIL
NOT TO SCALE



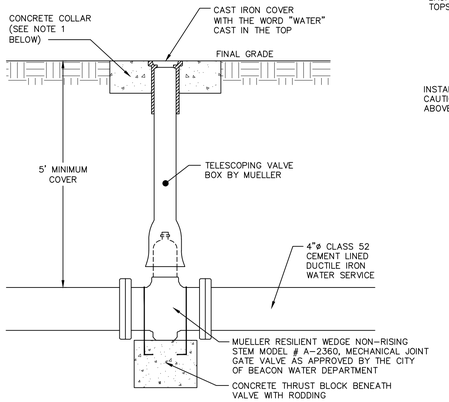

NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

## SANITARY SEWER SERVICE CONNECTION DETAIL
NOT TO SCALE



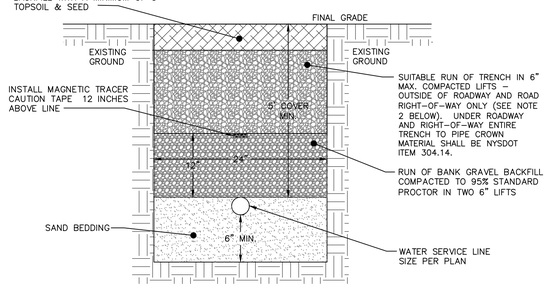

NOTE:
1. NO DEVIATION IN THE SEPARATION REQUIREMENTS WILL BE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE DUTCHESS COUNTY DEPARTMENT OF HEALTH AND THE CITY OF BEACON. CONCRETE ENCASEMENT OF WATERLINE OR OFFSETTING OF WATERLINE SHALL BE REQUIRED WHERE SEPARATION DISTANCES CANNOT BE MAINTAINED.

## WATER LINE SEPARATION DETAIL
NOT TO SCALE



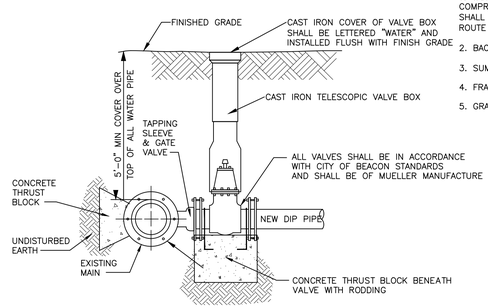

NOTES:
1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.

## GATE VALVE DETAIL
NOT TO SCALE



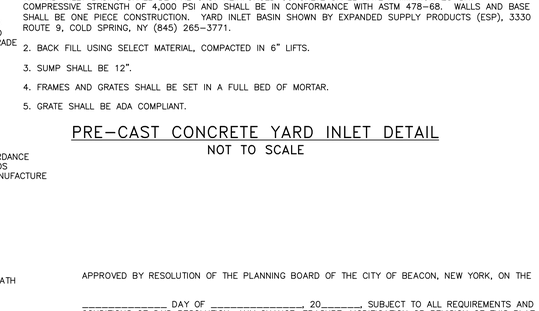

NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ENLOCATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. IN AREAS WHERE 5' COVER REQUIREMENT CANNOT BE MET, THE CONTRACTOR SHALL PROVIDE PIPE INSULATION TO PREVENT FREEZING.

## WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE




NOTES:
1. TAPPING SLEEVE SHALL BE USED IT THE SECTION OF WATER MAIN IN THE VICINITY OF THE CONNECTION CANNOT BE SHUT DOWN AND ISOLATED.
2. ALL VALVES SHALL OPEN BY TURNING LEFT (COUNTERCLOCKWISE) AND HAVE A 2-INCH SQUARE-OPERATING NUT PAINTED RED.
3. ALL VALVES SHALL BE M.J. RESILIENT WEDGE TYPE WITH "O" RING PACKING, DESIGNED FOR A WORKING PRESSURE OF 150 PSI AND BE IN FULL CONFORMANCE WITH AWWA C500.
4. TAPPING SLEEVE AND GATE VALVE SHOWN ARE MUELLER H-615, AND T-2630 RESPECTIVELY.

## TAPPING SLEEVE DETAIL
NOT TO SCALE




NOTES:
1. YARD INLET BASINS SHALL BE PRE CAST REINFORCED CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND SHALL BE IN CONFORMANCE WITH ASTM 478-68. WALLS AND BASE SHALL BE ONE PIECE CONSTRUCTION. YARD INLET BASIN SHOWN BY EXPANDED SUPPLY PRODUCTS (ESP), 3330 ROUTE 9, COLD SPRING, NY (845) 265-3771.
2. BACK FILL USING SELECT MATERIAL, COMPACTED IN 6" LIFTS.
3. SUMP SHALL BE 12".
4. FRAMES AND GRATES SHALL BE SET IN A FULL BED OF MORTAR.
5. GRATE SHALL BE ADA COMPLIANT.

## PRE-CAST CONCRETE YARD INLET DETAIL
NOT TO SCALE

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 | | | | CHECKED BY: MAB | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/28/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

STATE OF NEW YORK MICHAEL A. BODENSCHATZ 084466 LICENSED PROFESSIONAL ENGINEER

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

CONSTRUCTION DETAILS

536 MAIN STREET

536 MAIN STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-30-132779

| | |
|---|---|
| JOB #: | 2022:031 |
| DATE: | 1/31/2023 |
| SCALE: | AS SHOWN |
| TITLE: | CD-2 |
| SHEET: | 7 OF 7 |

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

CUDDY +FEDER LLP

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White Plains, New York 10601
T 914 761 1300
F 914 761 5372
cuddyfeder.com

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

February 28, 2023

**VIA E-MAIL**
**AND HAND DELIVERY**
Hon. John Gunn
and Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Warp & Weft Application for Site Plan Approval for Retail Showroom Commercial Use
Supplemental Submission
Premises: 536 Main Street, Beacon, New York
Tax ID: (6054-30-132779)

Dear Chairman Gunn and Members of the Planning Board:

On behalf of HRSM LLC (the "Applicant"), the owner of the above-referenced Premises, we respectfully submit this letter and the referenced enclosures in support of an Application for Site Plan Approval (the "Application"), proposing to improve the Premises by developing a three (3)-story commercial building that will be comprised of retail showroom space on the first, second and third floors, together with office space supporting the showroom use and storage space within the basement of the new building (the "Project").

At the February 15th meeting, the Planning Board announced its intent to serve as Lead Agency under the State Environmental Quality Review Act ("SEQR") and referred the Project to the Board's Architectural Review Board ("ARB") Subcommittee. We understand that the Lead Agency notice was circulated by the City on February 22, 2023.[1] We have also been advised that the ARB meeting to discuss the proposed architectural components on the Project is currently scheduled for March 3, 2023.

This letter and its referenced enclosures formally respond to comments contained in the recent memoranda prepared by the City's Consultants and introduce additional refinements to the enclosed Site Plan Set, detailed further below.

[1] Note: In response to comments from the City's engineering consultant, the previously submitted Full Environmental Assessment Form ("EAF") has been revised to reflect the updated building square footages and water and sewer calculations for the Project. *See* **Exhibit A**. Similarly, the Site Plan Application Form has been revised to reflect the correct total gross square footage and acreage. *See* **Exhibit B**.

**THE PROPOSED RETAIL SHOWROOM AND FULLY COMMERCIAL BUILDING – ADDITIONAL SITE PLAN REFINEMENTS:**

As this Board is aware, the Applicant proposes to construct a use and dimensionally zoning-compliant three (3)-story retail/commercial building on the Premises,[2] which is presently a vacant lot commonly known as 536 Main Street. The proposed building will host a retail showroom for Warp & Weft, a custom and designer rug curation business, on the first floor with additional retail showroom and supportive office space on the second and third floors, and attendant storage in the basement. The rear of the Premises will be improved with a landscaped garden. *See* enclosed Site Plan Set.

As is more fully detailed on the enclosed updated Site Plan Set and will be discussed at the Board's March 14th meeting, the Applicant has reconfigured the building to account for the twenty (20) foot rear yard setback,[3] which results in a 14,304 total gross square foot building with 4,768 gross square feet on first, second, and third floors. The total usable square footage is 11,272 square feet with 3,398 square feet on the first floor and 3,937 square feet on the second and third floors.

Additionally, the Applicant's traffic consultant DTS Provident Design Engineering, LLP ("DTS"), has prepared an exhibit attached to its Response to Comments Memorandum, dated February 28, 2023, that provides specific dimensions along sections of the surrounding on-street parking areas identified in its previously submitted Traffic and Parking Study for the Project. *See* **Exhibit E.** Based upon this more accurate quantification, the previously used 50-foot parking space assumption was conservative and the total parking in the area increased from the estimate of 375 parking spaces to 424 parking spaces available within 800 feet of the Premises.[4] This results in a total of ninety-nine (99) parking spaces available during the peak demand period (1:30 – 2:00 pm) based upon the survey conducted by DTS, thereby exceeding the Project's anticipated peak

---

[2] Note: The instant Application has been designed to be fully use and dimensionally zoning-compliant with the exception of the off-street parking requirements for the commercial use, which may be waived by the Planning Board. As is detailed herein and in our January 31, 2023 submission, pursuant to the Zoning Regulations, and as is supported by the Applicant's revised Parking and Traffic Study, the Applicant hereby seeks a waiver from the Planning Board consistent with waivers sought for other retail/commercial projects on Main Street – specifically for the retail/commercial component. The project *does not* include a residential component. But for the off-street parking component for the retail/commercial use, the Project *does not* require any variances.

[3] Note: The Applicant's prior Site Plan Set was based upon a twenty-five (25) foot rear yard setback. The Zoning Regulations currently require a twenty (20) foot setback.

[4] Note: As is further detailed in the previously submitted Traffic & Parking Study, the Applicant's parking survey conservatively assumed unmarked parallel parking spaces were 50-ft long (typical on-street parking space is 25-feet long).

demands by ninety spaces (90) spaces.[5] Notably, the response from DTS also considers the details contained in the Beacon Main Street Access Committee's recommendations in its February 2023 draft report.

As previously noted, the Project has been designed to be fully dimensionally zoning-compliant with the exception of the off-street parking requirements for the commercial-only use in the new building. The CMS provisions permit the Planning Board to waive the parking requirements for a proposed use upon a finding that there is sufficient public parking available within 800 feet of the site and/or where a parking study demonstrates that existing off-street parking is sufficient.[6] The Applicant respectfully submits that the ninety (90) surplus spaces available in the surrounding area during the Project's peak demand period demonstrates compliance with the requisite standards for a parking wavier from this Board.

**RESPONSES TO COMMENTS MEMORANDA:**

Additionally, the Applicant respectfully submits the following memoranda prepared by its consultants providing annotated responses to the applicable comments noted in in the memoranda prepared by the City's Engineering Consultant, Lanc & Tully, dated February 8, 2023 (the "Engineering Comments Memorandum"); the City's Planning Consultant, John Clarke Planning and Design, dated February 10, 2023 (the "Planning Comments Memorandum"); and the City's Traffic Consultant, Creighton Manning, dated February 13, 2023 (the "Traffic Comments Memorandum"):

- Response to Comments Memorandum prepared by Aryeh J. Siegel Architect dated February 28, 2023, (the "Architect Response to Comments Memorandum"). *See* **Exhibit C** – Architect Response to Comments Memorandum;
- Response to Comments Memorandum prepared by Hudson Land Design Professional Engineering, P.C. ("HLD") dated February 28, 2023 (the "HLD Response to Comments Memorandum"). *See* **Exhibit D** – HLD Response to Comments Memorandum; and
- Response to Comments Memorandum prepared by DTS Provident Design Engineering, LLP, dated February 28, 2023 (the "Colliers Response to Comments

[5] Note: Based upon DTS's further discussions with the Applicant, it was determined that the facility would not have more than six (6) employees on site at any one time and no more than three (3) customers, thus resulting in a maximum peak parking demand of nine (9) vehicles.

[6] CITY OF BEACON ZONING CODE § 223-41.18.G(3)(d), (f).

Memorandum"). *See* **Exhibit E** – DTS Response to Comments Memorandum.

**UPDATED FULL SITE PLAN SET:**

In further support of this supplemental submission, we respectfully submit the revised Site Plans Set entitled "Site Plan Application", prepared by Hudson Land Design Professional Engineering, P.C. and Aryeh Siegel, Architect, dated January 27, 2023, last revised February 28, 2023, numbered and titled as follows (unless otherwise noted):[7]

- Sheet 1 of 7 – Site Plan;
- Sheet 2 of 7 – Existing Conditions and Demolition Plan;[8]
- Sheet 2 of 7 – Building Plans & Elevations;
- Sheet 4 of 7 – Grading & Utility Plan;
- Sheet 5 of 7 – Erosion & Sediment Control Plan;
- Sheet 6 of 7 – Construction Details; and
- Sheet 7 of 7 – Construction Details.

**INDEX OF ENCLOSURES:**

In support of this Application, please find five (5) copies of the following documents:

**Exhibit A:** Updated Full Environmental Assessment Form;

**Exhibit B:** Revised City of Beacon Application for Site Plan Approval;

**Exhibit C:** Response to Comments Memorandum prepared by Aryeh J. Siegel Architect dated February 28, 2023, providing responses to the Planning and Engineering Comments Memoranda;

**Exhibit D:** Response to Comments Memorandum prepared by Hudson Land Design Professional Engineering, P.C. dated February 28, 2023, providing responses to the Engineering and Planning Comments Memoranda; and

**Exhibit E:** Response to Comments Memorandum prepared by DTS Provident Design Engineering, LLP, dated February 28, 2023, providing responses to the Planning and Traffic Comments Memoranda,

[7] Note: A landscaping and lighting plan is being developed and will be included in a future submission.
[8] Note: This Sheet has been revised to include: soil profiles; existing utility information beneath Main Street provided by the City's engineering consultant; and field measurement locations to HVAC, electric and gas meters on the adjacent buildings.

enclosing an attachment providing specific dimensions along sections of on-street parking in the surrounding area and considering the Beacon Main Street Access Committee Recommendations in its February 2023 Draft Report.

We look forward to Board's continued review of the Project at the March 14, 2023 meeting. In the meantime, should this Board 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: Jennifer L. Gray, Esq.
John Clarke Planning and Design
Lanc & Tully, P.C.
Aryeh J. Siegel Architect
Hudson Land Design Professional Engineering, P.C.
DTS Provident Design Engineering, LLP
Allison Fausner, Esq.

## Instructions for Completing Part 1

**Part 1 is to be completed by the applicant or project sponsor.** Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

**A. Project and Applicant/Sponsor Information.**

| | | |
|---|---|---|
| Name of Action or Project:<br>536 Main Street | | |
| Project Location (describe, and attach a general location map):<br>536 Main Street, Beacon, NY (Tax ID# 6054-30-132779) | | |
| Brief Description of Proposed Action (include purpose or need):<br>The applicant wishes to develop the currently vacant lot located at 536 Main Street in the City of Beacon. The planned development includes the construction of a 3-story commercial retail showroom with office space for employees. | | |
| Name of Applicant/Sponsor:<br>Srinivas Mandapati (HRSM, LLC.) | Telephone: (917) 209-7165<br>E-Mail: | |
| Address: 1 Rivermere, Apartment 4G | | |
| City/PO: Bronxville | State: New York | Zip Code: 10708 |
| Project Contact (if not same as sponsor; give name and title/role):<br>Taylor Palmer Esq. (Cuddy & Feder, LLP.- Attorney for Applicant) | Telephone: (914) 761-1300<br>E-Mail: tpalmer@cuddyfeder.com | |
| Address:<br>445 Hamilton Avenue, Floor 14 | | |
| City/PO:<br>White Plains | State:<br>New York | Zip Code:<br>10601 |
| Property Owner (if not same as sponsor): | Telephone:<br>E-Mail: | |
| Address: | | |
| City/PO: | State: | Zip Code: |

**B. Government Approvals**

**B. Government Approvals, Funding, or Sponsorship.** ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

| Government Entity | If Yes: Identify Agency and Approval(s) Required | Application Date (Actual or projected) |
|---|---|---|
| a. City Counsel, Town Board, or Village Board of Trustees ☐Yes ☐No | | |
| b. City, Town or Village Planning Board or Commission ☑Yes ☐No | Site Plan Approval, Certification of Appropriateness | 1/31/2023 |
| c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No | Area variance for parking if not waived by Planning Board | 3/2023 |
| d. Other local agencies ☑Yes ☐No | City of Beacon Building Department - Building Permit | 8/2023 |
| e. County agencies ☐Yes ☐No | | |
| f. Regional agencies ☐Yes ☐No | | |
| g. State agencies ☐Yes ☐No | | |
| h. Federal agencies ☐Yes ☐No | | |

i. Coastal Resources.

*i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

*ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes ☐No

*iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

**C. Planning and Zoning**

**C.1. Planning and zoning actions.**

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

**C.2. Adopted land use plans.**

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
CMS- Central Main Street Zoning District & Historic District and Landmark Overlay Zone

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
*i.* What is the proposed new zoning for the site? _____

**C.4. Existing community services.**

a. In what school district is the project site located? Beacon City School District

b. What police or other public protection forces serve the project site?
City of Beacon Police Department

c. Which fire protection and emergency medical services serve the project site?
City of Beacon Fire Department

d. What parks serve the project site?
Memorial Park

**D. Project Details**

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Commercial - Retail Showroom

b. a. Total acreage of the site of the proposed action? 0.135 acres
b. Total acreage to be physically disturbed? 0.16 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.135 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
*i.* If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
*i.* Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
_____
*ii.* Is a cluster/conservation layout proposed? ☐ Yes ☐ No
*iii.* Number of lots proposed? _____
*iv.* Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
*i.* If No, anticipated period of construction: 8 months
*ii.* If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐Yes ☑No

If Yes, show numbers of units proposed.

| | One Family | Two Family | Three Family | Multiple Family (four or more) |
|---|---|---|---|---|
| Initial Phase | | | | |
| At completion of all phases | | | | |

g. Does the proposed action include new non-residential construction (including expansions)? ☑Yes ☐No

If Yes,

*i.* Total number of structures 1

*ii.* Dimensions (in feet) of largest proposed structure: ~38 height; 50.3 width; and 99.3 length

*iii.* Approximate extent of building space to be heated or cooled: ~14,304 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐Yes ☑No

If Yes,

*i.* Purpose of the impoundment: _____

*ii.* If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐Other specify:

_____

*iii.* If other than water, identify the type of impounded/contained liquids and their source.

_____

*iv.* Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

*v.* Dimensions of the proposed dam or impounding structure: _____ height; _____ length

*vi.* Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☑No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

*i* .What is the purpose of the excavation or dredging? _____

*ii.* How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

*iii.* Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

*iv.* Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No
If yes, describe. _____

_____

*v.* What is the total area to be dredged or excavated? _____acres

*vi.* What is the maximum area to be worked at any one time? _____ acres

*vii.* What would be the maximum depth of excavation or dredging? _____ feet

*viii.* Will the excavation require blasting? ☐Yes ☐No

*ix.* Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☑No

If Yes:

*i.* Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

*ii.* Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

*iii.* Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No

If Yes, describe: _____

*iv.* Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

*v.* Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No

If Yes:

*i.* Total anticipated water usage/demand per day: 132 gallons/day

*ii.* Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No

If Yes:

- Name of district or service area: City of Beacon Water District
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☐ Yes ☑ No

*iii.* Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

*iv.* Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

*v.* If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

*vi.* If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No

If Yes:

*i.* Total anticipated liquid waste generation per day: 132* gallons/day

*Please refer to attached calculations sheet

*ii.* Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

Sanitary Wastewater

_____

*iii.* Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No

If Yes:

- Name of wastewater treatment plant to be used: City of Beacon Wastewater Treatment Plant
- Name of district: City of Beacon Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No

- Do existing sewer lines serve the project site? ☐Yes ☑No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

_____

*iv.* Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☑No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

*v.* If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

_____

*vi.* Describe any plans or designs to capture, recycle or reuse liquid waste: _____

_____

_____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes ☑No

If Yes:

*i.* How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

*ii.* Describe types of new point sources. _____

_____

*iii.* Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

_____

- If to surface waters, identify receiving water bodies or wetlands: _____

_____

_____

- Will stormwater runoff flow to adjacent properties? ☐Yes ☐No

*iv.* Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑Yes ☐No

If Yes, identify:

*i.* Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Heavy equipment, delivery vehicles

*ii.* Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

Power generators, structural heating.

*iii.* Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

Heating for building and boilers to generate hot water for use by occupants (non residential)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

*i.* Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

*ii.* In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide ($CO_2$)
- _____Tons/year (short tons) of Nitrous Oxide ($N_2O$)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride ($SF_6$)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

*i.* Estimate methane generation in tons/year (metric): _____

*ii.* Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

*i.* When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend

☐ Randomly between hours of _____ to _____.

*ii.* For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

*iii.* Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

*iv.* Does the proposed action include any shared use parking? ☑Yes ☐No

*v.* If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

*vi.* Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

*vii* Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☑No

*viii.* Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☑No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

*i.* Estimate annual electricity demand during operation of the proposed action: _____

196,000 kWh per year

*ii.* Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Central Hudson Gas & Electric

*iii.* Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

*i.* During Construction:

- Monday - Friday: 7 am to 5 pm
- Saturday: 7 am to 5 pm
- Sunday: N/A
- Holidays: N/A

*ii.* During Operations:

- Monday - Friday: 10 am to 5 pm (closed Monday)
- Saturday: 10 am to 4 pm
- Sunday: 10 am to 4 pm
- Holidays: N/A

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

*i.* Provide details including sources, time of day and duration:

During construction: Heavy equipment and other construction operations (regularly between 7 am to around 4 pm), during operations: gathering for special presentations/events (about 3~5 times a year and from 2pm to 10 pm )

*ii.* Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

*i.* Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Exterior lights for building (exterior illumination)

*ii.* Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

*i.* Product(s) to be stored _____

*ii.* Volume(s) _____ per unit time _____ (e.g., month, year)

*iii.* Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

*i.* Describe proposed treatment(s):

*ii.* Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

*i.* Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: 2 tons per week (unit of time)
- Operation : 0.5 tons per month (unit of time)

*ii.* Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: Recyclable materials will be separated from refuse and recycled.

*iii.* Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Open top containers will be used for disposal of construction debris to be hauled off-site to a licensed landfill.
- Operation: Enclosed trash receptacles & recycle bins provided with a contracted sanitation company.

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

*i.* Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

*ii.* Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

*iii.* If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

*i.* Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

*ii.* Generally describe processes or activities involving hazardous wastes or constituents: _____

*iii.* Specify amount to be handled or generated _____ tons/month

*iv.* Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

*v.* Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

## E. Site and Setting of Proposed Action

### E.1. Land uses on and surrounding the project site

a. Existing land uses.

*i.* Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☑ Aquatic ☐ Other (specify): _____

*ii.* If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

| Land use or Covertype | Current Acreage | Acreage After Project Completion | Change (Acres +/-) |
|---|---|---|---|
| • Roads, buildings, and other paved or impervious surfaces | 0 | 0.11 | +0.11 |
| • Forested | 0 | | |
| • Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) | 0.135 | 0 | -0.135 |
| • Agricultural (includes active orchards, field, greenhouse etc.) | 0 | 0 | 0 |
| • Surface water features (lakes, ponds, streams, rivers, etc.) | 0 | 0 | 0 |
| • Wetlands (freshwater or tidal) | 0 | 0 | 0 |
| • Non-vegetated (bare rock, earth or fill) | 0 | 0 | 0 |
| • Other Describe: Landscaped Area | 0 | 0.025 | +0.025 |

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

*i.* If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

*i.* Identify Facilities:

St. Joachim School, Hudson Hills Academy Montessori

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

*i.* Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

*ii.* Dam's existing hazard classification: _____

*iii.* Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

*i.* Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

*ii.* Describe the location of the project site relative to the boundaries of the solid waste management facility:

*iii.* Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

*i.* Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

*i.* Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☑ No

☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

*ii.* If site has been subject of RCRA corrective activities, describe control measures: _____

*iii.* Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): C314118

*iv.* If yes to (i), (ii) or (iii) above, describe current status of site(s):

NYSDEC Remediation site C314118 is classified by the NYSDEC as a Class N site (No Further Action at this Time). Please refer to the NYSDEC Remediation Report at the end for further information.

*v.* Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? greater than 6.6 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: Knickerbocker-Urban land complex 100.00 %
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: >6.6 feet

e. Drainage status of project site soils:
☑ Well Drained: 100.0 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 100.0 % of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

*i.* Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

*ii.* Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

*iii.* Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

*iv.* For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Fishkill Creek (862-237) Classification C
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

*v.* Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

*i.* Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:
Raccoon
Indiana Bat

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
*i.* Describe the habitat/community (composition, function, and basis for designation): _____
*ii.* Source(s) of description or evaluation: _____
*iii.* Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐ No
If Yes:
*i.* Species and listing (endangered or threatened):
Indiana Bat

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No
If Yes:
*i.* Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____

**E.3. Designated Public Resources On or Near Project Site**

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
*i.* If Yes: acreage(s) on project site? _____
*ii.* Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
*i.* Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
*ii.* Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
*i.* CEA name: _____
*ii.* Basis for designation: _____
*iii.* Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

*i.* Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

*ii.* Name: Eligible property:APTS., Eligible property:EICHORN RESIDENCE, Eligible property:MASON RESIDENCE, Eligible property:RE...

*iii.* Brief description of attributes on which listing is based:

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

*i.* Describe possible resource(s):

*ii.* Basis for identification:

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

*i.* Identify resource: HH-26 Hudson Highland State Park, HH-27 Dutchess Junction

*ii.* Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.):

*iii.* Distance between project and resource: +/- 1 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

*i.* Identify the name of the river and its designation:

*ii.* Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

**F. Additional Information**

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

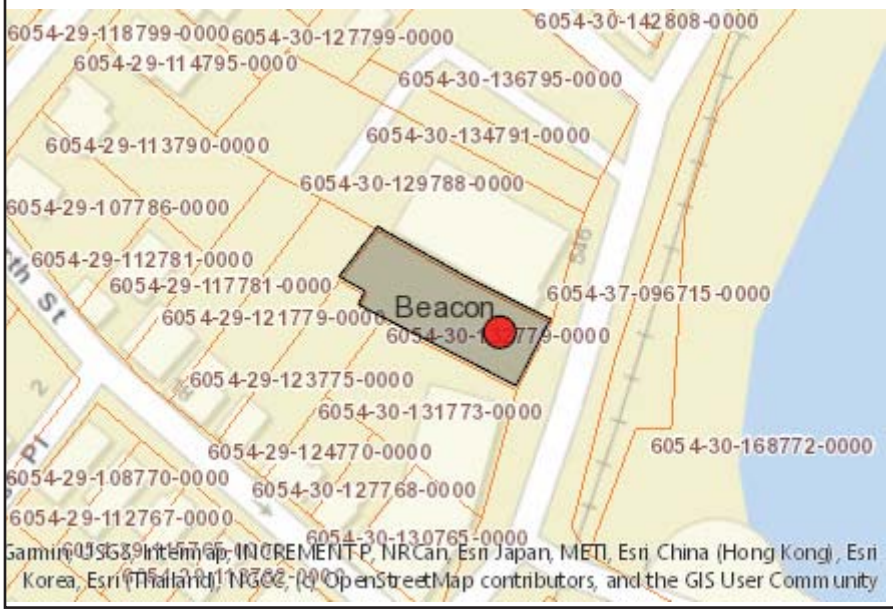
**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Michael A. Bodendorf,P.E.-Hudson Land Design Date 2/27/2023 (Revised from 1/31/23 EAF)

Signature Title Engineer for Applicant

PRINT FORM




**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

| | |
|---|---|
| B.i.i [Coastal or Waterfront Area] | No |
| B.i.ii [Local Waterfront Revitalization Area] | Yes |
| C.2.b. [Special Planning District] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h [DEC Spills or Remediation Site - Potential Contamination History] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Listed] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.iii [Within 2,000' of DEC Remediation Site] | Yes |
| E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID] | C314118 |
| E.2.g [Unique Geologic Features] | No |
| E.2.h.i [Surface Water Features] | No |
| E.2.h.ii [Surface Water Features] | Yes |
| E.2.h.iii [Surface Water Features] | Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook. |
| E.2.h.v [Impaired Water Bodies] | No |
| E.2.i. [Floodway] | No |
| E.2.j. [100 Year Floodplain] | No |
| E.2.k. [500 Year Floodplain] | No |
| E.2.l. [Aquifers] | No |
| E.2.n. [Natural Communities] | No |
| E.2.o. [Endangered or Threatened Species] | Yes |

| | |
|---|---|
| E.2.o. [Endangered or Threatened Species - Name] | Indiana Bat |
| E.2.p. [Rare Plants or Animals] | No |
| E.3.a. [Agricultural District] | No |
| E.3.c. [National Natural Landmark] | No |
| E.3.d [Critical Environmental Area] | No |
| E.3.e. [National or State Register of Historic Places or State Eligible Sites] | Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook. |
| E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name] | Eligible property:APTS., Eligible property:EICHORN RESIDENCE, Eligible property:MASON RESIDENCE, Eligible property:REGERS APTS, Eligible property:WILSON, Eligible property:CHOBIAN COMMERCIAL, Eligible property:WAY COMMERCIAL, Eligible property:SCHURR COMMERCIAL, Eligible property:ROGERS APTS, Eligible property:MOZEYKO COMMERCIAL, Eligible property:WALSH COMMERCIAL, Eligible property:VACANT, Eligible property:DATELS APTS, Eligible property:GERLIMANN FINISHING, Eligible property:Matteawan Company factory Complex I, National Felt, Eligible property:MCMILLAN APTS, Eligible property:PERATIKOS COMMERCIAL, Eligible property:MCMILLAN COMMERCIAL, Eligible property:MINACAPELLI COMMERCIAL, Eligible property:ZIETLER RESIDENCE, Eligible property:Matteawan Company Factory Complex, Eligible property:51 North Street, Beacon |
| E.3.f. [Archeological Sites] | Yes |
| E.3.i. [Designated River Corridor] | No |

*Civil and Environmental Engineering Consultants*
*174 Main Street Beacon, NY 12508 (Main Office and Mailing Address)*
*13 Chambers Street, Newburgh, New York 12550 (Satellite Office)*
*Phone: 845-440-6926 Fax: 845-440-6637*
*www.HudsonLandDesign.com*

**CALCULATIONS OF WASTEWATER GENERAITON FOR THE PROPOSED 536 MAIN STREET GALLERY.**

**Employees:** The gallery will be operated by up to 6 regular employees during a workday. The wastewater generation from the employees can best be compared to the wastewater generation for employees in an Office Building (15 gallons per employee per shift).

Therefore:

$$6\ Employees\ * \frac{15\ gallons\ per\ day}{Employee}$$

$$= 90\ gallons\ per\ day\ (GPD)\ (from\ Employees)$$

A 20% reduction can be applied to the above estimate as all plumbing fixtures in the proposed structure would be new and up to modern water usage standards:

$$90\ GPD * 0.8 = 72\ GPD\ (from\ Employees)$$

**Visitors/Guests/Patrons:** Although the gallery will be open to the public, the majority of visitors will consist of patrons who have made a pre-arranged appointment. From the occasional walk-in and people consulting with the gallery, it is expected that the visitor attendance to the business during any day of operations will be at maximum 15 visitors per day.

The closest comparison available for a business which consists of space for the display of works and custom services is a museum. Therefore, a wastewater generation value of 5 gallons per visitor per day will be used for the wastewater generation estimate.

Therefore:

$$15\ Maximum\ Expected\ Visitors * \frac{5\ GPD}{Visitor} = 75\ GPD\ (from\ Visitor)$$

A 20% reduction can be applied to the above estimate as all plumbing fixtures in the proposed structure would be new and up to modern water usage standards:

$$75\ GPD * 0.8 = 60\ GPD\ (from\ Visitors/Guests)$$

Accounting for a case of **maximum** occupancy for the 536 Main Street gallery the expected maximum wastewater generation would be:

$$72\ GPD + 60\ GPD = 132\ GPD\ Total$$

# APPLICATION FOR SITE PLAN APPROVAL

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

## IDENTIFICATION OF APPLICANT

Name: HRSM LLC

Address: 1 Rivermere, Apt. 4G
Bronxville, New York 10708

Signature: SrinivasMandapati

Date: 1/30/2023

Phone: (917) 209-7165

*(For Official Use Only)*

| | Date | Initials |
|---|---|---|
| Application & Fee Rec'd | | |
| Initial Review | | |
| Public Hearing | | |
| | | |
| Conditional Approval | | |
| Final Approval | | |

## IDENTIFICATION OF REPRESENTATIVE / DESIGN PRFESSIONAL

Name: Taylor M. Palmer, Esq. Cuddy & Feder LLP

Address: 300 Westage Business Center, Suite 380
Fishkill, New York 12524

Phone: 914-872-1924

Fax: 845-896-3672

Email address: tpalmer@cuddyfeder.com

## IDENTIFICATION OF SUBJECT PROPERTY:

Property Address: Main Street (#536), City of Beacon, New York 12508

Tax Map Designation: Section 6054 Block 30 Lot(s) 132779

Land Area: .135 acres

Zoning District(s) CMS - Central Main Street

## DESCRIPTION OF PROPOSED DEVELOPMENT:

Proposed Use: Commercial (retail/showroom space)

Gross Non-Residential Floor Space: Existing N/A Proposed 14,304 s.f.

TOTAL: 14,304 s.f.

Dwelling Units (by type): Existing N/A Proposed N/A

TOTAL: N/A

## ITEMS TO ACCOMPANY THIS APPLICATION

a. One electronic and five (5) **folded** paper copies of a site location sketch showing the location of the subject property and the proposed development with respect to neighboring properties and developments.
b. One electronic and five (5) **folded** paper copies 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. One electronic and five (5) **folded** paper copies 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 streets 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 the 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**<br>**Commercial $500 + $250 per 1,000 s.f.** |
| **Special Use Permit** | **Residential $500 + $250 per dwelling unit**<br>**Commercial $500 + $250 per 1,000 s.f.** |
| **Subdivision** | **$ 750 for 2-4 lots + $100 per lot**<br>**$1,000 for 5 or more lots + $300 per lot** |

## 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) | $ 3,000 | $ 1,000 | Current bills + $1,200 |
| 6-15 | $ 9,000 | $ 2,500 | Current bills + $1,200 |
| Over 15 | $ 18,000 | $ 5,000 | Current bills + $6,000 |

**NON-RESIDENTIAL SITE PLAN AND SUP APPLICATIONS**

| | Initial Deposit | Depleted to | Replenishment |
|---|---|---|---|
| Existing Buildings/Change of Use with no site development | $ 1,800 | $ 1,000 | Current bills + $600 |
| Up to 3,000 s.f. gross floor area | $ 3,125 | $ 1,000 | Current bills + $1,200 |
| 3,000 to 10,000 s.f. gross floor area | $ 3,000 + $0.50 per sq.ft. over 3,000 | $ 2,500 | Current bills + $3,000 |
| Over 10,000 s.f. gross floor area | $ 9,000 + $0.50 per sq.ft. over 10,000 | $ 2,500 | Current bills + $3,000 |

**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: HRSM LLC

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

Srinivas Mandapati - Sole Member

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

536 Main Street

Applicant Address: 1 Rivermere, Apt 4G, Bronxville, New York 10708

Project Address: Main Street (#536), City of Beacon, New York 12508

Project Tax Grid # 6054-30-132779

Type of Application Site Plan

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, Srinivas Mandapati, 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 — Yes
2. Violations are pending on a parcel or parcels owned by me situated within the City of Beacon — No
3. ALL tax payments due to the City of Beacon are current — Yes
4. Tax delinquencies exist on a parcel or parcels owned by me within the City of Beacon — No
5. Special Assessments are outstanding on a parcel or parcels owned by me in the City of Beacon — No
6. ALL Special Assessments due to the City of Beacon on any parcel owned by me are current — Yes

By: SrinivasMandapati

Signature of Owner , HRSM LLC

Srinivas Mandapati, Sole Member

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) | ___ | ___ | _____ |

**CITY OF BEACON**
**SITE PLAN SPECIFICATION FORM**

Name of Application: HRSM 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 of firm, such as a Registered Architect or Professional Engineer, and it shall contain the following information: | X | |
| **LEGAL DATA** | | |
| Name and address of the owner of record. | X | |
| Name and address of the applicant (if other than the owner). | X | |
| Name and address of person, firm or organization preparing the plan. | X | |
| Date, north arrow, and written and graphic scale. | X | |
| **NATURAL FEATURES** | | |
| Existing contours with intervals of two (2) feet, referred to a datum satisfactory to the Planning Board. | X | |
| Approximate boundaries of any areas subject to flooding or stormwater overflows. | X | |
| 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. | X | |
| **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. | X | |
| 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. | X | |
| Other existing development, including fences, retaining walls, landscaping, and screening. | X | |
| Sufficient description or information to define precisely the boundaries of the property. | X | |
| The owners of all adjoining lands as shown on the latest tax records. | X | |
| The locations, names, and existing widths of adjacent streets and curb lines. | X | |
| 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 | X | |

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

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

Applicant/Sponsor Name: By: HRSM LLC, Srinivas Mandapati, Sole Member

Signature: SrinivasMandapati

Date: 1/30/2023

| FOR OFFICE USE ONLY |
|---|
| Application # |

**CITY OF BEACON**
**1 Municipal Plaza, Beacon, NY**
**Telephone (845) 838-5000 • http://beaconny.gov/**

# ENTITY DISCLOSURE FORM

(This form must accompany every land use application and every application for a building permit or certificate of occupancy submitted by any entity)

Disclosure of the names and addresses of all persons or entities owning any interest or controlling position of any Limited Liability Company, Partnership, Limited Partnership, Joint Venture, Corporation or other business entity (hereinafter referred to as the "Entity") filing a land-use application with the City is required pursuant to Section 223-61.4 of the City Code of the City of Beacon. If any Member of the Entity is not a natural person, then the names and addresses as well as all other information sought herein must be supplied about the non-natural person member of that Entity, including names, addresses and Formation filing documents. Applicants shall submit supplemental sheets for any additional information that does not fit within the below sections, identifying the Section being supplemented.

**SECTION A.**

**IF AFFIANT IS A PARTNERSHIP, JOINT VENTURE OR OTHER BUSINESS ENTITY, EXCEPT A CORPORATION:**

| | |
|---|---|
| Name of Entity<br>HRSM LLC | Address of Entity<br>1 Rivermere, Apt. 4G<br>Bronxville, NY 10708 |
| Place where such business entity was created<br>New York State Department of State | Official Registrar's or Clerk's office where the documents and papers creating entity were filed<br>New York State Department of State<br>DOS ID# 6521814 |
| Date such business entity or partnership was created<br>6-27-22 | Telephone Contact Information<br>(917) 209-7165 |

**IF AFFIANT IS A CORPORATION:**

| | |
|---|---|
| Name of Entity | Telephone Contact Information |
| Principal Place of Business of Entity | Place and Date of incorporation |
| Method of Incorporation | Official place where the documents and papers of incorporation were filed |

**SECTION B.** List all persons, officers, limited or general partners, directors, members, shareholders, managers, and any others with any interest, mortgage, encumbrance or other interest (recorded or unrecorded) in or with the above referenced

Entity. List all persons to whom corporate stock has been pledged, mortgaged or encumbered and with whom any agreement has been made to pledge, mortgage or encumber said stock. Use a supplemental sheet to list additional persons.

| Name | Resident Address | Resident Telephone Number | Nature and Extent of Interest |
|---|---|---|---|
| Srinivas Mandapati | 1 Rivermere 4G, Bronxville, NY 10708 | (917) 209-7165 | 100% |
| | | | |
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**SECTION C.** List all owners of record of the subject property or any part thereof.

| Name | Residence or Business Address | Telephone Number | Date and Manner title was acquired | Date and place where the deed or document of conveyance was recorded or filed. |
|---|---|---|---|---|
| HRSM LLC | 1 Rivermere 4G, Bronxville, NY 10708 | (917) 209-7165 | 12/9/22 - Deed | 12/15/22 - Recorded in Dutchess County Clerk's Office |
| | | | | |
| | | | | |

| | | | | |
|---|---|---|---|---|
| | | | | |

**SECTION D.** Is any owner, of record or otherwise, an officer, director, stockholder, agent or employee of any person listed in Section B-C?

[X] **YES** [ ] **NO**

| **Name** | **Employer** | **Position** |
|---|---|---|
| Srinivas Mandapati | HRSM LLC | Sole Member |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

**SECTION E.** Is any party identified in Sections A- C an officer, elected or appointed, or employee of the City of Beacon or related, by marriage or otherwise, to a City Council member, planning board member, zoning board of appeals member or employee of the City of Beacon ?

[ ] **YES** [X] **NO**

If yes, list every Board, Department, Office, agency or other position with the City of Beacon with which a party has a position, unpaid or paid, or relationship and identify the agency, title, and date of hire.

| **Agency** | **Title** | **Date of Hire, Date Elected, or Date Appointed** | **Position or Nature of Relationship** |
|---|---|---|---|
| | | | |
| | | | |
| | | | |

**SECTION F.** Was any person referred to in Sections A-D known by any other name within five (5) years preceding the date of the application?

☐ **YES** ☒ **NO**

| **Current Name** | **Other Names** |
|---|---|
| | |
| | |
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| | |

**SECTION G.** List the names and addresses of each person, business entity, partnership and corporation in the chain of title of the subject premises for the five (5) years next preceding the date of the application.

| **Name** | **Address** |
|---|---|
| HRSM LLC | 1 Rivermere, Apt 4G, Bronxville, NY 10708 |
| 536 Main Street LLC | 206 Milton Turnpike, Milton, NY 12547 |
| | |
| | |

**SECTION H.** If the applicant is not a record owner of the subject property, describe the applicant's interest in the subject property and the relationship the applicant has to the record owner(s) of the subject property.

N/A

**SECTION I.** If the applicant is a contract vendee, a duplicate original or photocopy of the full and complete contract of purchase, including all riders, modification and amendments thereto, shall be submitted with the application. Any sensitive or confidential information may be redacted from the contract prior to production.

**SECTION J.** N/A

1. Where the record owner or contract vendee is a corporation, the following additional information shall be submitted**:**

| | |
|---|---|
| Name of the Corporation | Telephone Contact Information |
| Principal Business Address | Place and Date of Incorporation |
| Method of Incorporation | Official place where the documents and papers of incorporation were filed |

2. Please provide the following information for every incorporator, officer, director and shareholder of the corporation.

| **Name** | **Residence or business address** | **Telephone number** |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

3. Have any shares of the stock of the corporation or of any stockholder been pledged, mortgaged or encumbered?

☐ **YES** ☐ **NO**

If so, please list the name and address of each person having, holding, owning or claiming any such interest.

| **Name** | **Address** |
|---|---|
| | |
| | |
| | |
| | |

**SECTION K**. Have the present owners entered into a contract for the sale of all or any part of the subject property and, if in the affirmative, please provide a duplicate original or photocopy of the fully and complete contract of sale, including all riders, modifications and amendments thereto.

☐ **YES** ☒ **NO**

I, Srinivas Mandapati being first duly sworn, according to law, deposes and says that I am (Title) Sole Member, an active and qualified member of the HRSM LLC, a business duly authorized by law to do business in the State of New York, and that the statements made herein are true, accurate, and complete.

(Print) Srinivas Mandapati, Sole Member,
HRSM LLC

(Signature) SrinivasMandapati

*Civil & Environmental Engineering Consultants*
*174 Main Street, Beacon, New York 12508 (Main Office and Mailing Address)*
*13 Chambers Street, Newburgh, NY 12550 (Satellite Office)*
*Phone: 845-440-6926 Fax: 845-440-6637*
*www.HudsonLandDesign.com*

February 28, 2023

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

Re: 536 Main Street – Site Plan
536 Main Street
Tax Parcel: 6054-30-132779, ±0.135 ac.
City of Beacon, NY

Dear Chairman Gunn and Members of the Planning Board:

On behalf of the Applicant for the above referenced project, Hudson Land Design (HLD) has revised the plan set in response to Lanc & Tully's (L&T) February 8, 2023 comment letter, and John Clarke Planning and Design's February 13, 2023 comment memorandum. Below is a point-by-point response to the comments received. Please note that Cuddy & Feder (C & F), DTS Provident Design Engineering (DTS), and Aryeh Siegel have responded to applicable comment letters under separate cover. Below is a point-by-point response to the comments received.

**Lanc & Tully February 8, 2023 Comment Letter**

General Comments

1. Comment noted. The existing conditions has been updated with existing utility information beneath Main Street provided by Lanc & Tully. The existing conditions has been further updated with field measurement locations to HVAC, electric and gas meters on the adjacent buildings.
2. The Applications have been updated with the correct information.
3. Comment noted. The information has been updated.
4. The revised EAF is attached with water and sewer calculations. It is noted that the water and sewer usage was overestimated in the original submission. The flows were double estimated by employee count and square footage of the building similar to a shopping center. It is estimated that there will be up to 6 employees per day. Most studio showings will be by appointment only. Therefore, the estimated flow generations will be much less than a shopping center. The guest flows have been estimated at up to 15 guests per day. The revised EAF is included with this submission.
5. C & F has responded to this comment under separate cover.

6. DTS has responded to this comment under separate cover.
7. Aryeh Siegel has responded to this comment under separate cover.
8. The test pit locations have been added to the plan set. Descriptions of the soil profile has been added to the existing conditions plan, and the grading and utility plan.
9. A landscaping and lighting plan is being developed and will be provided in a future submission.

Sheet 1 of 7:

1. Aryeh Siegel has responded to this comment under separate cover.
2. Aryeh Siegel has responded to this comment under separate cover.
3. Aryeh Siegel has responded to this comment under separate cover.
4. We are unsure why the street toward the north is necessary to be shown on the plans.

Sheet 2 of 7

1. Comment noted. The relocation of the fence will be coordinated with the neighboring parcel owner and shown on the plans.

Sheet 3 of 7

1. Aryeh Siegel has responded to this comment under separate cover.
2. Aryeh Siegel has responded to this comment under separate cover.

Sheet 4 of 7

1. This information has been added to sheet 4 under Utility Note 7.
2. The Applicant is coordinating the proposed work within the easement with the neighboring parcel owner. The plans will be updated accordingly as the coordination progresses.
3. The revised plans provide a direct connection to the proposed storm system running though the easement. This is being coordinated with adjacent parcel owner.
4. The current plans no longer propose drainage piping through the building. There is a 5-foot cut out of the building on the first floor level to allow for utilities to run outside the building walls. There will be a need for a retaining wall around the back corner of the property line. It is proposed to design the retaining wall into the building wall design in that location. Therefore, the storm pipe will need to pass through the building/retaining wall. Applicable sleeve penetration details will be provided in a future submission once an agreement is worked out with the neighboring parcel owner.
5. An insertion manhole is now proposed at the connection with the city storm drainage system. Installation notes and a construction detail have been added to the plan set.
6. Design and calculations for the rear retaining wall will be provided in a future submittal.
7. The electrical conduits are now shown correctly on the plans, and the overhead wires that are no longer there have been removed.
8. This topic is also part of the coordination effort with the adjacent parcel owner.

Sheet 6 of 7

1. A granite curb detail is now provided on the revised plan set.

2. The catch basin casting detail has been updated to require that all castings shall be domestically made.

Sheet 7 of 7

1. A gravity block retaining wall detail is provided on the plan set. Once a specific retaining wall style is chosen by the Applicant, the detail will be updated appropriately.
2. The sidewalk detail has been updated accordingly.
3. The sidewalk detail has been updated accordingly.

**John Clarke Planning & Design February 10, 2023 Comment Memorandum**

1. The information has been corrected on the application materials. The EAF is correct.
2. DTS has responded to this comment under separate cover.
3. Aryeh Siegel has responded to this comment under separate cover.
4. Aryeh Siegel has responded to this comment under separate cover.
5. Aryeh Siegel has responded to this comment under separate cover.
6. Comment noted.
7. Comment noted. A request was made at the last planning board meeting to meet with the Architectural Review Board.
8. A landscaping and lighting plan is being developed and will be provided in a future submission.

The following items submitted for continued review:

- Five (5) copies of a full set of plan sheets 1 through 7, and
- Five (5) copies of a revised EAF.

We look forward to discussing this project at your March 15, 2023 planning board meeting. Should you have any questions, please feel free to contact me at 845-440-6926.

Sincerely,

Michael A. Bodendorf, P.E.
Principal

cc: HRSM LLC
Taylor M. Palmer, Esq.

Aryeh Siegel, AIA
Carlito Holt, P.E., PTOE
Daniel G. Koehler, P.E. (HLD file)

DTS • PROVIDENT
Intelligent Land Use

DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017
www.dtsprovident.com

Andrew V. Tung, ASLA, Esq., LEED AP
Gerhard M. Schwalbe, P.E.
Charles 'Carlito' Holt, P.E., PTOE
Brian Dempsey, P.E., PTOE, RSP1

**MEMORANDUM**

TO: Chairman Gunn & Planning Board Members
City of Beacon Planning Board

DATE: February 28, 2023

FROM: Carlito Holt, P.E., PTOE

RE: Traffic/Parking Responses
536 Mains Street
Beacon, NY

DTS Provident Design Engineering, LLP (DTS Provident), has prepared this Memorandum to respond to comments provided in the February 13, 2023 Creighton Manning (CM) letter and the pertinent comments provided in the February 10, 2023 email from John Clarke with respect to the above-referenced Application.

**Creighton Manning Comments**

The following outlines CM's comments followed by DTS Provident's responses *in italics*.

1) **CM Comment:** DTS Provident Traffic Impact Study is based on and follows industry-standard traffic engineering guidelines.

   ***DTS Provident Response:*** *Comment noted.*

2) **CM Comment:** CM reviewed Table 1 and it appears that the trips generated at the peak hours differ from the published ITE data by one or two digits - AM peak hour total 4, PM peak hour total 7 and Saturday Midday peak hour total 14. Overall CM agrees with the anticipated site-generated trips based on the Institute of Transportation Engineers Trip Generation Manual 11th Edition.

   ***DTS Provident Response:*** *Comment noted.*

3) **CM Comment:** CM reviewed Table 2 and agrees with the anticipated parking demand based on the Institute of Transportation Engineers Parking Generation Manual 5th Edition.

   ***DTS Provident Response:*** *Comment noted.*

4) **CM Comment:** The site plan refers to the parking requirement as two spaces per 1,000 SF of building area, thus 25 spaces. The applicant should state the applicable section in the City of Beacon Zoning Code.

***DTS Provident Response:*** *The site plans identify the zoning information for the parking requirements.*

5) **CM Comment:** Prior to the next meeting, CM will validate the study-area parking supply of 375 spaces as represented by DTS Provident. This process will confirm whether the 50-feet-per-space assumption for on-street parking is conservative and considers limitations such as driveways, fire hydrants, and street width.

***DTS Provident Response:*** *DTS Provident has prepared the attached Exhibit which provides specific dimensions along sections of on-street parking. Based upon this more accurate quantification, the 50-foot assumption was conservative and the total parking in the area increased from the conservative estimate of 375 parking spaces to 424 parking spaces. This results in a total of 99 parking spaces available based upon the survey conducted by DTS Provident.*

6) **CM Comment:** The previous parking studies referred to by DTS Provident should be identified; the relevant sections should be directly quoted or appended.

***DTS Provident Response:*** *The previous parking study referenced was conducted by Maser Consulting in their Traffic Impact Study for 416-420 Main Street dated revised June 29, 2020.*

7) **CM Comment:** CM generally agrees that the peak parking demand in the Main Street area occurs in the afternoon. The following is noted for revision, clarification, and elaboration:

   a) Has the parking analysis been coordinated with other pending or approved-but-not-yet-built projects that may be utilizing the same public parking areas to satisfy their parking requirements? Similarly, have vacancies in existing buildings with no off-street parking been considered?

   ***DTS Provident Response:*** *DTS Provident will coordinate with other projects in the area.*

   b) The DTS Provident letter refers to a peak period of 1:00 PM to 1:30 PM on a Sunday. However, the appended map showing the parking study area refers to a period 1:30 PM to 2:00 PM. Which is the correct peak period?

***DTS Provident Response:*** *1:30 PM – 2:00 PM is the correct time period.*

c) CM recommends that parking utilization on a Saturday be examined also since the furniture store demand per ITE is only six spaces less on Saturday as compared to Sunday. It is possible that the area-wide utilization on Saturday is greater than it is on a Sunday. The parking utilization study for both Saturday and Sunday should be conducted for more than just 30 minutes to potentially reveal other periods of similar demand.

***DTS Provident Response:*** *The June 29, 2020 study prepared by Maser for 416-420 Main Street performed a Saturday and Sunday survey. This study indicated that Sunday had the higher parking demand; however, both days were within a few vehicles of each other. Based on the foregoing, the Sunday survey performed by DTS Provident is representative of worst-case conditions.*

d) The time of year for the parking utilization study (January 2023) should be seasonally adjusted to account for summer and fall activity in Beacon. A similar issue was raised during the 416-420 Main Street project. CM can assist the applicant with this process.

***DTS Provident Response:*** *It is noted that the Main Street Access Committee performed a parking survey on a Peak Saturday in October on seasonally warm day with peak fall foliage. Although this survey identified many municipal parking lots to be at or near capacity, it did note that there was a fair amount of parking availability on side streets. This is supported by the parking survey conducted by DTS Provident, which determined that the majority of parking availability was on side streets in very close proximity to the proposed Project.*

**John Clarke Comments**

The following outlines JC's pertinent traffic/parking comments followed by DTS Provident's responses *in italics*.

2) **JC Comment:** The Traffic and Parking Study should include the number of employees anticipated and the number of ITE studies used to produce the Saturday and weekday estimates. A January parking survey is not generally representative of peak conditions. The parking survey would also be easier to understand if it included a map directly indicating where the 50 available parking spaces were located. I can provide a Main Street Access Committee parking survey, conducted last year on a sunny October Saturday during peak fall colors, which showed very tight parking on the eastern end of Main Street.

***DTS Provident Response:***

a. *The Applicant anticipates a total of three employees on-site at any one time upon opening. Depending upon the success of the company this number could grow to as high as six employees. The total number of customers on-site at any one time is not anticipated to be higher than three. Thus, the maximum anticipated peak parking demand would never exceed nine total vehicles and will likely be less the overwhelming majority of the time.*
b. *The number of ITE studies*
    i. *AM Weekday Peak Hour Generator = 26 studies*
    ii. *PM Weekday Peak Hour Generator = 26 studies*
    iii. *Saturday Peak Hour Generator = 16 Studies*
c. *It is noted that the Main Street Access Committee performed a parking survey on a Peak Saturday in October on seasonally warm day with peak fall foliage. Although this survey identified many municipal parking lots to be at or near capacity, it did note that there was a fair amount of parking availability on side streets. This is supported by the parking survey conducted by DTS Provident, which determined that the majority of parking availability was on side streets in very close proximity to the proposed Project.*
d. *As noted above, the majority of available parking was on side streets in very close proximity to the proposed Project. This finding is similar to the findings of the parking survey conducted by the Main Street Access Committee on a peak Saturday in October.*

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ATTACHMENT A

PARKING SURVEY

PARKING SURVEY - BEACON NY
DATE: JANUARY 29, 2023
TIME: 1:30 PM - 2:00 PM

SCALE: N.T.S.

PROPOSED PROJECT LOCATION

R800'

| Location | Total Parked Cars | Supply | Parking Restriction |
|---|---|---|---|
| A1 (Out of Radius) | 1 | 2 | None |
| A2 (Out of Radius) | 0 | 2 | None |
| A3A(Out of Radius) | 1 | 2 | None |
| A4A(Out of Radius) | 0 | 5 | None |
| A3B | 2 | 2 | None |
| A4B | 0 | 0 | None |
| A5 | 0 | 0 | No Parking |
| A6 | 0 | 0 | No Parking |
| B1A(Out of Radius) | 3 | 5 | None |
| B2A(Out of Radius) | 1 | 7 | None |
| B1B(Out of Radius) | 0 | 1 | None |
| B2B(Out of Radius) | 0 | 1 | None |
| B3 | 1 | 7 | None |
| B4 | 0 | 6 | None |
| B5 | 2 | 5 | None |
| B6 | 7 | 5 | None |
| C1A(Out of Radius) | 0 | 0 | No Parking |
| C2A(Out of Radius) | 0 | 0 | No Parking |
| C1B | 0 | 0 | No Parking |
| C2B | 0 | 0 | No Parking |
| C3 | 0 | 0 | No Parking |
| C4 | 0 | 0 | No Parking |
| C5 | 0 | 0 | No Parking |
| C6 | 0 | 0 | No Parking |
| D1 | 4 | 8 | None |
| D2 | 3 | 6 | None |
| D3 | 0 | 0 | No Parking |
| D4 | 6 | 6 | None |
| D5 | 0 | 0 | No Parking |
| D6 | 9 | 6 | None |
| E1 | 5 | 6 | Sign Restriction - No Parking Here To Corner |
| E2 | 7 | 7 | Sign Restriction - No Parking Here To Corner |
| E3 | 4 | 2 | Sign Restriction - No Parking Here To Corner |
| E4 | 0 | 0 | No Parking |
| F1A(Out of Radius) | 0 | 0 | No Parking |
| F2A(Out of Radius) | 0 | 0 | No Parking |
| F1B | 15 | 15 | 2 Hr Limit 9AM-5PM; No Parking Friday 4AM-9AM |
| F2B | 16 | 16 | 2 Hr Limit 9AM-5PM; No Parking Friday 4AM-9AM |

| Location | Total Parked Cars | Supply | Parking Restriction |
|---|---|---|---|
| F3 | 0 | 0 | No Parking |
| F4 | 0 | 0 | No Parking |
| F5A | 0 | 0 | No Parking |
| F6A | 0 | 0 | No Parking |
| F5B | 0 | 0 | No Parking |
| F6B | 0 | 0 | No Parking |
| G1 | 2 | 2 | 2 HR Limit 9AM-5PM |
| G2 | 4 | 6 | 2 HR Limit 9AM-5PM |
| G3 | 0 | 0 | No Parking |
| G4 | 0 | 0 | No Parking |
| G5A | 0 | 0 | No Parking |
| G6A | 0 | 6 | None |
| G5B (Out of Radius) | 0 | 0 | No Parking |
| G6B (Out of Radius) | 1 | 7 | None |
| H1 | 0 | 0 | No Parking |
| H2 | 0 | 0 | No Parking |
| H3A | 0 | 3 | None |
| H4A | 0 | 3 | None |
| H3B (Out of Radius) | 0 | 5 | None |
| H4B (Out of Radius) | 1 | 4 | None |
| I1A (Out of Radius) | 0 | 2 | None |
| I2A (Out of Radius) | 0 | 0 | No Parking |
| I1B | 0 | 2 | None |
| I2B | 1 | 1 | None |
| I3 | 0 | 6 | None |
| I4 | 0 | 5 | None |
| I5 | 0 | 11 | None |
| I6 | 3 | 8 | None |
| I7 | 0 | 6 | None |
| I8 | 5 | 8 | None |
| I9A | 0 | 0 | None |
| I10A | 0 | 2 | None |
| I9B (Out of Radius) | 0 | 5 | None |
| I10B (Out of Radius) | 0 | 6 | None |
| J1 | 6 | 8 | None |
| J2 | 1 | 5 | None |
| J3 | 1 | 4 | None |
| J4 | 3 | 7 | None |

| Location | Total Parked Cars | Supply | Parking Restriction |
|---|---|---|---|
| K1 | 9 | 9 | 2 Hr Limit 9AM-5PM; No Parking Monday 4AM-9AM |
| K2 | 4 | 4 | 2 Hr Limit 9AM-5PM; No Parking Friday 4AM-9AM |
| K3 | 5 | 6 | 2 Hr Limit 9AM-5PM; No Parking Monday 4AM-9AM |
| K4 | 13 | 13 | 4 Hr Limit 9AM-5PM; No Parking Friday 4AM-9AM |
| K5 | 0 | 0 | 2 HR Limit 9AM-5PM |
| K6 | 0 | 0 | 2 HR Limit 9AM-5PM |
| K7 | 8 | 8 | 2 HR Limit 9AM-5PM |
| K8 | 3 | 3 | 2 HR Limit 9AM-5PM |
| K9 | 3 | 3 | No Parking |
| K10 | 0 | 0 | No Parking |
| K11 | 4 | 5 | None |
| K12 | 0 | 0 | No Parking |
| K13A | 1 | 2 | None |
| K14A | 0 | 0 | None |
| K13B(Out of Radius) | 2 | 1 | None |
| K14B(Out of Radius) | 0 | 0 | None |
| L1A(Out of Radius) | 0 | 1 | No Parking |
| L2A(Out of Radius) | 0 | 0 | No Parking |
| L1B | 6 | 4 | None |
| L2B | 5 | 4 | None |
| M1 | 4 | 8 | None |
| M2 | 2 | 5 | None |
| M3A | 1 | 1 | None |
| M4A | 0 | 4 | None |
| M3B(Out of Radius) | 0 | 6 | None |
| M4B(Out of Radius) | 7 | 13 | None |
| N | 21 | 0 | Private Lot |
| O | 20 | 21 | Back of Lot is Tenant Parking Only |
| P | 0 | 0 | Private Lot |
| Q | 0 | 0 | Private Lot |
| R | 0 | 0 | Private Lot |
| S | 51 | 56 | 24 Hr Parking Lot |
| T(Out of Radius) | 0 | 0 | Private Lot |
| U | 0 | 0 | Private Lot |
| V | 2 | 0 | Private Lot |
| W | 28 | 54 | 24 Hour Parking Lot |
| X | 22 | 27 | 24 Hour Parking Lot; Back Wall is Resident Only |
| Y | 4 | 0 | Private Lot |

| Location | Total Parked Cars | Supply | Parking Restriction |
|---|---|---|---|
| Z | 2 | 0 | Private Lot |
| AA | 0 | 0 | Private Lot |
| AB | 0 | 0 | Private Lot |
| AC | 0 | 0 | Private Lot |
| AD | 0 | 0 | Private Lot |
| AE | 0 | 0 | Private Lot |
| Locust 1 | 0 | 0 | No Parking |
| Locust 2 | 0 | 0 | No Parking |

LANC & TULLY
Engineering and Surveying, P.C.

March 7, 2023

Mr. John Gunn
Beacon Planning Board Chair
City of Beacon
1 Municipal Plaza
Beacon, NY 12508

RE: 536 Main Street – Site Plan
City of Beacon
Tax Map No. 6054-30-132779

Dear Mr. Gunn:

My office has received the following in regard to the proposed site plan for 536 Main Street application:

- Cover letter dated February 28, 2023, as prepared by Cuddy & Feder, LLP.
- Application for Site Plan Approval
- Full Environmental Assessment Form dated February 27, 2023.
- Response letter dated February 28, 2023, from Aryeh Siegel, Architect.
- Response letter dated February 28, 2023, from Hudson Land Design.
- Response letter dated February 28, 2023, from DTS-Provident regarding Traffic and Parking Study.
- Plan set titled "536 Main Street" consisting of the following plans, all having the latest revision date of February 28, 2023:
  - Sheet 1 of 7 titled "Site Plan", as prepared by Aryeh Siegel, Architect.
  - Sheet 2 of 7 titled "Existing Conditions & Demolition Plan", as prepared by Aryeh Siegel, Architect.
  - Sheet 3 of 7 titled "Building Plans & Elevations", as prepared by Aryeh Siegel, Architect.
  - Sheet 4 of 7 titled "Grading & Utility Plan", as prepared by Hudson Land Design.
  - Sheet 5 of 7 titled "Erosion & Sediment Control Plan", as prepared by Hudson Land Design.
  - Sheet 6 of 7 titled "Construction Details", as prepared by Hudson Land Design.
  - Sheet 7 of 7 titled "Construction Details", as prepared by Hudson Land Design.

The proposed project is located at 536 Main Street and is in the Central Main Street (CMS) Zone and Historic District and Landmark Overlay (HDLO) Zone. The project entails the construction of a 3-story commercial building, with the building footprint being 4,518 square feet in size, on a 0.135± acre parcel, with a total gross floor area of 14,304 square feet.

Based upon our review of the above referenced documents and plans, we offer the following comments:

General Comments:

1. A copy of the easement and right-of-way document shall be provided for the easement referenced on the south side of the parcel. The plans shall further note who the easement benefits and for what.

2. The applicant is requesting Planning Board the parking requirements for the project. This should be further discussed with the traffic engineer, upon the traffic engineer's review of the previously submitted Traffic and Parking Study and responses provided by the applicant's traffic consultant.

3. Where will refuse container for the project be located. The plan should show this, as well as showing where the neighboring parcels currently store their refuse containers. During a recent site visit, it was observed that the adjacent building to the south have 4 refuse containers that were stored along the side of the building in front of the existing gas meters.

4. A landscape and lighting plan shall be prepared for the project, along with the associated construction details for the lighting and landscaping. ***Applicant's consultant states "A landscaping and lighting plan is being developed and will be provided in a future submission."***

Sheet 1 of 7:

1. Although the metes and bounds around the perimeter of the parcel have been added to the plan, the bearing and distance on the south side of the building should be shifted so that it is legible, as it is currently partially concealed by a light fixture.

2. As the building was previously noted to have a basement, the elevation of the basement shall be provided on the plan.

Sheet 2 of 7:

1. The plan shall be updated to show the existing topography across the site.

2. A note shall be added to the plan stating where the survey information and topography information were obtained.

Sheet 3 of 7:

1. As this building will more than likely require a sprinkler system, which should be confirmed with the Building Inspector, the architect should ensure that the proposed utility room on the first floor is of sufficient size for the sprinkler assembly and all other mechanical components required within this room. If the mechanical equipment and sprinkler assembly are to be located in the basement, the plans should state as such. ***The applicant's architect states "Should the building require a sprinkler system, the proposed utility room will be sized to accommodate required components."*** Again, it is recommended that this be determined sooner that later, as it may impact the 1st floor layout as currently presented on the plans.

Sheet 4 of 7:

1. The plan shows grading to occur on the adjacent parcel to the south. Easements and agreements with the adjacent property owner will need to be obtained and submitted to the Planning Board Attorney for review.

2. As the proposed gravity retaining wall surrounding the open area in the rear of the building is over 4 feet, the wall shall be designed by a professional engineer in the State of New York. The design and design calculations for the wall shall be submitted for review. Consideration shall be given to the placement of plantings above the retaining wall, as well as the type of plantings, so as not to have a negative impact on the retaining wall.

3. As new concrete panels are proposed over the wall of the existing wall of the building on the adjacent parcel to the south, as well as the installation of concrete pavers over the easements, a formal agreement and maintenance agreement shall be prepared and submitted to the Planning Board Attorney for review.

4. Applicant's consultant shall consult with the Beacon Water & Sewer Department with regards to the location(s) and sizes of the sewer mains within Main Street along the front of the project site, and which sewer main shall be used to allow for the connection of the project to the sanitary sewer collection system. The size and material of the sewer main in Main Street should be noted on the plans.

5. Based upon the number of utilities located within Main Street, a utility profile shall be prepared for the storm drainage connection out to Main Street, along with a profile for the sewer service connection out into Main Street.

Sheet 6 of 7:

1. The granite curb detail shall be revised to show the granite curb with a battered face, as a straight up and down granite curb will impact the tires of cars that rub against them.

2. The "Pavement Restoration" detail shall be revised to reflect NYSDOT Item No. 304.12, Type 2 backfill.

3. The "Concrete Sidewalk" detail shall include a note that the new sidewalk shall have contraction and expansion joints to match the same pattern in the present sidewalk.

Sheet 7 of 7:

1. The manhole casting proposed on the insertion stormwater manhole shall be noted as being "Domestically Made".

2. Note No. 3 of the "Stormwater Pipe in Trench" detail shall be revised to reflect NYSDOT Item No. 304.12, Type 2 for backfill.

3. The "Water Service Line Trench" detail shall be revised to reflect NYSDOT Item No. 304.12, Type 2 backfill.

4. The "Sanitary Sewer Service Connection" detail will need to be modified as to how the actual connection to the existing sewer main will be performed, as the sewer main(s) within Main Street are larger lines.

This completes our review at this time. Further comments may be forth coming based upon future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

Cc: John Clarke, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

**John Clarke Planning and Design** jclarkeplandesign@gmail.com
845.797.4152

To: John Gunn, Chair, and the City of Beacon Planning Board
Date: March 10, 2023
Re: **536 Main Street Site Plan**

I have reviewed the February 28, 2023 cover letter from Cuddy+Feder, including February 27, 2023 revised Full EAF Part 1, February 28, 2023 response letters from Aryeh Siegel, Hudson Land Design, and DTS Provident, and 7-sheet Site Plan set by Aryeh Siegel and Hudson Land Design, dated February 28, 2023.

**Proposal**

The applicant is proposing to construct a 3-story building on a currently vacant lot in the Central Main Street (CMS) and Historic District and Landmark Overlay (HDLO) districts, including 12,594 square feet of retail and associated office space with storage in the basement level.

**Comments and Recommendations**

1. The proposed floor area in the zoning and parking tables on Sheet 1 have remained the same since the last submission, even though the footprint of the building has been increased. The listed floor area also does not match the usable square footage in the cover letter.

2. The updated parking analysis states that 3 to 6 employees are anticipated and only 3 customers at any one time. This total of no more than 9 vehicles is far less than the 25 required under Section 223-41.18G(2). The applicant might want to provide additional evidence from other stores to reinforce this lower number and provide a stronger justification for a parking waiver.

3. The Sheet 1 Site Plan should include any existing trees adjacent to the property lines.

4. The Sheet 1 Zoning Table and the note under the Parking Table should provide the specific percentage of the rear landscaped area. The Planning Board should know that the total landscaped area square footage shown includes the patio and the surrounding planting space.

5. The Board and applicant should discuss the need for rear fencing and the possibility of including a street tree.

6. The Architectural Review Subcommittee discussed the proposed design with the applicant on March 3, 2023, so the Sheet 3 renderings do not represent any changes discussed at that meeting. The Subcommittee report will be added to the City's website files for this proposal.

7. Future submissions should include landscaping details with species and planting sizes provided, lighting in compliance with all the provisions in Section 223-14B, and building elevations with major dimensions, materials, and colors noted.

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

John Clarke, Beacon Planning Consultant

c: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Taylor Palmer, Esq., Project Attorney
Aryeh Siegel, Project Architect

**City of Beacon**
**Planning Board Subcommittee on Architectural Review**
**Recommendation and Report**

Description: Proposed 3-story commercial building in Central Main Street and HDLO districts.

Project Name: _____

Project Address: 536 Main Street

Date of Meeting(s) of ARB Subcommittee: March 3, 2023 10:00 – 11:10 am

Attendees: Jill Reynolds, Len Warner, Kevin Byrne, Bruce Flower, John Clarke

Michael Mandapati, Applicant, and Aryeh Siegel, Project Architect

On the above-referenced dates, the Architectural Review Subcommittee reviewed the above-referenced project at which meeting the applicant and its representatives were provided an opportunity to be heard. The sole focus of the Committee was to review the architecture of the proposed building(s). The Committee reviewed the following plans and materials:

3 color renderings from Main Street, looking southwest and northwest, and site plan.

Architect expressed the desire to have a clean, modern look to the building, consistent with the design philosophy of the owner and business: "less is more" simplicity.

The Architectural Review Committee offers the following specific comments, as applicable as indicted:

1) Doors and windows: Large recessed storefront on first floor and plain, single-pane casement windows with projecting sills on the upper floors of the facade. The Subcommittee members seemed comfortable with the minimalist single-pane windows, but Jill thought they looked unfinished. Agreement that lintels or at least different brick pattern over the windows would help.

2) Roof: Not discussed. Future elevations should indicate any roof projections and potential green roof, solar panels, or other features.

3) Projections, such as rooftop elevators, stairwells, balconies, beams, etc.: Simple metal cornice at top edge of building and window sills are only façade projections shown. Question raised whether cornice shelf will lead to possible bird dropping issues.

4) North elevation: Blank brick wall with periodic plain pilasters and no windows. Windows could be continued on the first section of the side walls before the plain pilaster.

5) South elevation: Blank brick wall with periodic plain pilasters and no windows. Windows could be continued on the first section of the side walls before the plain pilaster.

6) West elevation: Rear elevation not shown. Interior views through the building are meant to highlight the rear garden.

7) East elevation: Len was concerned about the proportion of spacing between the second and third floor windows.

8) Signs: "Warp and Weft" letters above the entry door on a recessed horizontal band.

9) Color and material type: Kevin asked if the proposed materials and colors could be shown at a subsequent Planning Board meeting. The Subcommittee may want it to be specified whether the brick will be full thickness or thin brick.

In addition to the above specific comments, the Architectural Review Subcommittee offers the following general comments/recommendations: The architect compared the simplicity of the design to the Roundhouse and One East Main across the street, but the Subcommittee wanted more comparative emphasis on the adjacent storefront buildings along Main Street, rather than the industrial buildings.
Kevin expressed concern that this proposed brick building, with no lintels over the windows and the long span over the storefront, was inconsistent with the gravity-based construction of a traditional masonry structure. Typical brick elements can also add shade and shadow.

There are 3 potential conflicts with CMS design standards: (1) windows shall be continued on all sides of a building that are clearly visible from a street, avoiding any blank walls, (2) shall incorporate breaks in the façade and roofline at intervals of no more than 35 feet, and (3) should have at least 30% glass on the upper floor façade (see 223-41.18 J(5) and (10)).

This Report was reviewed and adopted by the Architectural Review Subcommittee by vote of _____ to _____ at its meeting on _____.

****NOTE: Adoption of this Report does not constitute architectural review approval for the Project. Architectural review approval must be obtained from the Planning Board. It is recommended that any approval resolution by the Planning Board reference the final elevations and any other relevant plans relied upon in the architectural review of the Project.**

The architect will make changes based on the comments and either present them to the Planning Board or another Subcommittee meeting will be scheduled.

March 10, 2023

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

RE: Site Plan, Traffic and Parking Study Review #2 for **Proposed Commercial Development,** 536 Main Street, City of Beacon, Dutchess County, New York; CM Project No. 122-016

Dear Mr. Gunn:

Creighton Manning Engineering, LLP (CM) has performed a review of the documents submitted for the March 14, 2023 Planning Board meeting. Comments 1-6 of our previous comment letter have been addressed. Since the last submission, CM conducted a survey of various streets within the study area and confirmed that the DTS Provident methodology for determining inventory along street segments does return a conservative estimate. We offer the following additional comments:

Previous Comments

7. *CM generally agrees that the peak parking demand in the Main Street area occurs in the afternoon. The following is noted for revision, clarification, and elaboration:*
   a. *Has the parking analysis been coordinated with other pending or approved-but-not-yet-built projects that may be utilizing the same public parking areas to satisfy their parking requirements? Similarly, have vacancies in existing buildings with no off-street parking been considered?*
      DTS Provident Response: DTS Provident will coordinate with other projects in the area.
      **CM Follow-Up Comment: It is unclear if the parking has been reduced to account for demand from other projects that intend to utilize parking within the same study radius.**

   b. *The DTS Provident letter refers to a peak period of 1:00 PM to 1:30 PM on a Sunday. However, the appended map showing the parking study area refers to a period 1:30 PM to 2:00 PM. Which is the correct peak period?*
      DTS Provident Response: 1:30PM – 2:00PM is the correct time period.
      **CM Follow-Up Response: No additional comment.**

   c. *CM recommends that parking utilization on a Saturday be examined also since the furniture store demand per ITE is only six spaces less on Saturday as compared to Sunday. It is possible that the area-wide utilization on Saturday is greater than it is on a Sunday. The parking utilization study for both Saturday and Sunday should be conducted for more than just 30 minutes to potentially reveal other periods of similar demand.*
      DTS Provident Response: The June 29, 2020 study prepared by Maser for 416-420 Main Street performed a Saturday and Sunday survey. This study indicated that Sunday had the higher parking demand; however, both days were within a few vehicles of each other. Based on the foregoing, the Sunday survey performed by DTS Provident is representative of worst-case conditions.
      **CM Follow-Up Response: No additional comment.**

   d. *The time of year for the parking utilization study (January 2023) should be seasonally adjusted to account for summer and fall activity in Beacon. A similar issue was raised during the 416-420 Main Street project. CM can assist the applicant with this process.*
      DTS Provident Response: It is noted that the Main Street Access Committee performed a parking survey on a Peak Saturday in October on seasonally warm day with peak fall foliage. Although this survey identified many municipal parking lots to be at or near capacity, it did note that there was a fair amount of parking availability on side streets. This is supported by the parking survey conducted by DTS Provident, which determined that the majority of parking availability was on side streets in very close proximity to the proposed Project.

**CM Follow-Up Response: CM agrees that there is available parking within the 800-ft radius study area to meet the variance being requested by the applicant. It should be noted that based on the Main Street Area Parking Capacity Study in conjunction with the study conducted by DTS Provident, the majority of the available off-site parking is on-street along residential roadways. Given that this is a commercial use, it is likely that parking demand between the proposed project and the existing residential uses would not conflict.**

If you have any questions about the above comments, please do not hesitate to contact our office at (914) 800-9201.

Respectfully,
*Creighton Manning Engineering, LLP*

Frank A. Filiciotto, PE
Associate

Starke W. Hipp, PE
Project Engineer

N:\Projects\2023\123-016 Beacon - 2023 Traffic Reviews\Working\Correspondence\536 Main Street\536 Main Street_Review 2.docx

**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Review application for Subdivision Approval, 3-lot residential, 44 Kent Street, submitted by Hardy Homes, LLC

**ATTACHMENTS**

City of Beacon_44 Kent Street Subdivision Cover Letter_2023-0227.pdf

Subdvision Plan Set_44 Kent Street_1 of 7_CV-1.pdf

Subdvision Plan Set_44 Kent Street_2 of 7_XC-1.pdf

Subdvision Plan Set_44 Kent Street_3 of 7_PL-1.pdf

Subdvision Plan Set_44 Kent Street_4 of 7_SP-1.pdf

Subdvision Plan Set_44 Kent Street_5 of 7_ESC-1.pdf

Subdvision Plan Set_44 Kent Street_6 of 7_CD-1.pdf

Subdvision Plan Set_44 Kent Street_7 of 7_CD-2.pdf

City of Beacon_44 Kent Street Subdivision Cover Letter_2023-0227.pdf

Planner Review Kent St Sub 3.10.23.pdf

Engineer Review 44 Kent Street 03-08-23.pdf

HUDSON LAND DESIGN

*Civil & Environmental Engineering Consultants*
*174 Main Street, Beacon, New York 12508 (Main Office and Mailing Address)*
*13 Chambers Street, Newburgh, NY 12550 (Satellite Office)*
*Phone: 845-440-6926 Fax: 845-440-6637*
*www.HudsonLandDesign.com*

February 27, 2023

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

Re: 44 Kent Street Subdivision
Hardy Homes, LLC. (Applicant)
44 Kent Street
Tax Parcel: 6054-21-041931, ±0.40 acre
City of Beacon, NY

Dear Chairman Gunn and Members of the Planning Board:

On behalf of the Applicant for the above referenced project, Hudson Land Design (HLD) has enclosed the following materials for the Planning Board's consideration at your next available regularly scheduled meeting:

- Preliminary Subdivision Plat and Plan Set – 7 Sheets (5 copies); and

We have also transmitted electronic copies of the same to Amanda Caputo at the City of Beacon, via email: acaputo@beaconny.gov. The plans have been revised based on comment letters from the City's professional consultants. The following is a point-by-point response to each of the comments within the review letters.

**Lanc & Tully's January 5, 2023 Comment Letter:**

General Comments:

1. So noted. No response necessary.
2. The City of Beacon Highway Department was able to provide us with access to the Asylum Brook storm sewer components that traverse the site underground. There is a large underground vault beneath Kent Street, and a 5' diameter corrugated metal pipe that conveys flow southerly through the site, to a similar structure beneath Verplanck Avenue. We have shown the location of the 5' diameter storm pipe on the plans, and then reduced the footprint of the house on lot 2 and flipped the house/driveway on lot 3 to provide

additional separation to a 25' wide easement that we are proposing to the City of Beacon for the pipe. In addition to the easement, notation has been placed on the plan regarding prohibition of structures on the easement.

3. We have emailed the City of Beacon Water Department to verify the water main size. Once made available, we will update the plans to show the reputed water main size and material.
4. Maintenance and easement agreements for the proposed grading and utility easement between lots 1-3 will be prepared and provided for review as part of a future submittal. We are seeking general acceptance of the layout before preparing these documents.

Sheet 2 of 7:

1. We are currently proposing to re-use the existing water and sanitary sewer service lines. The water service will be utilized for proposed lot 1, and the sanitary sewer service will be for lot 2.

Sheet 3 of 7:

1. An easement for the City's storm sewer line has been added to the Plat.
2. Additional notation regarding the two proposed easements has been provided on the Plat.
3. The grading and drainage plan has been altered as a result of the presence of the City's storm sewer line. Therefore, the previously proposed drainage system and easement between lots 2 & 3 has been eliminated.

Sheet 4 of 7:

1. The dimension for the front yard setback now references the front porch.
2. The entire sidewalk along Kent Street directly in front of the subject property is proposed to be replaced. This is demonstrated on the removals plan and also the subdivision plan.
3. Additional side yard landscaping for buffering has been provided.
4. Roof leader discharge locations from each proposed house are shown.
5. Note 9 regarding footing drains has been expanded.
6. The entire site has been regraded. It should be noted that we are proposing an asphalt berm along the west edge of the lot 1 driveway to promote flow toward the gutter line of Kent Street, and not onto the adjacent parcel.
7. The size and materials for the water service lines are shown.
8. We are proposing to re-use the existing water and sewer service lines, thereby reducing the trenches along Kent Street.
9. The note regarding the AMI system have been added to the plan.

Sheet 6 of 7:

1. The detail has been removed from the plans.
2. The detail has been revised as requested.
3. A monolithic curb and sidewalk detail has been added.

**John Clarke Planning and Design's January 6, 2023 Comment Letter:**

1. The orthophoto has been added to the area map on Sheet 1. This, may still not give a full picture of the neighborhood; therefore, we are providing the following additional exhibits for your use:

Google maps – aerial view

Google Street View – in front of 44 Kent Street, looking northwest

2. Two of the existing trees have been marked to remain.
3. The area in front of the houses is limited for planting due to the presence of water and sewer service lines, and sidewalks. We now have a total of 5 trees along the road frontage.
4. The lot 1 side yard has been corrected in the bulk regulations and compliance table. Further, a row for maximum building coverage has been added to the table.
5. The driveways graphically show the sidewalk crossing (and the ramps) to match the construction detail.
6. The turnarounds have been enlarged to allow for vehicular movements.
7. The tree planting note has been revised, and a table/legend has been added to the subdivision plan.

Technically, this will be our first appearance before the Planning Board as we requested to be removed from the January 2023 agenda as a result of the information provided by the City Engineer regarding the presence of the Asylum Brook piping beneath the property.

We look forward to discussing this project, establishing lead agency and setting a SEQR public hearing at your March 2023 planning board meeting. Should you have any questions, please feel free to contact me at 845-440-6926.

Sincerely,

Daniel G. Koehler, P.E.
Principal

cc: Hardy Homes, LLC. (w/ attachments)
Robert V. Oswald, L.S., Project Surveyor (via email)
Michael A. Bodendorf, P.E. (HLD file)

# HARDISTY SUBDIVISION

## RESIDENTIAL SUBDIVISION

44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK

PARCEL INFORMATION:
TAX ID: 6054-21-041931
TOTAL LOT AREA: ±0.4 ACRES
ZONING DISTRICT: R1-5

| PROJECT INFORMATION: | |
|---|---|
| PARCEL OWNER: | HARDY HOMES, LLC., 5 SOUTH WODENETHE DRIVE BEACON, NY 12508 |
| PROJECT ENGINEER: | HUDSON LAND DESIGN P.C., 174 MAIN STREET, BEACON NY 12508 |
| PARCEL LOCATION: | 44 KENT STREET BEACON, NY 12508 |
| TAX PARCEL ID: | 6054-21-041931 |
| PARCEL AREA: | ±0.4-ACRES |
| WATER SUPPLY: | MUNICIPAL |
| SEWAGE DISPOSAL: | MUNICIPAL |

SITE LOCATION MAP SCALE: 1" = 400'

| ADJOINING OWNERS (WITHIN 100 FEET): |
|---|
| PARCEL: OWNER & ADDRESS |
| 1. REBECCA BARDES, 32 BANK STREET, COLD SPRING NY 10516 |
| 2. HAROLD HULSE, 57 KENT STREET, BEACON NY 12508 |
| 3. SILVIA SORIA PATINA, 55 KENT STREET, BEACON NY 12508 |
| 4. HSING HUI HUANG, 333 47TH STREET, BROOKLYN NY 11215 |
| 5. PHILLIP L JACKSON, 36 KENT STREET, BEACON NY 12508 |
| 6. NANCY S EHRLICH, 90 ELIZA STREET, BEACON NY 12508 |
| 7. BERNARD ENG, 160 VERPLANCK AVE, BEACON NY 12508 |
| 8. KIMBERLY BLANCHARD, 156 VERPLANCK AVE, BEACON NY 12508 |
| 9. JOHN LEINUNG, 150 VERPLANCK AVE, BEACON NY 12508 |
| 10. JAMES PETTY 146 VERPLANCK AVE, BEACON NY 12508 |
| 11. CYNTHIA J. KONZEN, 52 KENT STREET, BEACON NY 12508 |

DRAWING INDEX:
SHEET 1: COVER SHEET (CV-1)
SHEET 2: EXISTING CONDITIONS & DEMOLITION PLAN (XC-1)
SHEET 3: PRELIMINARY SUBDIVISION PLAT (PT-1)
SHEET 4: SUBDIVISION PLAN (SP-1)
SHEET 5: EROSION & SEDIMENT CONTROL PLAN (ESC-1)
SHEET 6: CONSTRUCTION DETAILS (CD-1)
SHEET 7: CONSTRUCTION DETAILS (CD-2)

PROJECT ENGINEER:
HUDSON LAND DESIGN
PROFESSIONAL ENGINEERING P.C.
174 MAIN STREET
BEACON, NEW YORK 12508
PH: 845-440-6926
F: 845-440-6637

OWNER/APPLICANT:
HARDY HOMES, LLC.
5 SOUTH WODENETHE DRIVE
BEACON, NEW YORK 12508
PH: 914-649-9534

PROJECT SURVEYOR:
ROBERT V. OSWALD, L.S.
175 WALSH ROAD
LAGRANGEVILLE, NEW YORK 12540
PH: 845-226-1315

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.

_____ _____
PAUL HARDISTY DATE
HARDY HOMES, LLC.

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 | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/27/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

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STATE OF NEW YORK DANIEL G. KRIEGER 082716 LICENSED PROFESSIONAL ENGINEER
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

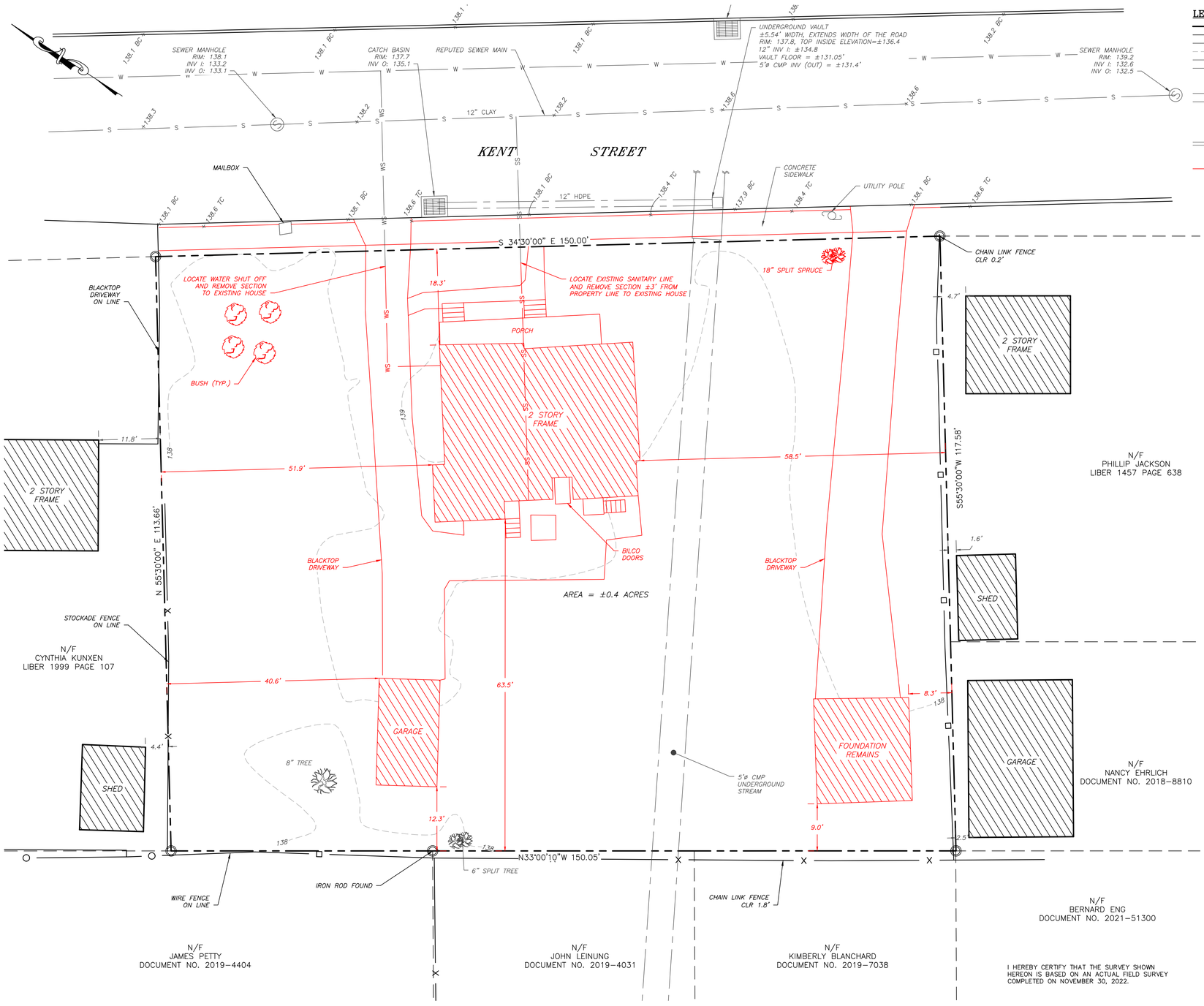
COVER SHEET

HARDISTY SUBDIVISION

44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-21-041931

| | |
|---|---|
| JOB #: | 2022:033 |
| DATE: | 12/2/2022 |
| SCALE: | AS SHOWN |
| TITLE: | CV-1 |
| SHEET: | 1 OF 7 |

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




## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING SEWER MAIN
- EXISTING SEWER SERVICE LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- EXISTING WATER MAIN
- EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED DEMOLITION

## PROJECT INFORMATION:

| | |
|---|---|
| PARCEL OWNER: | ANTHONY HARDISTY, 5 SOUTH WODENETHE DRIVE BEACON, NY 12508 |
| PROJECT ENGINEER: | HUDSON LAND DESIGN P.C., 174 MAIN STREET, BEACON NY 12508 |
| PARCEL LOCATION: | 44 KENT STREET BEACON, NY 12508 |
| TAX PARCEL ID: | 6054-21-041931 |
| PARCEL AREA: | ±0.4-ACRES |
| WATER SUPPLY: | MUNICIPAL |
| SEWAGE DISPOSAL: | MUNICIPAL |

## MAP REFERENCE:

1. "MAP OF SURVEY FOR THE LANDS OF HARDY HOMES" DATED NOVEMBER 30, 2022 AS PREPARED BY ROBERT V. OSWALD LS. (845) 226-6436.

## DEMOLITION NOTES:

1. BUILDING/STRUCTURE TO BE DEMOLISHED ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE NOT TO BE DEMOLISHED AS PART OF THIS WORK. PRIOR TO DEMOLISHING ANY BUILDINGS/STRUCTURES, THE CONTRACTOR SHALL PERFORM A PRE-DEMOLITION SURVEY IN ACCORDANCE WITH STATE AND FEDERAL REGULATIONS GOVERNING THE DISPOSAL OF SOLID WASTE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS BY THE AUTHORITY HAVING JURISDICTION. ALL DEBRIS RESULTING FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF OFF-SITE AT A FACILITY APPROVED TO RECEIVE THE DEBRIS.
2. CONFORM TO APPLICABLE CODE FOR DEMOLITION OF STRUCTURES, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, RUNOFF CONTROL, AND HAULING, DISPOSAL AND STORAGE OF DEBRIS.
3. PROVIDE, ERECT, AND MAINTAIN TEMPORARY BARRIERS AND SECURITY DEVICES.
4. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATIONS. DO NOT INTERRUPT EXISTING UTILITIES SERVING OPERATING FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY OWNER AND AUTHORITIES HAVING JURISDICTION.
5. NOTIFY ADJACENT OWNERS OF WORK THAT MAY AFFECT THEIR PROPERTY, POTENTIAL NOISE, UTILITY OUTAGE, OR DISRUPTION. COORDINATE WITH OWNER.
6. PREVENT MOVEMENT OR SETTLEMENT OF ADJACENT STRUCTURES. PROVIDE BRACING AND SHORING.
7. LOCATE AND IDENTIFY ALL EXISTING UTILITIES WITHIN THE CONSTRUCTION AREA. DISCONNECT AND SEAL OR CAP OFF UTILITY SERVICES THAT WILL BE AFFECTED BY THIS PROJECT. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS. VERIFY THAT UTILITIES HAVE BEEN DISCONNECTED AND CAPPED.
8. DEMOLISH AND REMOVE COMPONENTS IN AN ORDERLY AND CAREFUL MANNER.
9. PROTECT EXISTING FEATURES THAT ARE NOT TO BE DEMOLISHED.
10. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESSES.
11. MAINTAIN EGRESS AND ACCESS AT ALL TIMES. DO NOT CLOSE OR OBSTRUCT ROADWAYS, OR SIDEWALKS WITHOUT PERMITS.
12. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION.
13. ROUGH GRADE AND COMPACT AREAS AFFECTED BY DEMOLITION TO MAINTAIN SITE GRADES AND CONTOURS.
14. FIELD VERIFY EXISTING CONDITIONS AND CORRELATE WITH REQUIREMENTS INDICATED ON DEMOLITION PLAN TO DETERMINE EXTENT OF SELECTIVE DEMOLITION REQUIRED.
15. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATION.
16. CONDUCT DEMOLITION OPERATIONS AND REMOVE DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH SELECTIVE DEMOLITION OPERATIONS.
17. CONDUCT DEMOLITION OPERATIONS TO PREVENT INJURY TO PEOPLE AND DAMAGE TO ADJACENT BUILDINGS AND FACILITIES TO REMAIN. ENSURE SAFE PASSAGE OF PEOPLE AROUND SELECTIVE DEMOLITION AREA.
18. USE WATER MIST, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS TO LIMIT THE SPREAD OF DUST AND DIRT. COMPLY WITH GOVERNING ENVIRONMENTAL PROTECTION REGULATIONS. DO NOT USE WATER WHEN IT MAY DAMAGE EXISTING CONSTRUCTION, SUCH AS ICE, FLOODING, AND POLLUTION.
19. REMOVE AND TRANSPORT DEBRIS IN A MANNER THAT WILL PREVENT SPILLAGE ON ADJACENT SURFACES AND AREAS.
20. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, DIRT AND DEBRIS CAUSED BY SELECTIVE DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING BEFORE START OF SELECTIVE DEMOLITIONS.
21. PROMPTLY DISPOSE OF DEMOLISHED MATERIALS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON-SITE. DO NOT BURN DEMOLISHED MATERIALS ON-SITE.

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY COMPLETED ON NOVEMBER 30, 2022.

BY: _____
Robert V. Oswald , L.L.S.

N.Y. State Lic. no. 50031

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 | CHECKED BY: DGK

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 2/27/23 | PER PLANNING BOARD COMMENTS | CMB |

REVISIONS:

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|

EXISTING CONDITIONS & DEMOLITION PLAN
SCALE: 1" = 10'
GRAPHIC SCALE
10 0 5 10 20 40
( IN FEET )
1 inch = 10 ft.

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PH: 845-440-6926
F: 845-440-6637

EXISTING CONDITIONS & DEMOLITION PLAN

HARDISTY SUBDIVISION

44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-21-041931

JOB #: 2022:033
DATE: 12/2/2022
SCALE: 1" = 10'
TITLE: XC-1
SHEET: 2 OF 7

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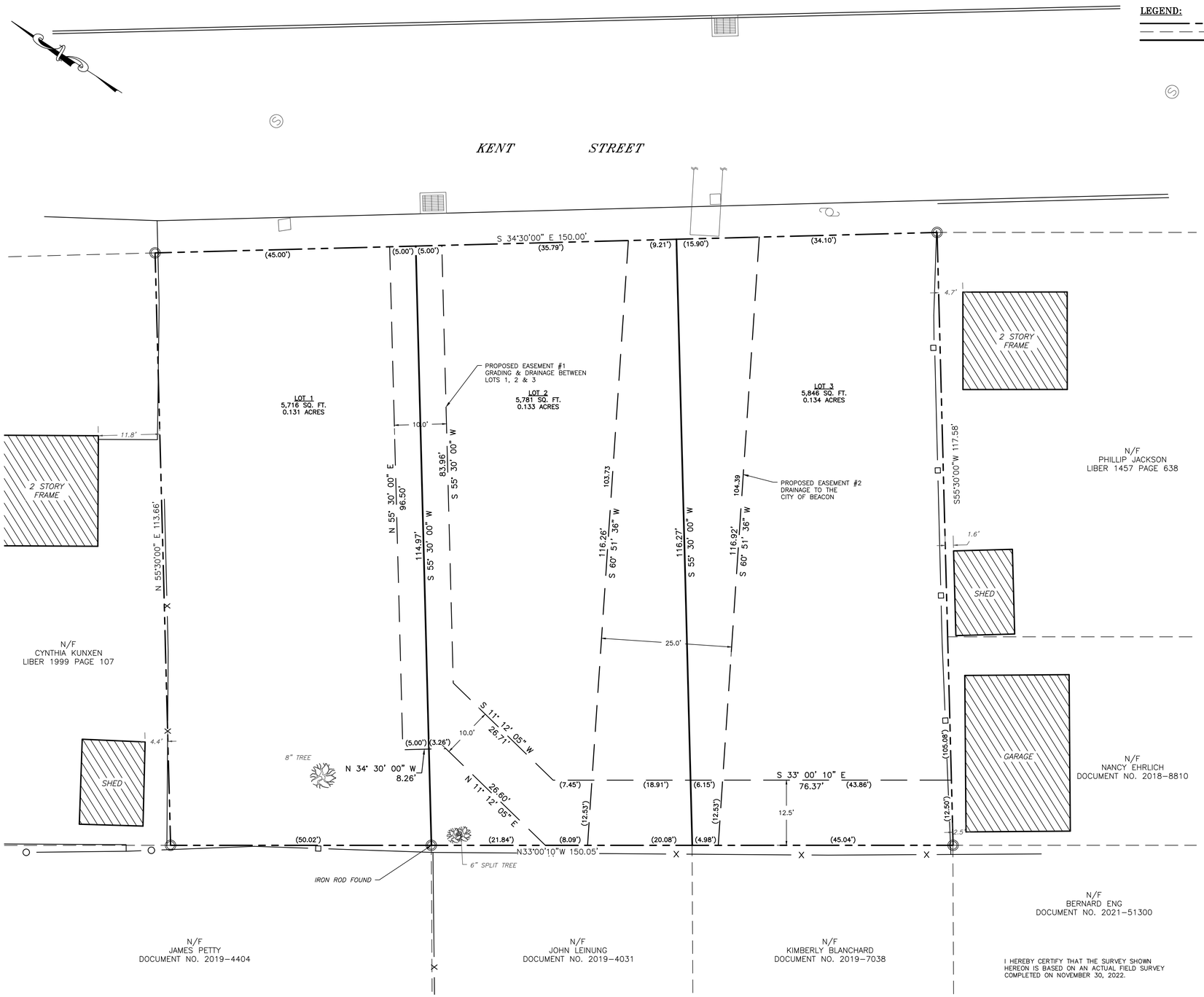


**LEGEND:**

EXISTING PROPERTY LINE
ADJOINING PROPERTY LINE
PROPOSED PROPERTY LINE

## SCHEDULE OF REGULATIONS (R1-5 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

| PARAMETER | REQUIREMENT | LOT 1 | LOT 2 | LOT 3 |
|---|---|---|---|---|
| LOT AREA: | 5,000 SQFT MIN./UNIT | ±5,716 SQFT | ±5,781 SQFT | ±5,846 SQFT |
| LOT WIDTH: | 50 FEET MINIMUM | ±50 FEET | ±50 FEET | ±50 FEET |
| LOT DEPTH: | 100 FEET MINIMUM | ±113 FEET | ±115 FEET | ±116 FEET |

## MAP REFERENCE:

1. "MAP OF SURVEY FOR THE LANDS OF HARDY HOMES" DATED NOVEMBER 30, 2022 AS PREPARED BY ROBERT V. OSWALD LS. (845) 226-6436.

## TOTAL PARCEL AREA:

±17,424 S.F. OR ± 0.40 ACRE

## TAX MAP REFERENCE:

CITY OF BEACON 6054-21-041931

## FLOOD BOUNDARY:

SUBJECT PARCEL IS LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOODPLAIN) PER PANEL 36027C0464E DATED MAY 2, 2012.

## WETLAND NOTE:

NO NYSDEC OR FEDERAL WETLANDS WERE FOUND ONSITE.

## EASEMENT NOTES:

1. PROPOSED EASEMENT #1 IS A DRAINAGE EASEMENT TO BENEFIT THE CITY OF BEACON FOR AN EXISTING UNDERGROUND STORM DRAINAGE LINE.
2. PROPOSED EASEMENT #2 IS A GRADING AND DRAINAGE EASEMENT BENEFITING LOTS 1-3. THE OWNER OF LOT 3 SHALL HAVE UNIMPEDED OVERLAND FLOW OF STORMWATER RUNOFF THROUGH LOT 2 TO THE STORM PIPE INLET.
3. NO STRUCTURES MAY BE ERECTED WITHIN THE EASEMENTS.

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY COMPLETED ON NOVEMBER 30, 2022.

BY: _____
*Robert V. Oswald , L.L.S.*

*N.Y. State Lic. no. 50031*

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 | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/27/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

SUBDIVISION PLAT
SCALE: 1" = 10'
GRAPHIC SCALE
10 0 5 10 20 40
( IN FEET )
1 inch = 10 ft.

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PRELIMINARY SUBDIVISION PLAT

# HARDISTY SUBDIVISION

44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-21-041931

| | |
|---|---|
| JOB #: | 2022:033 |
| DATE: | 12/2/2022 |
| SCALE: | 1" = 10' |
| TITLE: | PL-1 |
| SHEET: | 3 OF 7 |

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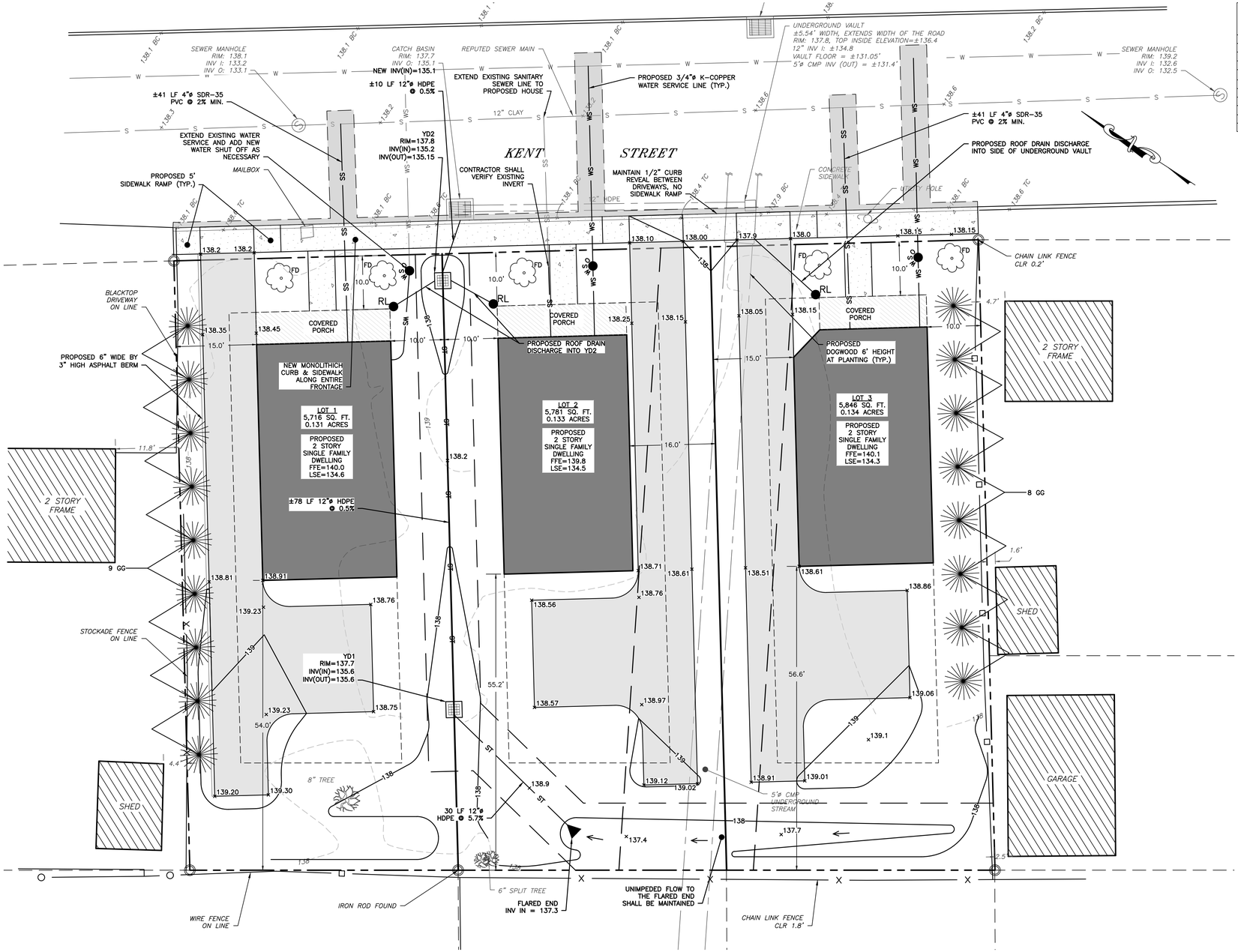


## SCHEDULE OF REGULATIONS (R1-5 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

| PARAMETER | REQUIREMENT | EXISTING | LOT 1 | LOT 2 | LOT 3 |
|---|---|---|---|---|---|
| LOT AREA: | 5,000 SQFT MIN./UNIT | ±17,343 SQFT | ±5,716 SQFT | ±5,781 SQFT | ±5,846 SQFT |
| LOT WIDTH: | 50 FEET MINIMUM | ±150 FEET | ±50 FEET | ±50 FEET | ±50 FEET |
| LOT DEPTH: | 100 FEET MINIMUM | ±113 FEET | ±113 FEET | ±115 FEET | ±116 FEET |
| YARD SETBACKS (RESIDENTIAL USE): | | | | | |
| FRONT YARD: | 10 FEET | 18.3 FEET | 10 FEET | 10 FEET | 10 FEET |
| SIDE YARD: | 10 FEET | 51.9 FEET | 10 FEET | 10 FEET | 10 FEET |
| REAR YARD: | 20 FEET MINIMUM | 63.5 FEET | 54.0 FEET | 55.2 FEET | 56.6 FEET |
| MAX. BUILDING HEIGHT: | 35 FT, 2.5 STORIES | <2.5 STORIES | <2.5 STORIES | <2.5 STORIES | <2.5 STORIES |
| MAX. BUILDING COVERAGE: | 40% | 10% | 22% | 21% | 21% |
| MAX. UNITS/BUILDING: | 1 MAX | 1 | 1 | 1 | 1 |

## SITE SPECIFIC NOTES:

1. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962. SPECIFIC ATTENTION SHALL BE PAID TO THE ACTUAL LOCATIONS OF THE GAS, WATER AND SEWER MAINS WITH RESPECT TO THE PROPOSED LOCATIONS FOR THE SERVICE LINES.
2. THE CONTRACTOR SHALL CONTACT THE CITY OF BEACON WATER AND SEWER DEPARTMENTS TO SCHEDULE A PRE-CONSTRUCTION MEETING TO ENSURE THAT THE ARRANGEMENTS FOR WATER SUPPLY AND SEWAGE DISPOSAL ARE COMMENCED IN ACCORDANCE WITH THE APPROVED PLANS AND AMENDMENTS THERETO AND GENERALLY ACCEPTED STANDARDS.
3. THE PROPOSED LOTS SHALL BE SERVED BY THE CITY OF BEACON MUNICIPAL WATER AND SEWER SERVICES.
4. THE WATER SERVICE LINE AND METER SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF BEACON WATER DEPARTMENT REQUIREMENTS.
5. KENT STREET LANE CLOSURE FOR WATER SERVICE CONNECTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF BEACON REQUIREMENTS.
6. ELECTRIC SERVICE FOR THE PROPOSED HOUSE SHALL BE UNDERGROUND (IF AVAILABLE), OR CONNECTED TO THE NEAREST OVERHEAD CONNECTION POINT.
7. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION.
8. PER CITY GUIDELINES, THE REQUIRED SIGHT DISTANCES SHALL MEET OR EXCEED THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION REQUIREMENTS. THE STATE UTILIZES THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) GUIDELINES FOR INTERSECTION SIGHT DISTANCES. FOR ROADS WITH A SPEED LIMIT OF 30 MPH, AASHTO DESIGN TABLES CALL FOR A SIGHT DISTANCE OF 290 FEET TO THE LEFT AND 335 FEET TO THE RIGHT. THE SHORTEST LINE OF SIGHT TO THE LEFT FROM THE PROPOSED DRIVEWAY HAS BEEN FIELD MEASURED TO BE 421 FEET FROM LOT 1 DRIVEWAY TO THE INTERSECTION WITH CANAAN STREET. THE LINE OF SIGHT TO THE RIGHT HAS BEEN FIELD MEASURED TO BE 490 FEET FROM LOT 3 DRIVEWAY.
9. SUMP PUMP WITH APPROPRIATE CHECK VALVES TO BE PROVIDED FOR FOOTING DRAIN ON THE NEW BUILDINGS AS GRAVITY FLOW IS NOT POSSIBLE. THE TYPES OF PUMP AND METHODS USED TO ENSURE PROPER DRAINAGE SHALL BE ACCEPTABLE TO THE CITY OF BEACON BUILDING DEPARTMENT. SUMP PUMP DISCHARGE TO THE STORMWATER SYSTEM ONLY.
10. ROOF DRAINAGE FOR ALL NEW BUILDINGS SHALL BE DIRECTED TO THE STORM SYSTEM AS SHOWN.
11. IF ROCK IS ENCOUNTERED DURING EXCAVATION, IT SHALL BE REMOVED BY MECHANICAL MEANS. NO BLASTING SHALL BE PERMITTED WITHOUT APPROVAL FROM THE BUILDING DEPARTMENT.
12. NO STRUCTURES MAY BE PLACED WITHIN THE PROPOSED EASEMENT AREAS.
13. THE APPLICANT/APPLICANT'S PLUMBER SHALL ACQUIRE WATER METERS AND MXU UNITS (SIGNAL SENDING AND RECEIVING UNIT) FOR THE AMI SYSTEM (ADVANCED METERING INFRASTRUCTURE) FROM THE CITY OF BEACON WATER DEPARTMENT. THE MXU UNIT SHALL BE INSTALLED ON THE EXTERIOR OF THE BUILDING AND SHALL BE LOCATED 2 TO 3 FEET ABOVE THE EXTERIOR GROUND ELEVATION.

## LEGEND:

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- 250 EXISTING MAJOR CONTOUR
- 252 EXISTING MINOR CONTOUR
- S EXISTING SEWER MAIN
- SS SS EXISTING SEWER SERVICE LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- W EXISTING WATER MAIN
- WS WS EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- S PROPOSED SEWER LINE
- SS SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED SDS LATERAL
- PROPOSED SDS SOLID LINE
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- PROPOSED YARD DRAIN
- PROPOSED ROOF LEADER
- W PROPOSED WATER LINE
- WS WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE

## PLANTING SCHEDULE

TREES

| KEY | QTY | BOTANICAL NAME | COMMON NAME | PLANTING HEIGHT | SPACING |
|---|---|---|---|---|---|
| FD | 5 | CORNUS FLORIDA | FLOWERING DOGWOOD | 6 FT | AS SHOWN |
| GG | 17 | THUJA GREEN GIANT | GREEN GIANT ARBRVITAE | 4 FT | 10' O.C. |

| DRAWN BY: CMB | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/27/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

SUBDIVISION PLAN
SCALE: 1" = 10'
GRAPHIC SCALE
10 0 5 10 20 40
( IN FEET )
1 inch = 10 ft.

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STATE OF NEW YORK · ROBERT C. KOBERLE · 082716 · LICENSED PROFESSIONAL ENGINEER
SEAL

HUDSON LAND DESIGN
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

SUBDIVISION PLAN

# HARDISTY SUBDIVISION

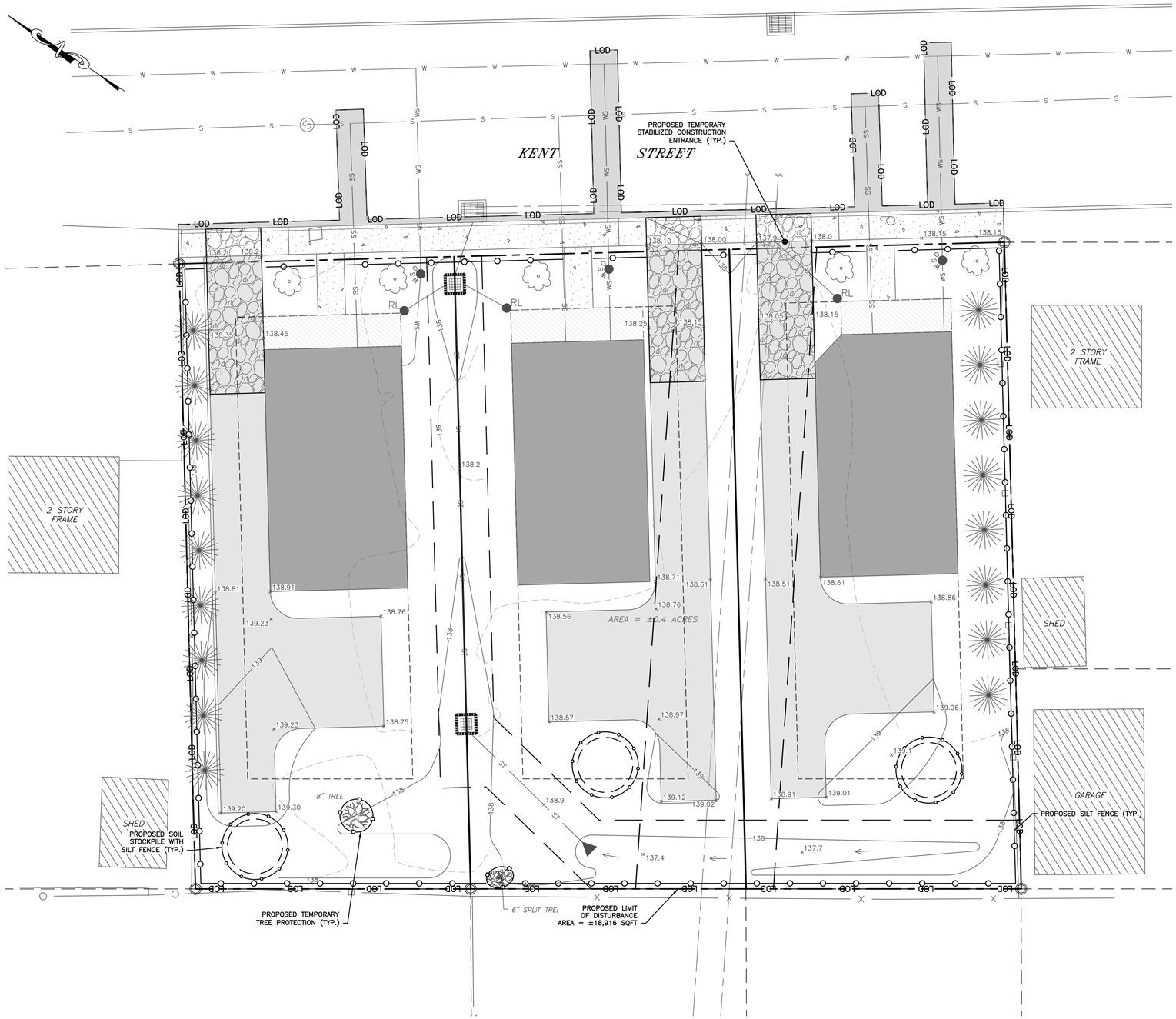
44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-21-041931

JOB #: 2022:033
DATE: 12/2/2022
SCALE: 1" = 10'
TITLE: SP-1
SHEET: 4 OF 7

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

**LEGEND:**

- EXISTING PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING SEWER MAIN
- EXISTING SEWER SERVICE LINE
- EXISTING SEWER MANHOLE
- EXISTING SEWER CLEAN OUT
- EXISTING WATER MAIN
- EXISTING WATER SERVICE LINE
- EXISTING WELL
- EXISTING HYDRANT
- EXISTING WATER SHUT OFF VALVE
- EXISTING WATER VALVE
- EXISTING STORM WATER LINE
- EXISTING ROOF LEADER
- EXISTING CATCH BASIN
- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- PROPOSED SEWER LINE
- PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED SDS LATERAL
- PROPOSED SDS SOLID LINE
- PROPOSED STORM WATER LINE
- PROPOSED ROOF LEADER LINE
- PROPOSED YARD DRAIN
- PROPOSED ROOF LEADER
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED SILT FENCE
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED CATCH BASIN INLET PROTECTION
- PROPOSED CONSTRUCTION ENTRANCE




| DRAWN BY: CMB | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/27/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

EROSION & SEDIMENT CONTROL PLAN
SCALE: 1" = 10'
GRAPHIC SCALE
10 0 5 10 20 40
( IN FEET )
1 inch = 10 ft.

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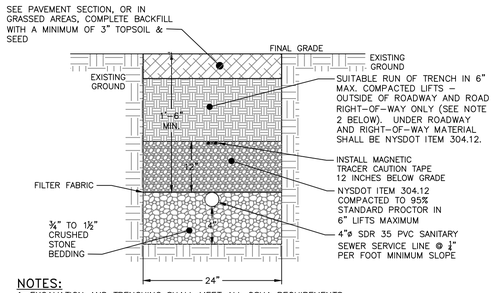
EROSION & SEDIMENT CONTROL PLAN

HARDISTY SUBDIVISION

44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-21-041931

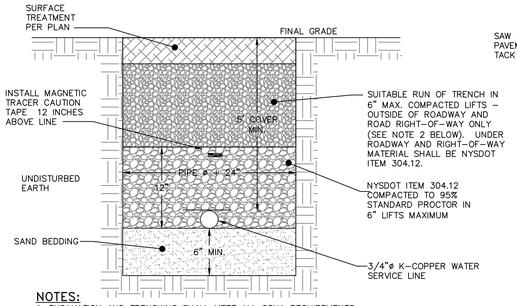
| | |
|---|---|
| JOB #: | 2022:033 |
| DATE: | 12/2/2022 |
| SCALE: | 1" = 10' |
| TITLE: | ESC-1 |
| SHEET: | 5 OF 7 |

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



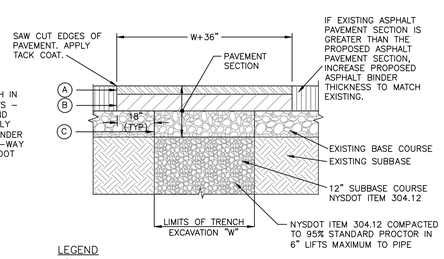

NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

## SANITARY SEWER SERVICE LINE TRENCH DETAIL
NOT TO SCALE




NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, ENLOGATED PARTICLES, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. IN AREAS WHERE 5' COVER REQUIREMENT CANNOT BE MET, THE CONTRACTOR SHALL PROVIDE PIPE INSULATION TO PREVENT FREEZING.
4. IF WATER SERVICE AND SEWER SERVICE LINE CROSSINGS ARE NEEDED, PROVIDE 18" OF VERTICAL SEPARATION

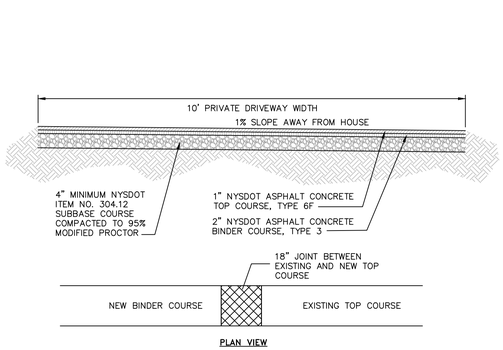
## WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE



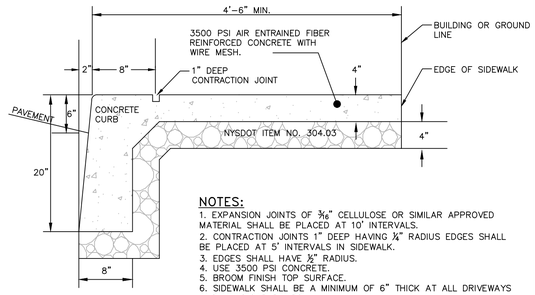

LEGEND
(A) 1.5" ASPHALT CONCRETE TOP COURSE– NYSDOT TYPE F1
(B) 3.0" ASPHALT CONCRETE BINDER COURSE– NYSDOT TYPE F9
(C) 3.0" ASPHALT BASE COURSE– NYSDOT TYPE F9

NOTES:
1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT AS SPECIFIED.

## PAVEMENT RESTORATION DETAIL
NOT TO SCALE

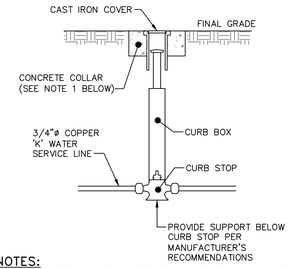



## PAVED DRIVEWAY SECTION DETAIL
NOT TO SCALE



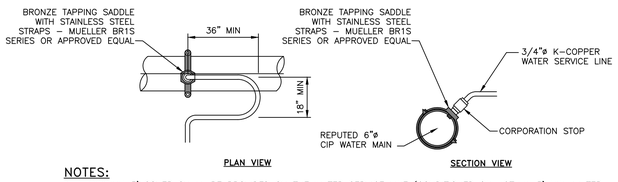

NOTES:
1. EXPANSION JOINTS OF ⅜ø CELLULOSE OR SIMILAR APPROVED MATERIAL SHALL BE PLACED AT 10' INTERVALS.
2. CONTRACTION JOINTS 1" DEEP HAVING ¼" RADIUS EDGES SHALL BE PLACED AT 5' INTERVALS IN SIDEWALK.
3. EDGES SHALL HAVE ½" RADIUS.
4. USE 3500 PSI CONCRETE.
5. BROOM FINISH TOP SURFACE.
6. SIDEWALK SHALL BE A MINIMUM OF 6" THICK AT ALL DRIVEWAYS AND HANDICAP RAMPS.
7. MAXIMUM SLOPE OF 1 ON 12 TO BE USED WHERE SIDEWALK TERMINATES AT HANDICAP RAMPS.

## MONOLITHIC CURB AND SIDEWALK DETAIL
NOT TO SCALE



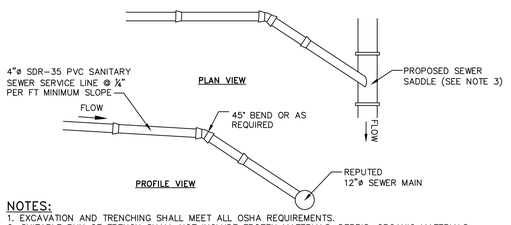

NOTES:
1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.
2. CURB STOP TO BE COMPRESSION TYPE BY MUELLER.
3. AREA AROUND CURB BOX TO BE BACKFILLED WITH GRAVELLY MATERIAL.

## WATER SHUT–OFF VALVE DETAIL
NOT TO SCALE



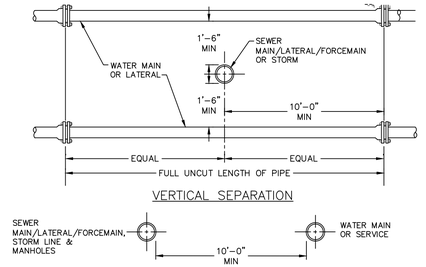

NOTES:
1. A MINIMUM 5' COVER SHALL BE PROVIDED ON THE WATER SERVICE LINE (CONDITIONED ON ACTUAL 5' MIN. WATER MAIN DEPTH).
2. CORPORATION STOP TO BE COMPRESSION TYPE BY MUELLER.
3. WATER SERVICE LINE TO HAVE A 'GOOSENECK' NEAR CORPORATION STOP.
4. CORPORATION STOP TO BE INSTALLED IN THE UPPER HALF OF THE WATER MAIN AT AN ANGLE OF APPROXIMATELY 45° FROM HORIZONTAL.
5. THE CONTRACTOR SHALL INSTALL A FULL BODIED STAINLESS STEEL TAPPING SLEEVE AT THE PROPOSED WATER SERVICE LOCATION.

## WATER SERVICE CONNECTION DETAIL
NOT TO SCALE



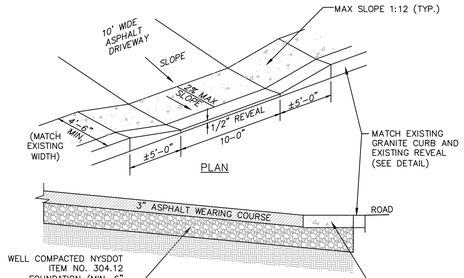

NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.
3. TAPPING SADDLE FOR CONNECTION OF THE PROPOSED SERVICE LINE TO THE EXISTING SEWER MAIN TO BE A 4" PREDCO HUB TAP SADDLE – MODEL #HTS4/E.

## SANITARY SEWER SERVICE CONNECTION DETAIL
NOT TO SCALE



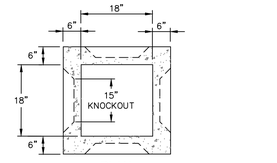

NOTE:
1. NO DEVIATION IN THE SEPARATION REQUIREMENTS WILL BE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE DUTCHESS COUNTY DEPARTMENT OF HEALTH AND THE CITY OF BEACON. CONCRETE ENCASEMENT OF WATERLINE OR OFFSETTING OF WATERLINE SHALL BE REQUIRED WHERE SEPARATION DISTANCES CANNOT BE MAINTAINED.

## WATER LINE SEPARATION DETAIL
NOT TO SCALE



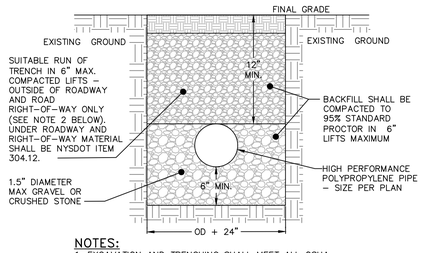

NOTE:
1. RESEED AND STABILIZE GRASS AREAS AFTER ASPHALT AND CONCRETE INSTALLATION.

## DRIVEWAY ENTRANCE DETAIL
NOT TO SCALE



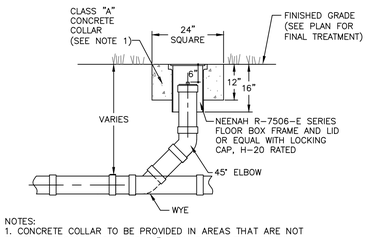

NOTES:
1. YARD INLET BASINS SHALL BE PRE CAST REINFORCED CONCRETE SHALL HAVE A MINIMUM 28–DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND SHALL BE IN CONFORMANCE WITH ASTM 478–68. WALLS AND BASE SHALL BE ONE PIECE CONSTRUCTION. YARD INLET BASIN SHOWN BY EXPANDED SUPPLY PRODUCTS (ESP), 3330 ROUTE 9, COLD SPRING, NY (845) 265–3771.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE WITHIN 10 FEET OF A WATER MAIN (OR SERVICE LINE) OR A SEWER MAIN (OR SERVICE LATERAL) SHALL BE MADE WATERTIGHT.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN INLET AND OUTLET INVERTS (MATCH CROWNS FOR PIPES WITH DIFFERENT SIZE) UNLESS OTHERWISE NOTED ON THE PLAN.
5. BACKFILL USING SELECT MATERIAL, COMPACTED IN 6" LIFTS.
6. SUMP SHALL BE 12".
7. FRAMES AND GRATES SHALL BE SET IN A FULL BED OF MORTAR.

## PRE–CAST CONCRETE YARD INLET DETAIL
NOT TO SCALE




NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

## STORM LINE TRENCH DETAIL
NOT TO SCALE




NOTES:
1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.

## CLEANOUT DETAIL
NOT TO SCALE

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 | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/27/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

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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

CONSTRUCTION DETAILS

# HARDISTY SUBDIVISION

44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054–21–041931

| | |
|---|---|
| JOB #: | 2022:033 |
| DATE: | 12/2/2022 |
| SCALE: | AS SHOWN |
| TITLE: | CD–1 |
| SHEET: | 6 OF 7 |

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

## EROSION AND SEDIMENT CONTROL NOTES:

1. ALL EROSION CONTROL MEASURES EMPLOYED DURING THE CONSTRUCTION PROCESS SHALL BE INSPECTED BY THE CONTRACTOR IN ACCORDANCE WITH THE MAINTENANCE SCHEDULE. ALL EROSION CONTROL STRUCTURES SHALL BE REPAIRED AND MAINTAINED AS NECESSARY BY THE CONTRACTOR.
2. ALL STORMWATER MANAGEMENT STRUCTURES (E.G. CATCH BASINS) SHALL BE REGULARLY INSPECTED FOR SEDIMENT ACCUMULATIONS. CATCH BASINS SHALL BE CLEANED WHEN SEDIMENT DEPTH REACHES A MAXIMUM OF ONE-HALF THE AVAILABLE SUMP DEPTH.
3. ALL EROSION CONTROL INSTALLATION AND MAINTENANCE MEASURES SHALL MEET THE REQUIREMENTS OF THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
4. ANY PILE OF POTENTIALLY EROSIVE MATERIAL TEMPORARILY STOCKPILED ON THE SITE DURING THE CONSTRUCTION PROCESS SHALL BE LOCATED IN AN AREA AWAY FROM STORM DRAINAGE AND SHALL BE PROPERLY PROTECTED FROM EROSION BY A SURROUNDING SILT FENCE.
5. PERMANENT SEEDED AREAS FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH DETAIL AND SPECIFICATIONS ON THIS PLAN.
6. AREAS UNDERGOING CLEARING OR GRADING AND WHERE WORK IS DELAYED OR COMPLETED AND WILL NOT BE REDISTURBED FOR A PERIOD OF 21 DAYS OR MORE SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATIVE COVER WITHIN 14 DAYS.
7. ON-SITE DUST CONTROL SHALL BE ACCOMPLISHED BY STANDARD METHODS OF LIGHTLY WATERING ALL EXPOSED SOIL AND RAPIDLY STABILIZING THE REGRADED AREAS WITH TOPSOIL, LOAM AND/OR SEEDING.
8. THE CITY ENGINEER AND PROJECT ENGINEER SHALL BE NOTIFIED NO LESS THAN 48 HOURS PRIOR TO THE START OF ANY SITE WORK, AND BY SUCH NOTIFICATION, SHALL BE PROVIDED WITH THE NAME AND TELEPHONE NUMBER OF THE GENERAL CONTRACTOR RESPONSIBLE FOR SUCH WORK.
9. THE CITY AND/OR ITS REPRESENTATIVES MAY INSPECT EROSION AND SEDIMENT CONTROL PRACTICES ON THE SITE DURING CONSTRUCTION AND RECOMMEND THAT THE CONTRACTOR INSTALL ADDITIONAL EROSION CONTROL MEASURES IF DEEMED NECESSARY TO PROTECT ANY UNDISTURBED AREAS OF THE SITE. ANY SUCH REQUESTS SHALL BE MADE DIRECTLY TO THE CONTRACTOR AND QUALIFIED PROFESSIONAL AND FOLLOWED UP WITH A WRITTEN NOTIFICATION TO THE DEVELOPER. IN ADDITION, THE PROJECT ENGINEER SHALL BE CONSULTED ON ANY SPECIAL ADDITIONS OR DELETIONS OF EROSION CONTROL MEASURES WARRANTED BY CHANGING FIELD CONDITIONS.
10. IF GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONSTRUCT A DEWATERING PIT IN ACCORDANCE WITH NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL TO FILTER WATER FOR PUMPING TO A SUITABLE LOCATION.
11. WHEN ALL DISTURBED AREAS ARE STABLE, ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED.

## INSPECTION SCHEDULE & MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES

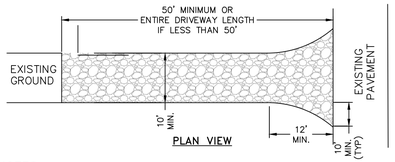
PERMANENT AND TEMPORARY VEGETATION:
INSPECT ALL AREAS THAT HAVE RECEIVED VEGETATION EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. ALL AREAS DAMAGED BY EROSION OR WHERE SEED HAS NOT ESTABLISHED SHALL BE REPAIRED AND RESTABILIZED IMMEDIATELY.

STABILIZED CONSTRUCTION ENTRANCE:
INSPECT THE ENTRANCE PAD EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. CHECK FOR MUD, SEDIMENT BUILD-UP AND PAD INTEGRITY. MAKE DAILY INSPECTIONS DURING WET WEATHER. REGRADE PAD AS NEEDED FOR RUNOFF CONTROL. WASH AND REPLACE STONE AS NEEDED. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE MUD BEING CARRIED OFF SITE BY VEHICLES. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING. REMOVE TEMPORARY CONSTRUCTION ENTRANCE AS SOON AS THEY ARE NO LONGER NEEDED TO PROVIDE ACCESS TO THE SITE AS DIRECTED BY PROJECT ENGINEER.

SILT FENCE:
INSPECT FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE FENCE BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE FENCE. IF FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF FENCE IMMEDIATELY.

SOIL STOCKPILE:
INSPECT SEDIMENT CONTROL BARRIERS (SILT FENCE) AND VEGETATION FOR DAMAGE EVERY SEVEN DAYS AND AFTER EVERY STORM EVENT WITH RAINFALL THAT EQUALS OR EXCEEDS 0.5 INCH. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE SEDIMENT CONTROL BARRIER BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO ONE-QUARTER THE HEIGHT OF THE SEDIMENT CONTROL BARRIER. IF SEDIMENT CONTROL BARRIER TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF SEDIMENT CONTROL BARRIER IMMEDIATELY. REVEGETATE DISTURBED AREA TO STABILIZE SOIL STOCKPILE. REMOVE THE SEDIMENT CONTROL BARRIER WHEN THE SOIL STOCKPILE HAS BEEN REMOVED.

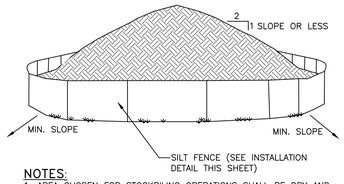
DUST CONTROL:
SCHEDULE CONSTRUCTION OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED AREAS AT ANY ONE TIME DURING THE COURSE OF WORKS. APPLY TEMPORARY SOIL STABILIZATION PRACTICES SUCH AS MULCHING, SEEDING, AND SPRAYING (WATER). STRUCTURAL MEASURES (MULCH, SEEDING) SHALL BE INSTALLED IN DISTURBED AREAS BEFORE SIGNIFICANT BLOWING PROBLEMS DEVELOP. WATER SHALL BE SPRAYED AS NEEDED. REPEAT AS NEEDED, BUT AVOID EXCESSIVE SPRAYING, WHICH COULD CREATE RUNOFF AND EROSION PROBLEMS.




PLAN VIEW

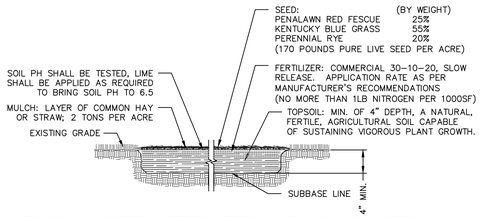
NOTES:
1. STONE SIZE – USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. THICKNESS – NOT LESS THAN SIX (6) INCHES.
3. WIDTH – 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.
4. GEOTEXTILE – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
5. SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
6. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
7. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
8. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

### STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE

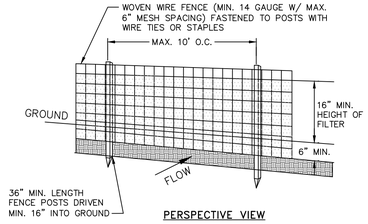



NOTES:
1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.

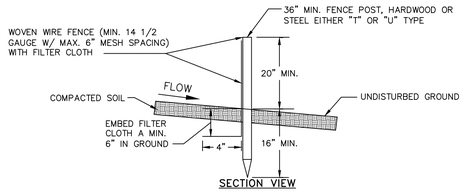
### TEMPORARY SOIL STOCKPILE DETAIL
NOT TO SCALE




### TOPSOIL SEED, FERTILIZER AND MULCH DETAIL
NOT TO SCALE



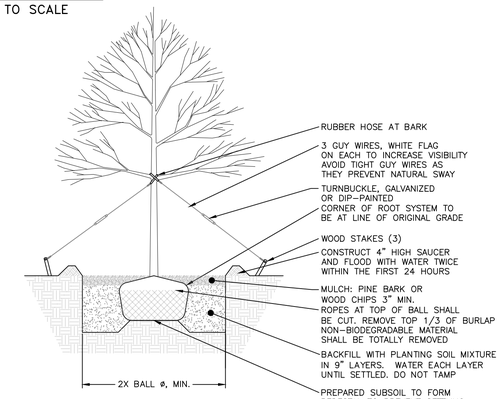

PERSPECTIVE VIEW




SECTION VIEW

NOTES:
1. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.
3. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE OR APPROVED EQUAL.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

### SILT FENCE DETAIL
NOT TO SCALE




NOTES:
1. REFER TO SHEET SP-1 FOR SPECIES/LOCATIONS.

### TREE PLANTING DETAIL
NOT TO SCALE

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 | | | | CHECKED BY: DGK | | | |
|---|---|---|---|---|---|---|---|
| REVISIONS: | | | | REVISIONS: | | | |
| NO. | DATE | DESCRIPTION | BY | NO. | DATE | DESCRIPTION | BY |
| 1 | 2/27/23 | PER PLANNING BOARD COMMENTS | CMB | | | | |

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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

CONSTRUCTION DETAILS

# HARDISTY SUBDIVISION

44 KENT STREET
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6054-21-041931

| | |
|---|---|
| JOB #: | 2022:033 |
| DATE: | 12/2/2022 |
| SCALE: | AS SHOWN |
| TITLE: | CD-2 |
| SHEET: | 7 OF 7 |

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

*Civil & Environmental Engineering Consultants*
*174 Main Street, Beacon, New York 12508 (Main Office and Mailing Address)*
*13 Chambers Street, Newburgh, NY 12550 (Satellite Office)*
*Phone: 845-440-6926 Fax: 845-440-6637*
*www.HudsonLandDesign.com*

February 27, 2023

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

Re: 44 Kent Street Subdivision
Hardy Homes, LLC. (Applicant)
44 Kent Street
Tax Parcel: 6054-21-041931, ±0.40 acre
City of Beacon, NY

Dear Chairman Gunn and Members of the Planning Board:

On behalf of the Applicant for the above referenced project, Hudson Land Design (HLD) has enclosed the following materials for the Planning Board's consideration at your next available regularly scheduled meeting:

- Preliminary Subdivision Plat and Plan Set – 7 Sheets (5 copies); and

We have also transmitted electronic copies of the same to Amanda Caputo at the City of Beacon, via email: acaputo@beaconny.gov. The plans have been revised based on comment letters from the City's professional consultants. The following is a point-by-point response to each of the comments within the review letters.

**Lanc & Tully's January 5, 2023 Comment Letter:**

General Comments:

1. So noted. No response necessary.
2. The City of Beacon Highway Department was able to provide us with access to the Asylum Brook storm sewer components that traverse the site underground. There is a large underground vault beneath Kent Street, and a 5' diameter corrugated metal pipe that conveys flow southerly through the site, to a similar structure beneath Verplanck Avenue. We have shown the location of the 5' diameter storm pipe on the plans, and then reduced the footprint of the house on lot 2 and flipped the house/driveway on lot 3 to provide

additional separation to a 25' wide easement that we are proposing to the City of Beacon for the pipe. In addition to the easement, notation has been placed on the plan regarding prohibition of structures on the easement.

3. We have emailed the City of Beacon Water Department to verify the water main size. Once made available, we will update the plans to show the reputed water main size and material.
4. Maintenance and easement agreements for the proposed grading and utility easement between lots 1-3 will be prepared and provided for review as part of a future submittal. We are seeking general acceptance of the layout before preparing these documents.

Sheet 2 of 7:

1. We are currently proposing to re-use the existing water and sanitary sewer service lines. The water service will be utilized for proposed lot 1, and the sanitary sewer service will be for lot 2.

Sheet 3 of 7:

1. An easement for the City's storm sewer line has been added to the Plat.
2. Additional notation regarding the two proposed easements has been provided on the Plat.
3. The grading and drainage plan has been altered as a result of the presence of the City's storm sewer line. Therefore, the previously proposed drainage system and easement between lots 2 & 3 has been eliminated.

Sheet 4 of 7:

1. The dimension for the front yard setback now references the front porch.
2. The entire sidewalk along Kent Street directly in front of the subject property is proposed to be replaced. This is demonstrated on the removals plan and also the subdivision plan.
3. Additional side yard landscaping for buffering has been provided.
4. Roof leader discharge locations from each proposed house are shown.
5. Note 9 regarding footing drains has been expanded.
6. The entire site has been regraded. It should be noted that we are proposing an asphalt berm along the west edge of the lot 1 driveway to promote flow toward the gutter line of Kent Street, and not onto the adjacent parcel.
7. The size and materials for the water service lines are shown.
8. We are proposing to re-use the existing water and sewer service lines, thereby reducing the trenches along Kent Street.
9. The note regarding the AMI system have been added to the plan.

Sheet 6 of 7:

1. The detail has been removed from the plans.
2. The detail has been revised as requested.
3. A monolithic curb and sidewalk detail has been added.

**John Clarke Planning and Design's January 6, 2023 Comment Letter:**

1. The orthophoto has been added to the area map on Sheet 1. This, may still not give a full picture of the neighborhood; therefore, we are providing the following additional exhibits for your use:

Google maps – aerial view

Google Street View – in front of 44 Kent Street, looking northwest

2. Two of the existing trees have been marked to remain.
3. The area in front of the houses is limited for planting due to the presence of water and sewer service lines, and sidewalks. We now have a total of 5 trees along the road frontage.
4. The lot 1 side yard has been corrected in the bulk regulations and compliance table. Further, a row for maximum building coverage has been added to the table.
5. The driveways graphically show the sidewalk crossing (and the ramps) to match the construction detail.
6. The turnarounds have been enlarged to allow for vehicular movements.
7. The tree planting note has been revised, and a table/legend has been added to the subdivision plan.

Technically, this will be our first appearance before the Planning Board as we requested to be removed from the January 2023 agenda as a result of the information provided by the City Engineer regarding the presence of the Asylum Brook piping beneath the property.

We look forward to discussing this project, establishing lead agency and setting a SEQR public hearing at your March 2023 planning board meeting. Should you have any questions, please feel free to contact me at 845-440-6926.

Sincerely,

Daniel G. Koehler, P.E.
Principal

cc: Hardy Homes, LLC. (w/ attachments)
Robert V. Oswald, L.S., Project Surveyor (via email)
Michael A. Bodendorf, P.E. (HLD file)

**John Clarke Planning and Design** jclarkeplandesign@gmail.com
845.797.4152

To: John Gunn, Chair, and the City of Beacon Planning Board
Date: March 10, 2023
Re: **44 Kent Street Subdivision**

I have reviewed a cover letter from Hudson Land Design and a 7-sheet Subdivision Plan set, all dated February 27, 2022.

**Proposal**

The applicant is proposing to demolish an existing two-family house on a 0.398-arcre parcel and subdivide into three lots for the construction of three new houses. The parcel is in the R1-5 zoning district.

**Comments and Recommendations**

All my previous planning comments have been addressed.

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

John Clarke, Beacon Planning Consultant

c: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Daniel G. Koehler, P.E., Project Engineer

LANC & TULLY
Engineering and Surveying, P.C.

March 8, 2023

Mr. John Gunn
Beacon Planning Board Chair
City of Beacon
1 Municipal Plaza
Beacon, NY 12508

RE: 44 Kent Street
Hardisty Subdivision
City of Beacon
Tax Map No. 6054-21-041931

Dear Mr. Gunn:

My office has received the following in regard to the above application:

- Cover letter dated February 27, 2023, from Hudson Land Design.
- Application for Subdivision Approval
- Copy of the parcel deed dated November 5, 2021.
- Short Environmental Assessment Form dated December 19, 2022.
- Infiltration & Inflow (I&I) report dated December 27, 2022, as prepared by Hudson Land Design.
- Plan set titled "Hardisty Subdivision", with the latest revision date of February 27, 2023, and consisting of the following plans as prepared by Hudson Land Design:
  - Sheet 1 of 7 titled "Cover Sheet"
  - Sheet 2 of 7 titled "Existing Conditions & Demolition Plan"
  - Sheet 3 of 7 titled "Preliminary Subdivision Plat"
  - Sheet 4 of 7 titled "Subdivision Plan"
  - Sheet 5 of 7 titled "Erosion & Sediment Control Plan"
  - Sheet 6 of 7 titled "Construction Details"
  - Sheet 7 of 7 titled "Construction Details"

The proposed project is located at 44 Kent Street and is in the R1-5 Zone. The project entails the demolition of the existing structures on the parcel and the division of the single 0.39± acre parcel into 3 new single-family residential parcels, with each of the proposed parcels being greater than 5,000 square feet in area. Based upon our review of the above referenced documents and plans, we offer the following comments:

General Comments:

1. The applicant's consultant performed an Infiltration & Inflow (I&I) study of the subject parcel and found that there were no illegal connections to the City's sanitary sewer collection system.

2. The plans shall be updated to reflect the size and pipe material of the water main within Kent Street. Based upon City of Beacon water mapping, it appears that the size of the water main is 6", but this should be confirmed with the City of Beacon Water Department.

3. Maintenance and easement agreements shall be prepared for the proposed drainage systems to be installed between the lots and provided to the Planning Board. ***Applicant notes that they will be provided with a future submission.***

4. An easement agreement and description for the proposed 25-foot-wide easement to be provided to the City of Beacon, for the existing 5-foot diameter storm drainage line running through the site, shall be submitted for review.

Sheet 2 of 7:

1. A note shall be added to the plan as to where the boundary and topography shown on the plan was obtained.

2. Additional notes shall be provided on the plans as to how the existing water service and sanitary sewer service that service the existing dwelling are to be abandoned. ***Applicant's consultant states that they are proposing to re-use the existing water service for Lot 1 and the existing sanitary sewer service for Lot 2.*** The project engineer should verify the elevation of the sanitary sewer service to ensure that it will work for Lot 2.

Sheet 3 of 7:

1. The "Easement Notes" on the right side of the sheet have the easement numbers reversed as to which is for. Either revise the number of the easements on the plan or revise the notes.

2. The subdivision plat shall be updated to include the required information as listed in Section 195-29B of the City Code.

Sheet 4 of 7:

1. The plan shall clarify what the zig-zag line on either side of the property represents, or it should be removed.

2. If dwellings are proposed to have basements, then the plans shall note the basement elevation for each dwelling.

3. Consideration should be given to re-grading the drive and area behind the proposed residence on Lot 1 so that it drains towards the proposed yard basin, and not towards the adjacent parcel. This should also be considered for Lot 3.

Sheet 6 of 7:

1. The "Monolithic Curb and Sidewalk" detail shall be revised to reflect NYSDOT Item No. 304.12 under the sidewalk, 4,000 psi concrete, 6 gauge 4x4 wire mesh flat panels and a note added that the sidewalk and curbing shall be sealed with a sealer that protects against de-icing agents.

This completes our review at this time. Further comments may be forth coming based upon future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

Cc: John Clarke, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Review application for Site Plan Approval and Subdivision (lot merger) Approval, Mixed-Use Commercial and Residential, 152-158 Fishkill Ave, submitted by 152-158 Fishkill LLC

**ATTACHMENTS**

152-158 Fishkill Avenue PB Submission - Cover Letter.pdf

2-27-23 152-158 Fishkill Avenue PB Submission with Exhibits A-E and Plans Attached.pdf

Engineer review 152-158 Fishkill Ave 03-09-23.pdf

Planner Review 152-158 Fishkill Av 3.10.23.pdf

3-10-23 152-158 Fishkill Avenue Supplemental Planning Board Submission Cover Letter(5604736.2).pdf

3-8-23 Shared Parking Analysis Final(5604738.1).pdf

Traffic Review 20230310_152-158 Fishkill Rev1_123016.pdf

Traffic Review 20230314_152-158 Fishkill Rev1A_123016.pdf

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

February 27, 2023

**VIA E-MAIL AND HAND DELIVERY**
Hon. John Gunn
And Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Application for Subdivision (Lot Merger) and Site Plan Approval
Residential and Office Mixed-Use Development
Premises: 152-158 Fishkill Avenue, Beacon, New York
Tax Parcel IDs: 6054-29-042814 & 6054-29-041801

Dear Chairman Gunn and Members of the Planning Board:

On behalf of 152-158 Fishkill LLC (the "Applicant"), the owner of the above-referenced Premises, we respectfully submit this letter and the referenced enclosures in support of an Application for Subdivision (Lot Merger) and Site Plan Approval proposing to redevelop the Premises for a mixed-use office and residential development that will be comprised of office space on the first floor and sixteen (16) apartments on the upper floors of the building (the "Project").

**THE PROPOSED MIXED-USE DEVELOPMENT:**

The Applicant propose to construct the proposed mixed-use building and associated off-street parking on the Premises, which is generally located on the east side of Fishkill Avenue (NYS Route 52), just north of Main Street. *See* **Exhibit A** – Images of the Premises. The 1.01+/- acre Premises are comprised of two (2) lots, which lots are improved as follows:

1) 158 Fishkill Avenue (.41+/- acres) is presently improved by an automobile detail center ("158 FA"); and

2) 152 Fishkill Avenue (.59+/- acres) is presently improved by a multi-family apartment building ("152 FA").

The Applicant proposes to consolidate the existing two (2) lots into one (1) resultant lot, and the Applicant will demolish both of the existing buildings on the Premises in connection with this Application. The Premises are presently classified in the City's Transitional ("T") Zoning District, which abuts properties in the RD-5, RD-4 and CMS zoning districts, and the Premises *are not* classified in the City's HDLO.[1]

[1] Note: As this Board is aware, the existing multi-family residential structure located at 152 Fishkill Avenue *was not* recognized as a landmark by the City Council and has not been added to the City's Historic District

The Premises are located across the street from the Valero Gas Station, and the surrounding area includes commercial and multi-family (including high-density multi-family residential at 31 Hamilton Fish Plaza – 70+/- units), townhome and single-family residential developments, gas stations and other mixed-use retail and office uses. *See* **Exhibit A**.

As is more fully detailed in the enclosed Site Plans and Floor plans, the Project consists of an approximately 30,039 square-foot mixed-use building with frontage along Fishkill Avenue. Approximately 8,213 gross square feet of office space will be established on the first floor; together with sixteen (16) residential units (eight (8) one-bedroom units and eight (8) two-bedroom units) on the upper floors. Two (2) of the apartments will be Below Market Rate ("BMR") units, in accordance with the City's Affordable-Workforce Housing local law, which requires ten percent (10%) of the apartments to be BMR units. A rooftop terrace will be provided for residents of the development and a landscape plan is being incorporated into the proposed site plans. The proposed mixed-use building will provide for pedestrian and vehicular access from Fishkill Avenue, and will provide 62 off-street parking spaces. The Project will also allow for the creation of five (5) on-street parking spaces as a result of closing off existing curb cuts into the two (2) lots, creating additional on-street parking in the area consistent with the City's ongoing Fishkill Avenue Rehabilitation Project.

Furthermore, recognizing the transition between Main Street and the surrounding mixed-use commercial, institutional and residential neighborhoods that support Main Street, the Project was designed in furtherance of the City's efforts to bring offices to the City's core and near and around Main Street, while respecting the community character of the surrounding neighborhood. *See* Section 4.2 of the City of Beacon Comprehensive Plan Update, dated April 3, 2017, at page 66. As a result, the structure will front along Fishkill Avenue and neighbor commercial uses, while the proposed parking lot, a retaining wall, and landscaping will separate the structure from residences along Schenck Avenue.

**PROCEDURAL INFORMATION:**

In order for the Applicant to proceed before this Board in connection with the Site Development Plan and Subdivision (Lot Merger), the Applicant respectfully requests to appear at the Planning Board's March 14, 2023 meeting in order to discuss the Project with this Board and in order to initiate the environmental review process pursuant to the State Environmental Quality Review Act ("SEQRA"). The proposed Project is classified as an Unlisted Action pursuant to SEQRA, and

---

and Landmark Overlay Zone (the "HDLO"), and the building and property are not listed as being eligible for the National Register of Historic Places.

a Full Environmental Assessment Form ("EAF") for the Project is enclosed herein as **Exhibit D**.

As the Applicant discussed during a pre-submission meeting with City Staff on January 23, 2023, the project is largely zoning-compliant. However, due to certain site constraints and topography in the area, the Applicant understands that *de minimis* area variances will be required for the height of the retaining wall on the west side of the Premises, and for the building height due to how building height is calculated in the Zoning Code.[2]

**THE PROJECT SATISFIES THE SITE PLAN & SUBDIVISION REVIEW CRITERIA:**

The Project complies with the Site Plan criteria found under Section 223-25 of the Zoning Code. As noted, the proposed location of the Project conforms with the transitional purposes of the T Zoning District. Landscaping and retaining walls will buffer the proposed structure from nearby residences; and the proposed structure will sit downhill of said residences. Alternating colors and materials along the Fishkill Avenue facade will reflect the commercial mixed-use structures located along Main Street. Moreover, this Project includes establishing additional offices near the City's downtown core, as permitted and encouraged in the T Zoning District. *See* Local Law 7 of 2020. The parking lot has been carefully designed to ensure sufficient traffic circulation; while accommodating for landscaping and a refuse area. As is more fully detailed in the enclosed Traffic Impact Study prepared by Colliers Engineering dated February 24, 2023 (the "TIS"), while the Zoning Code requires 64 off-street parking spaces for the proposed mixed-use building (and 62 off-street parking spaces are provided), the reduction in curb cuts along Fishkill Avenue provides for new areas along Fishkill Avenue that can be used to create an additional five (5) on-street parking spaces. *See* **Exhibit E**. The proposed parking facilities will efficiently satisfy the parking demand generated by the office and residential uses on the property, which will be utilized at different times of the day. The Applicant is also preparing a Shared Parking Study to further illustrate that the requirements for shared parking under Section 223-26(C)(6) of the City Code are satisfied.

Residents will be able to directly access the sidewalk along the landscaped frontage on Fishkill Avenue. As a result of these characteristics, this development will have a harmonious relationship with the adjacent neighborhood, satisfying the requirements of Section 233-25(E) of the Zoning Code. Stormwater runoff will be managed, and there will be no adverse impacts on neighboring uses. A Grading Plan has been provided to ensure that there will not be any potentially significant

[2] Note: Please also note the Applicant is seeking this Board's approval to provide shared parking between the proposed office and residential uses, pursuant to Section 223-26(C)(6) of the City Code, which request is discussed below.

adverse environmental impacts associated with drainage. *See* Section 233-25(G).

Furthermore, the lot merger of the two (2) existing lots into one (1) will not have an adverse impact on public health, safety, or welfare. The merger will ensure the site can be used for building purposes and gives more flexibility as to the siting of the proposed structure away from more environmentally-sensitive areas of the Premises, such as portions with increased topography. *See* Section 195-20 of Subdivision Law. 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 & INDEX OF ENCLOSURES:**

For the foregoing reasons, and as will be further discussed at this Board's March 14th regular meeting and the subsequent Public Hearings before the Board on this Project, the Applicant respectfully submits that the proposed Project satisfies the purposes of the T Zoning District by providing a mix of office and residential space near the City's downtown core.

In support of this Application, please find five (5) copies of the following documents:

**Exhibit A:** Images of Premises;

**Exhibit B:** Application for Site Plan Approval;

**Exhibit C:** Application for Subdivision Approval;[3]

**Exhibit D:** Full Environmental Assessment Form; and

**Exhibit E:** Traffic Impact Study prepared by Colliers Engineering, dated February 24, 2023 (attached separately).

In further support of this Application, we respectfully submit five (5) copies of the Site Plan Drawings entitled "Site Plan & Lot Merger, 152-158 Fishkill Avenue, City of Beacon, Dutchess County, NY," prepared by Arden Consulting Engineers, PLLC and dated February 27, 2023 numbered and titled as follows:

- Sheet 1 of 5 – Title Sheet;
- Sheet 2 of 5 – Existing Conditions Map;
- Sheet 3 of 5 – Demolition Plan;
- Sheet 4 of 5 – Site Plan; and
- Sheet 5 of 5 – Grading Plan.

[3] Note: The Applicant is preparing a Subdivision Plat reflecting the lot merger that will be immediately filed with the Board once available. In the meantime, the lot line removal is shown on the Site Plans.

Moreover, we respectfully submit five (5) copies of the architectural drawings entitled "152-158 Fishkill Avenue, Beacon," prepared by Nexus Creative Architecture, Planning, Design and dated February 27, 2023 numbered and titled as follows:

- SK0 – Site Plan;
- SK1 – First Floor;
- SK2 – Second Floor;
- SK3 – Half Story;
- SK4 – Roof Terrace;
- SK5 – East and West Elevations;
- SK6 – North and South Elevations; and
- SK7 – 3D.

Separately, a check made payable to the City of Beacon in the amount of $7,503.50, representing the Application Filing Fee, as well as a second check made payable to the City of Beacon in the amount of $19,321.00, for the establishment of an escrow for professional fees, were both submitted to the Planning Board under separate cover.

We look forward to appearing at this Board's regular meeting on Tuesday, March 14th in order to review the proposed Project and to initiate the environmental review process. In the meantime, should this Board 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: Jennifer L. Gray, Esq., City Attorney
John Clarke Planning and Design
Lanc & Tully, P.C.
Nexus Creative Architecture, Design, Planning
Arden Consulting Engineers, PLLC
Colliers Engineering & Design, P.C.
Maximilian R. Mahalek, Esq.

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

February 27, 2023

**VIA E-MAIL AND HAND DELIVERY**
Hon. John Gunn
And Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Application for Subdivision (Lot Merger) and Site Plan Approval
Residential and Office Mixed-Use Development
Premises: 152-158 Fishkill Avenue, Beacon, New York
Tax Parcel IDs: 6054-29-042814 & 6054-29-041801

Dear Chairman Gunn and Members of the Planning Board:

On behalf of 152-158 Fishkill LLC (the "Applicant"), the owner of the above-referenced Premises, we respectfully submit this letter and the referenced enclosures in support of an Application for Subdivision (Lot Merger) and Site Plan Approval proposing to redevelop the Premises for a mixed-use office and residential development that will be comprised of office space on the first floor and sixteen (16) apartments on the upper floors of the building (the "Project").

**THE PROPOSED MIXED-USE DEVELOPMENT:**

The Applicant propose to construct the proposed mixed-use building and associated off-street parking on the Premises, which is generally located on the east side of Fishkill Avenue (NYS Route 52), just north of Main Street. *See* **Exhibit A** – Images of the Premises. The 1.01+/- acre Premises are comprised of two (2) lots, which lots are improved as follows:

1) 158 Fishkill Avenue (.41+/- acres) is presently improved by an automobile detail center ("158 FA"); and

2) 152 Fishkill Avenue (.59+/- acres) is presently improved by a multi-family apartment building ("152 FA").

The Applicant proposes to consolidate the existing two (2) lots into one (1) resultant lot, and the Applicant will demolish both of the existing buildings on the Premises in connection with this Application. The Premises are presently classified in the City's Transitional ("T") Zoning District, which abuts properties in the RD-5, RD-4 and CMS zoning districts, and the Premises *are not* classified in the City's HDLO.[1]

[1] Note: As this Board is aware, the existing multi-family residential structure located at 152 Fishkill Avenue *was not* recognized as a landmark by the City Council and has not been added to the City's Historic District

The Premises are located across the street from the Valero Gas Station, and the surrounding area includes commercial and multi-family (including high-density multi-family residential at 31 Hamilton Fish Plaza – 70+/- units), townhome and single-family residential developments, gas stations and other mixed-use retail and office uses. *See* **Exhibit A**.

As is more fully detailed in the enclosed Site Plans and Floor plans, the Project consists of an approximately 30,039 square-foot mixed-use building with frontage along Fishkill Avenue. Approximately 8,213 gross square feet of office space will be established on the first floor; together with sixteen (16) residential units (eight (8) one-bedroom units and eight (8) two-bedroom units) on the upper floors. Two (2) of the apartments will be Below Market Rate ("BMR") units, in accordance with the City's Affordable-Workforce Housing local law, which requires ten percent (10%) of the apartments to be BMR units. A rooftop terrace will be provided for residents of the development and a landscape plan is being incorporated into the proposed site plans. The proposed mixed-use building will provide for pedestrian and vehicular access from Fishkill Avenue, and will provide 62 off-street parking spaces. The Project will also allow for the creation of five (5) on-street parking spaces as a result of closing off existing curb cuts into the two (2) lots, creating additional on-street parking in the area consistent with the City's ongoing Fishkill Avenue Rehabilitation Project.

Furthermore, recognizing the transition between Main Street and the surrounding mixed-use commercial, institutional and residential neighborhoods that support Main Street, the Project was designed in furtherance of the City's efforts to bring offices to the City's core and near and around Main Street, while respecting the community character of the surrounding neighborhood. *See* Section 4.2 of the City of Beacon Comprehensive Plan Update, dated April 3, 2017, at page 66. As a result, the structure will front along Fishkill Avenue and neighbor commercial uses, while the proposed parking lot, a retaining wall, and landscaping will separate the structure from residences along Schenck Avenue.

**PROCEDURAL INFORMATION:**

In order for the Applicant to proceed before this Board in connection with the Site Development Plan and Subdivision (Lot Merger), the Applicant respectfully requests to appear at the Planning Board's March 14, 2023 meeting in order to discuss the Project with this Board and in order to initiate the environmental review process pursuant to the State Environmental Quality Review Act ("SEQRA"). The proposed Project is classified as an Unlisted Action pursuant to SEQRA, and

---

and Landmark Overlay Zone (the "HDLO"), and the building and property are not listed as being eligible for the National Register of Historic Places.

a Full Environmental Assessment Form ("EAF") for the Project is enclosed herein as **Exhibit D**.

As the Applicant discussed during a pre-submission meeting with City Staff on January 23, 2023, the project is largely zoning-compliant. However, due to certain site constraints and topography in the area, the Applicant understands that *de minimis* area variances will be required for the height of the retaining wall on the west side of the Premises, and for the building height due to how building height is calculated in the Zoning Code.[2]

**THE PROJECT SATISFIES THE SITE PLAN & SUBDIVISION REVIEW CRITERIA:**

The Project complies with the Site Plan criteria found under Section 223-25 of the Zoning Code. As noted, the proposed location of the Project conforms with the transitional purposes of the T Zoning District. Landscaping and retaining walls will buffer the proposed structure from nearby residences; and the proposed structure will sit downhill of said residences. Alternating colors and materials along the Fishkill Avenue facade will reflect the commercial mixed-use structures located along Main Street. Moreover, this Project includes establishing additional offices near the City's downtown core, as permitted and encouraged in the T Zoning District. *See* Local Law 7 of 2020. The parking lot has been carefully designed to ensure sufficient traffic circulation; while accommodating for landscaping and a refuse area. As is more fully detailed in the enclosed Traffic Impact Study prepared by Colliers Engineering dated February 24, 2023 (the "TIS"), while the Zoning Code requires 64 off-street parking spaces for the proposed mixed-use building (and 62 off-street parking spaces are provided), the reduction in curb cuts along Fishkill Avenue provides for new areas along Fishkill Avenue that can be used to create an additional five (5) on-street parking spaces. *See* **Exhibit E**. The proposed parking facilities will efficiently satisfy the parking demand generated by the office and residential uses on the property, which will be utilized at different times of the day. The Applicant is also preparing a Shared Parking Study to further illustrate that the requirements for shared parking under Section 223-26(C)(6) of the City Code are satisfied.

Residents will be able to directly access the sidewalk along the landscaped frontage on Fishkill Avenue. As a result of these characteristics, this development will have a harmonious relationship with the adjacent neighborhood, satisfying the requirements of Section 233-25(E) of the Zoning Code. Stormwater runoff will be managed, and there will be no adverse impacts on neighboring uses. A Grading Plan has been provided to ensure that there will not be any potentially significant

[2] Note: Please also note the Applicant is seeking this Board's approval to provide shared parking between the proposed office and residential uses, pursuant to Section 223-26(C)(6) of the City Code, which request is discussed below.

adverse environmental impacts associated with drainage. *See* Section 233-25(G).

Furthermore, the lot merger of the two (2) existing lots into one (1) will not have an adverse impact on public health, safety, or welfare. The merger will ensure the site can be used for building purposes and gives more flexibility as to the siting of the proposed structure away from more environmentally-sensitive areas of the Premises, such as portions with increased topography. *See* Section 195-20 of Subdivision Law. 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 & INDEX OF ENCLOSURES:**

For the foregoing reasons, and as will be further discussed at this Board's March 14th regular meeting and the subsequent Public Hearings before the Board on this Project, the Applicant respectfully submits that the proposed Project satisfies the purposes of the T Zoning District by providing a mix of office and residential space near the City's downtown core.

In support of this Application, please find five (5) copies of the following documents:

**Exhibit A:** Images of Premises;

**Exhibit B:** Application for Site Plan Approval;

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Very truly yours,

Taylor M. Palmer

Enclosures
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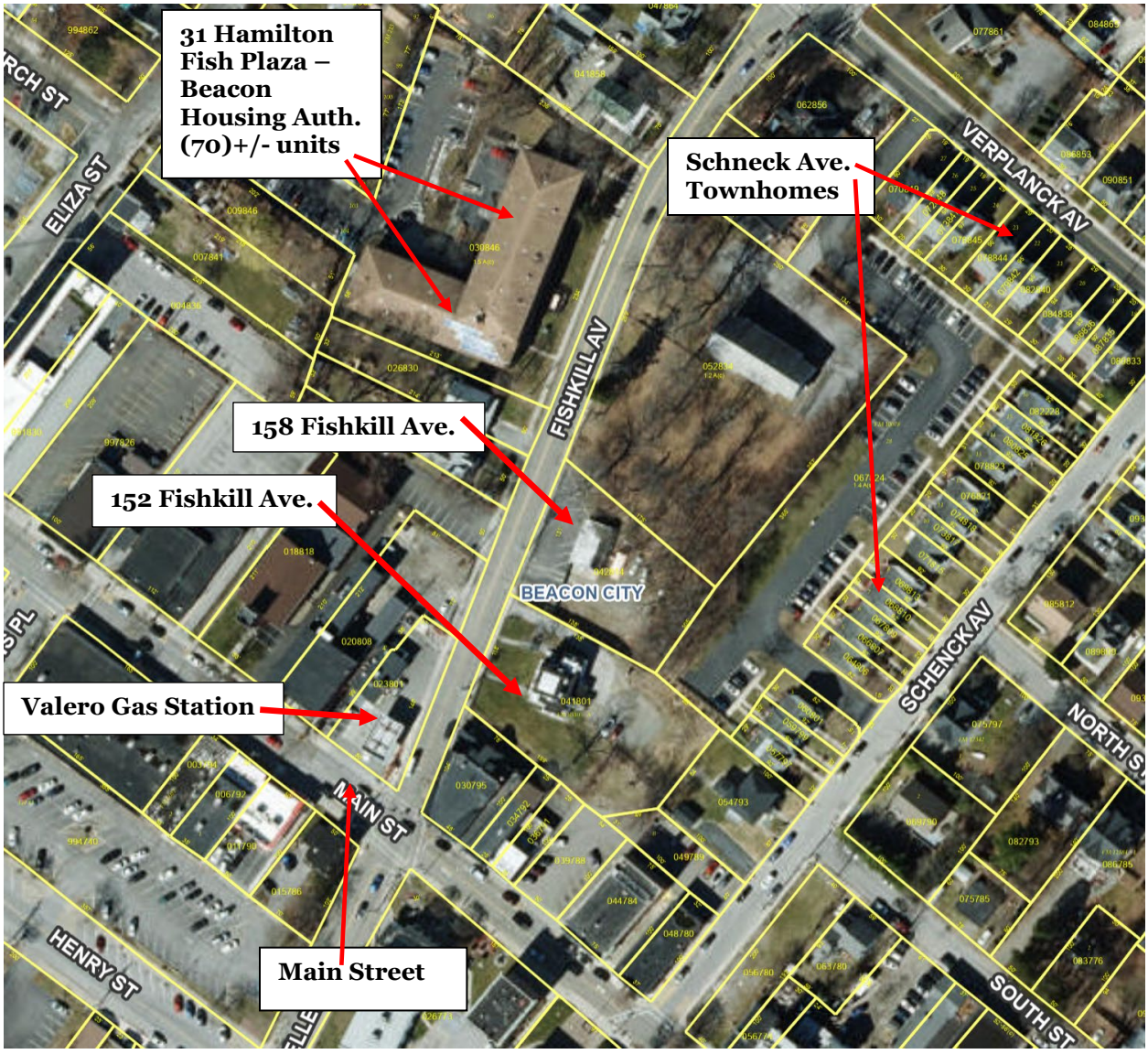
Lanc & Tully, P.C.
Nexus Creative Architecture, Design, Planning
Arden Consulting Engineers, PLLC
Colliers Engineering & Design, P.C.
Maximilian R. Mahalek, Esq.

# Exhibit A

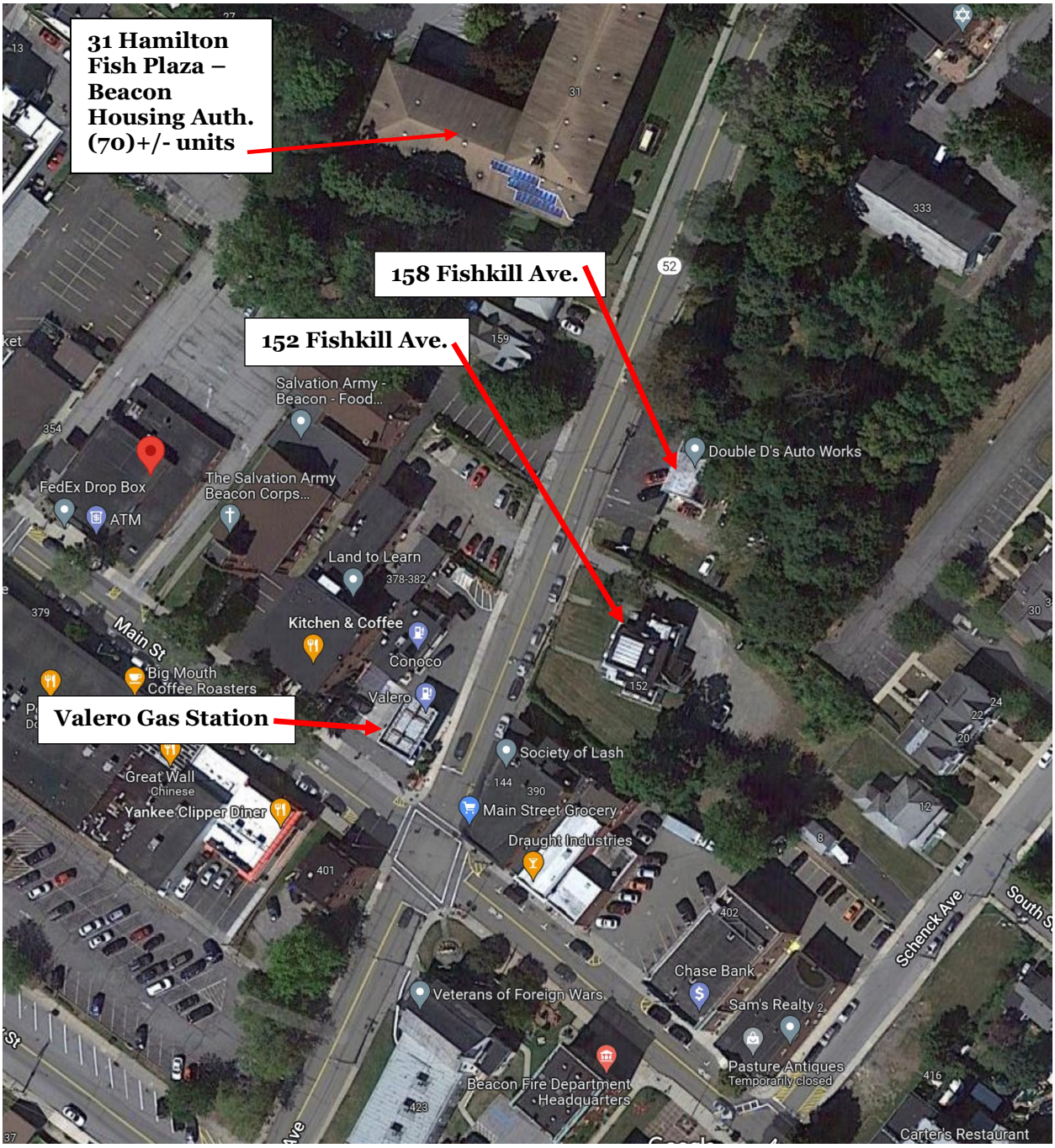
## Exhibit A: Images of the Premises and Surrounding Area

**Dutchess County Parcel Access Viewer Image: 152-158 Fishkill Avenue (the "Premises"):**



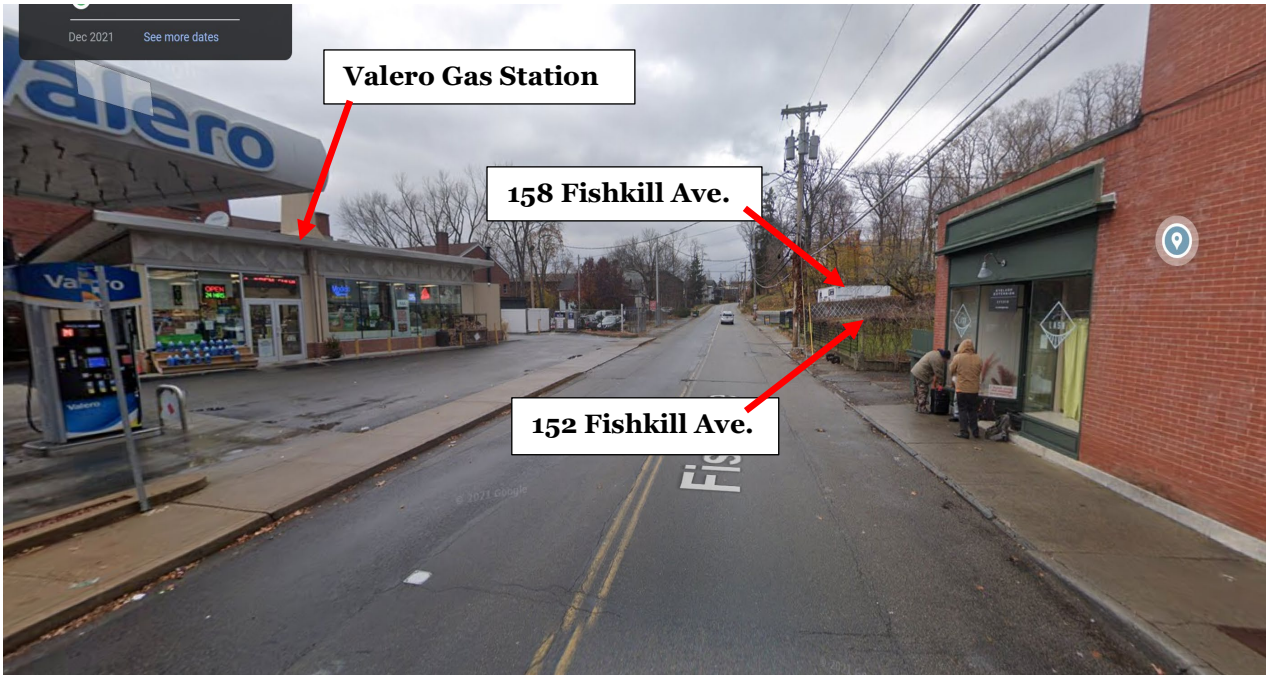
## Exhibit A: Images of the Premises and Surrounding Area (cont.)

**Google Aerial View Image of the Premises:**

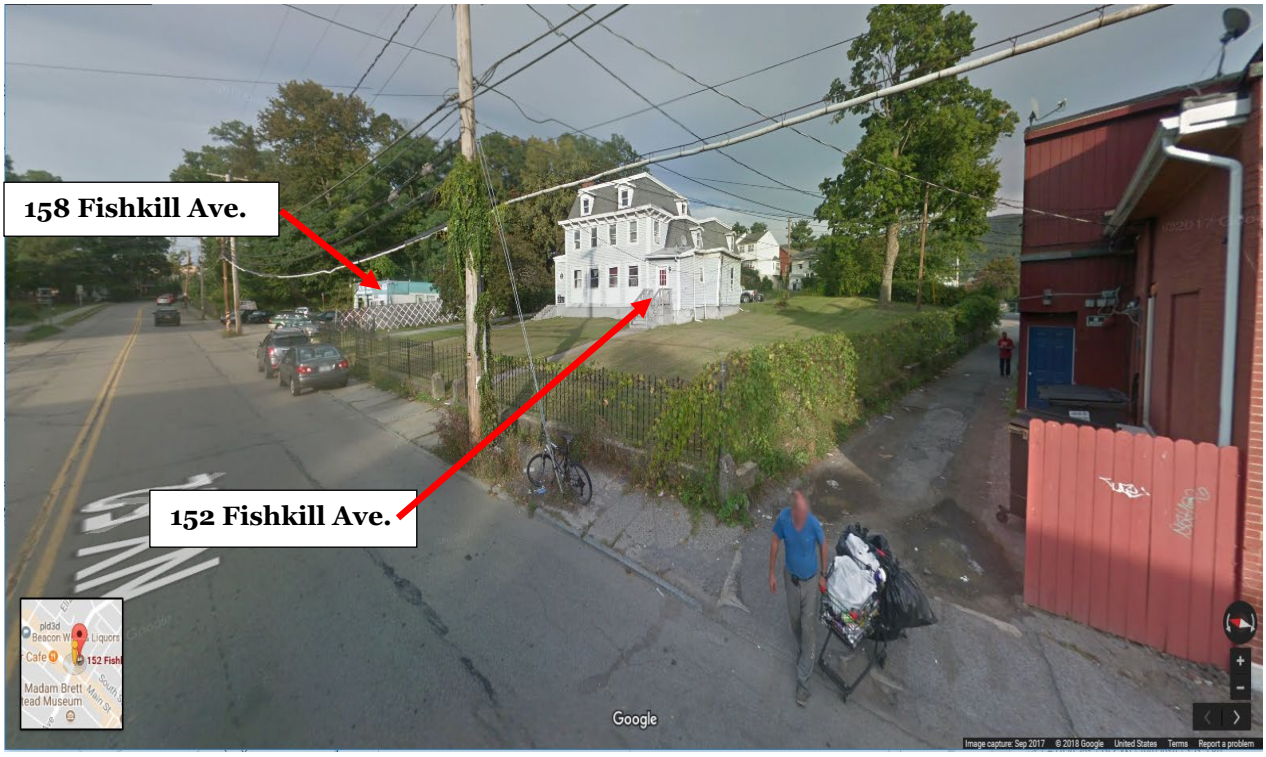


## Exhibit A: Images of the Premises and Surrounding Area (cont.)

**Google Street View Image of the Premises - Northbound on Fishkill Avenue:**




**Google Street View Image of the Premises – Northeast View From Fishkill Avenue:**



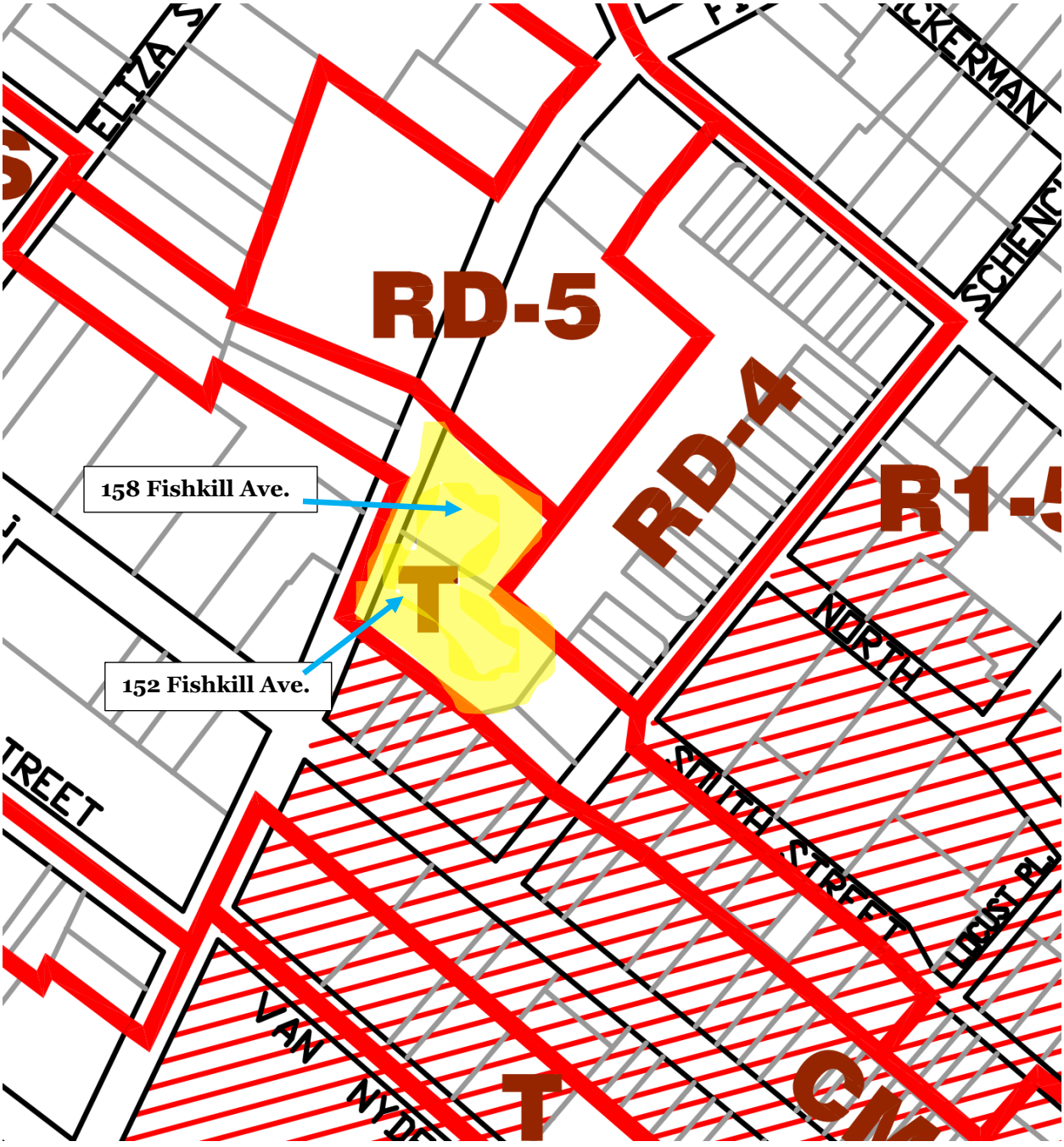
## Exhibit A: Images of the Premises and Surrounding Area (cont.)

**Google Street View Image of the Premises - Southbound on Fishkill Avenue:**

**Google Street View of the Premises - Looking East from Fishkill Avenue:**

## Exhibit A: Images of the Premises and Surrounding Area (cont.)

**City of Beacon Zoning Map Excerpt of the Premises – Transitional District:**



# Exhibit B

# APPLICATION FOR SITE PLAN APPROVAL

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

## IDENTIFICATION OF APPLICANT

Name: 152-158 Fishkill Avenue LLC

Address: 52 Dennings Avenue
Beacon, NY 12508

Signature: _____

Date: 2/27/2023

Phone: 845-416-3845

*(For Official Use Only)*

| | Date | Initials |
|---|---|---|
| Application & Fee Rec'd | | |
| Initial Review | | |
| Public Hearing | | |
| | | |
| Conditional Approval | | |
| Final Approval | | |

## IDENTIFICATION OF REPRESENTATIVE / DESIGN PRFESSIONAL

Name: Taylor M. Palmer, Esq. Cuddy & Feder LLP

Address: 300 Westage Business Center, Suite 380
Fishkill, New York 12524

Phone: 914-872-1924

Fax: 845-896-3672

Email address: tpalmer@cuddyfeder.com

## IDENTIFICATION OF SUBJECT PROPERTY:

Property Address: 152-158 Fishkill Avenue, City of Beacon, New York 12508

Tax Map Designation: Section 6054 Block 29 Lot(s) 041801 and 042814

Land Area: total acreage = 1.01 acres

Zoning District(s) T- Transitional District

## DESCRIPTION OF PROPOSED DEVELOPMENT:

Proposed Use: Mixed-Use Multi-Family Residential and Office

Gross Non-Residential Floor Space: Existing 1,111.50 Proposed 8,213.59

TOTAL: _____

Dwelling Units (by type): Existing 4 Proposed 16

TOTAL: 16

## ITEMS TO ACCOMPANY THIS APPLICATION

a. One electronic and five (5) **folded** paper copies of a site location sketch showing the location of the subject property and the proposed development with respect to neighboring properties and developments.

b. One electronic and five (5) **folded** paper copies 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. One electronic and five (5) **folded** paper copies 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 streets 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 the 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<br>**Commercial** $500 + $250 per 1,000 s.f. |
| **Special Use Permit** | **Residential** $500 + $250 per dwelling unit<br>**Commercial** $500 + $250 per 1,000 s.f. |
| **Subdivision** | $ 750 for 2-4 lots + $100 per lot<br>$1,000 for 5 or more lots + $300 per lot |

## 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) | $ 3,000 | $ 1,000 | Current bills + $1,200 |
| 6-15 | $ 9,000 | $ 2,500 | Current bills + $1,200 |
| Over 15 | $ 18,000 | $ 5,000 | Current bills + $6,000 |

### NON-RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

| | Initial Deposit | Depleted to | Replenishment |
|---|---|---|---|
| Existing Buildings/Change of Use with no site development | $ 1,800 | $ 1,000 | Current bills + $600 |
| Up to 3,000 s.f. gross floor area | $ 3,125 | $ 1,000 | Current bills + $1,200 |
| 3,000 to 10,000 s.f. gross floor area | $ 3,000 + $0.50 per sq.ft. over 3,000 | $ 2,500 | Current bills + $3,000 |
| Over 10,000 s.f. gross floor area | $ 9,000 + $0.50 per sq.ft. over 10,000 | $ 2,500 | Current bills + $3,000 |

### 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: 152-158 Fishkill Avenue LLC

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

Angela Ingham

Greg Sims

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

152-158 Fishkill Avenue LLC - 152 Fishkill Avenue, 158 Fishkill Avenue

Angela Ingham individually - 52 Dennings Avenue

Applicant Address: 52 Dennings Avenue, Beacon, NY 12508

Project Address: 152-158 Fishkill Avenue, City of Beacon, NY 12508

Project Tax Grid # 6054-29-041801 and 042814

Type of Application Site Plan & Lot Merger Approval for Proposed Mixed-Use Development

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, Angela Ingham, 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 ✓
2. Violations are pending on a parcel or parcels owned by me situated within the City of Beacon N/A
3. ALL tax payments due to the City of Beacon are current ✓
4. Tax delinquencies exist on a parcel or parcels owned by me within the City of Beacon N/A
5. Special Assessments are outstanding on a parcel or parcels owned by me in the City of Beacon N/A
6. ALL Special Assessments due to the City of Beacon on any parcel owned by me are current ✓

Signature of Owner

152-158 Fishkill Avenue LLC By Angela Ingham

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) | ___ | ___ | ____ |

**CITY OF BEACON**
**SITE PLAN SPECIFICATION FORM**

Name of Application: 152-158 Fishkill Avenue - Application for Site Plan & Subdivision Approval

| **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 of 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). | N/A | |
| 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. | N/A | |

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

Irrelevant to proposal unless otherwise determined by Board. See project narrative attached.

152-158 Fishkill Avenue LLC

Applicant/Sponsor Name: By: Angela Ingham

Signature:

Date: 2/27/2023

| FOR OFFICE USE ONLY |
| --- |
| Application # |

**CITY OF BEACON**
**1 Municipal Plaza, Beacon, NY**
**Telephone (845) 838-5000 · http://beaconny.gov/**

# ENTITY DISCLOSURE FORM

(This form must accompany every land use application and every application for a building permit or certificate of occupancy submitted by any entity)

Disclosure of the names and addresses of all persons or entities owning any interest or controlling position of any Limited Liability Company, Partnership, Limited Partnership, Joint Venture, Corporation or other business entity (hereinafter referred to as the "Entity") filing a land-use application with the City is required pursuant to Section 223-61.4 of the City Code of the City of Beacon. If any Member of the Entity is not a natural person, then the names and addresses as well as all other information sought herein must be supplied about the non-natural person member of that Entity, including names, addresses and Formation filing documents. Applicants shall submit supplemental sheets for any additional information that does not fit within the below sections, identifying the Section being supplemented.

**SECTION A.**

**IF AFFIANT IS A PARTNERSHIP, JOINT VENTURE OR OTHER BUSINESS ENTITY, EXCEPT A CORPORATION:**

| Name of Entity | Address of Entity |
| --- | --- |
| 152-158 Fishkill Avenue LLC | 52 Dennings Avenue<br>Beacon, NY 12508 |
| Place where such business entity was created | Official Registrar's or Clerk's office where the documents and papers creating entity were filed |
| New York State Department of State | New York State Department of State<br>DOS ID: 5023658 |
| Date such business entity or partnership was created | Telephone Contact Information |
| 10/14/2016 | 845-416-3845 |

**IF AFFIANT IS A CORPORATION:**

| Name of Entity | Telephone Contact Information |
| --- | --- |
| | |
| Principal Place of Business of Entity | Place and Date of incorporation |
| | |
| Method of Incorporation | Official place where the documents and papers of incorporation were filed |
| | |

**SECTION B.** List all persons, officers, limited or general partners, directors, members, shareholders, managers, and any others with any interest, mortgage, encumbrance or other interest (recorded or unrecorded) in or with the above referenced

Entity. List all persons to whom corporate stock has been pledged, mortgaged or encumbered and with whom any agreement has been made to pledge, mortgage or encumber said stock. Use a supplemental sheet to list additional persons.

| Name | Resident Address | Resident Telephone Number | Nature and Extent of Interest |
|---|---|---|---|
| Angela Ingham | 52 Dennings Avenue Beacon, NY 12508 | 845-416-3845 | 48.375% |
| Greg Sims | 11 Ireland Drive Poughkeepsie, NY 12603 | 845-489-2442 | 48.375% |
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**SECTION C.** List all owners of record of the subject property or any part thereof.

| Name | Residence or Business Address | Telephone Number | Date and Manner title was acquired | Date and place where the deed or document of conveyance was recorded or filed. |
|---|---|---|---|---|
| 152-158 Fishkill Avenue LLC<br>152 Fishkill Avenue<br>Beacon, NY 12508 | 52 Dennings Avenue Beacon, NY 12508 | 845-416-3845 | Deed dated April 21, 2017 | Recorded - Dutchess County Clerk's Office April 28, 2017 |
| 152-158 Fishkill Avenue LLC<br>158 Fishkill Avenue<br>Beacon, NY 12508 | 52 Dennings Avenue Beacon, NY 12508 | 845-416-3845 | Deed dated April 21, 2017 | Recorded - Dutchess County Clerk's Office April 28, 2017 |
| | | | | |

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|---|---|---|---|---|
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**SECTION D.** Is any owner, of record or otherwise, an officer, director, stockholder, agent or employee of any person listed in Section B-C?

☐ **YES** ☑ **NO**

| Name | Employer | Position |
|---|---|---|
| | | |
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**SECTION E.** Is any party identified in Sections A- C an officer, elected or appointed, or employee of the City of Beacon or related, by marriage or otherwise, to a City Council member, planning board member, zoning board of appeals member or employee of the City of Beacon ?

☐ **YES** ☑ **NO**

If yes, list every Board, Department, Office, agency or other position with the City of Beacon with which a party has a position, unpaid or paid, or relationship and identify the agency, title, and date of hire.

| Agency | Title | Date of Hire, Date Elected, or Date Appointed | Position or Nature of Relationship |
|---|---|---|---|
| | | | |
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**SECTION F.** Was any person referred to in Sections A-D known by any other name within five (5) years preceding the date of the application?

☐ YES ☑ NO

| Current Name | Other Names |
|---|---|
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**SECTION G.** List the names and addresses of each person, business entity, partnership and corporation in the chain of title of the subject premises for the five (5) years next preceding the date of the application.

| Name | Address |
|---|---|
| 152-158 Fishkill Avenue LLC | 52 Dennings Avenue, Beacon, NY 12508 |
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**SECTION H.** If the applicant is not a record owner of the subject property, describe the applicant's interest in the subject property and the relationship the applicant has to the record owner(s) of the subject property.

**SECTION I.** If the applicant is a contract vendee, a duplicate original or photocopy of the full and complete contract of purchase, including all riders, modification and amendments thereto, shall be submitted with the application. Any sensitive or confidential information may be redacted from the contract prior to production.

**SECTION J.**

1. Where the record owner or contract vendee is a corporation, the following additional information shall be submitted:

| | |
|---|---|
| Name of the Corporation | Telephone Contact Information |
| Principal Business Address | Place and Date of Incorporation |
| Method of Incorporation | Official place where the documents and papers of incorporation were filed |

2. Please provide the following information for every incorporator, officer, director and shareholder of the corporation.

| **Name** | **Residence or business address** | **Telephone number** |
|---|---|---|
| | | |
| | | |
| | | |
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| | | |

3. Have any shares of the stock of the corporation or of any stockholder been pledged, mortgaged or encumbered?

☐ YES ☑ NO

If so, please list the name and address of each person having, holding, owning or claiming any such interest.

| **Name** | **Address** |
|---|---|
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**SECTION K.** Have the present owners entered into a contract for the sale of all or any part of the subject property and, if in the affirmative, please provide a duplicate original or photocopy of the fully and complete contract of sale, including all riders, modifications and amendments thereto.

☐ **YES** ☑ **NO**

GregSi

I, Angela Ingham being first duly sworn, according to law, deposes and says that I am (Title) _____, an active and qualified member of the 152-158 Fishkill Avenue LLC, a business duly authorized by law to do business in the State of New York, and that the statements made herein are true, accurate, and complete.

(Print) 152-158 Fishkill Avenue LLC
By Angela Ingham

(Signature) _____

# Exhibit C

# APPLICATION FOR SUBDIVISION APPROVAL

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

## IDENTIFICATION OF APPLICANT

Name: 152-158 Fishkill Avenue LLC

Address: 52 Dennings Avenue

Beacon, New York 12508

Signature: [signature]

Date: 2/27/2023

Phone: 845-416-3845

*(For Official Use Only)*

| | Date | Initials |
|---|---|---|
| Preliminary Application Rec'd | | |
| Application Fee: | | |
| Public Hearing | | |
| Preliminary Plat Approved: | | |
| Final Plat Approved: | | |
| Recreation Fee: | | |
| Performance Bond: | | |

## IDENTIFICATION OF REPRESENTATIVE / DESIGN PRFESSIONAL

Name: Taylor M. Palmer, Esq. Cuddy & Feder LLP

Address: 300 Westage Business Center, Suite 380

Fishkill, New York 12524

Phone: 914-876-1924

Fax: 845-896-3672

Email address: tpalmer@cuddyfeder.com

## IDENTIFICATION OF SUBJECT PROPERTY:

Subdivision name or identifying title:

152-158 Fishkill Avenue

Street which property abuts: Fishkill Avenue

Current Tax Map Designation: Section 6054 Block 29 Lot(s) 041801 and 042814

Property (does) (does not) connect directly into a (State) (County) highway. Land in subdivision (is) (is not) within 500 feet of a Municipal boundary. Total area of property 1.01 acres (152 Fishkill Ave = 0.594 Acres; 158 Fishkill Ave = .41 Acres)

## ITEMS TO ACCOMPANY THIS APPLICATION

a. One electronic and five (5) **folded** copies of a subdivision plat showing the location of the subject property and the proposed development with respect to neighboring properties and developments.

b. An application fee, payable to the City of Beacon, computed per the attached fee schedule.

c. An initial escrow amount, payable to the City of Beacon, as set forth in the attached fee schedule.

# APPLICATION FEES

| | |
|---|---|
| **Site Plan** | **Residential** $500 + $250 per dwelling unit<br>**Commercial** $500 + $250 per 1,000 s.f. |
| **Special Use Permit** | **Residential** $500 + $250 per dwelling unit<br>**Commercial** $500 + $250 per 1,000 s.f. |
| **Subdivision** | $ 750 for 2-4 lots + $100 per lot<br>$1,000 for 5 or more lots + $300 per lot |

## 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) | $ 3,000 | $ 1,000 | Current bills + $1,200 |
| 6-15 | $ 9,000 | $ 2,500 | Current bills + $1,200 |
| Over 15 | $ 18,000 | $ 5,000 | Current bills + $6,000 |

**NON-RESIDENTIAL SITE PLAN AND SUP APPLICATIONS**

| | Initial Deposit | Depleted to | Replenishment |
|---|---|---|---|
| Existing Buildings/Change of Use with no site development | $ 1,800 | $ 1,000 | Current bills + $600 |
| Up to 3,000 s.f. gross floor area | $ 3,125 | $ 1,000 | Current bills + $1,200 |
| 3,000 to 10,000 s.f. gross floor area | $ 3,000 + $0.50 per sq.ft. over 3,000 | $ 2,500 | Current bills + $3,000 |
| Over 10,000 s.f. gross floor area | $ 9,000 + $0.50 per sq.ft. over 10,000 | $ 2,500 | Current bills + $3,000 |

**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: 152-158 Fishkill Avenue LLC

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

Angela Ingham

Greg Sims

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

152-158 Fishkill Avenue LLC - 152 Fishkill Avenue, 158 Fishkill Avenue

Angela Ingham individually - 52 Dennings Avenue

Applicant Address: 52 Dennings Avenue, Beacon, NY 12508

Project Address: 152-158 Fishkill Avenue, City of Beacon, NY 12508

Project Tax Grid # 6054-29-041801 and 042814

Type of Application Site Plan & Lot Merger Approval for Mixed-Use Development

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, Angela Ingham, 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 ✓
2. Violations are pending on a parcel or parcels owned by me situated within the City of Beacon N/A
3. ALL tax payments due to the City of Beacon are current ✓
4. Tax delinquencies exist on a parcel or parcels owned by me within the City of Beacon N/A
5. Special Assessments are outstanding on a parcel or parcels owned by me in the City of Beacon N/A
6. ALL Special Assessments due to the City of Beacon on any parcel owned by me are current ✓

Signature of Owner

152-158 Fishkill Avenue LLC By Angela Ingham

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) | ___ | ___ | ____ |

**CITY OF BEACON**
**PRELIMINARY SUBDIVISION PLAT**
**AND CONSTRUCTION PLANS SPECIFICATION FORM**

**Name of Application:** 152-158 Fishkill Avneue LLC

| PRELIMINARY SUBDIVISION PLAT | YES | NO |
|---|---|---|
| The preliminary plat shall be clearly marked "Preliminary Plat", shall be drawn to a convenient scale but not less than 1" = 100', and shall contain the following information: | | ✓ |
| Proposed subdivision name or identifying title, name, and address of property owner and subdivider (if other than owner), name and address of the surveyor and/or engineer preparing the plan, scale, approximate true North point, and date. | ✓ | |
| The approximate location and dimensions of all property lines, the total acreage of the proposed subdivision, the location of any zoning, special district or municipal boundary lines affecting the subdivision, and the names of owners of record of properties adjoining and directly across the street from proposed subdivision. | ✓ | |
| The location of all existing structures and pertinent features, including railroads, water bodies, water courses, wetlands, rock outcroppings, wooded areas, major trees, and stone walls, that may influence the design of the subdivision, plus accurate topography at a vertical contour interval of not more than two (2) feet. The topographic data shall be determined by field survey unless the Planning Board specifically waives this requirement and/or permits the substitution of topographic information obtained from other sources determined satisfactory for the particular case. | ✓ | |
| The location and status of existing streets or private roads, easements and rights-of-way (if any), proposals for the layout of new streets or private roads (including widths and approximate curve radii) and any proposed easements, rights-of-way and/or reservations. | ✓ | |
| The names of existing streets or private roads and proposed names for new streets or private roads. | ✓ | |
| The proposed arrangement of lots, including identifying numbers and approximate area and dimensions of each. | ✓ | |
| Location, size and nature of any area proposed to be reserved for park purposes. | N/A | |
| A site location sketch, at a scale of one inch equals 400 feet, showing the general situation within 1,000 feet of the applicant's property with respect to surrounding properties, streets and private roads. | ✓ | |
| Where the preliminary plat includes only a portion of an applicant's contiguous holding, the applicant shall also indicate, on a sketch at a scale of not less than one inch equals 200 feet, the probable future street or private road system, lot arrangement and location of park and other reservations for the remaining portion of the tract. Such sketch shall be for the purpose of guiding the Planning Board in reviewing the proposed preliminary plat and shall include topographic data with a vertical contour interval of not more than five feet plus any other information determined necessary by the Planning Board. | N/A | |
| Such additional information as may be required by Chapter 195 – Subdivision of Land; Chapter 223 – Zoning; or the Planning Board. | ✓ | |

| PRELIMINARY CONSTRUCTION PLANS | YES | NO |
|---|---|---|
| The preliminary construction plans shall be drawn at the same scale as the preliminary plat and shall include the following information: | ✓ | |
| Location and sizes of any existing water, sewer storm drainage and other utility lines and structures within and nearby the proposed subdivision. | | ✓ |
| The proposed system for the provision of water supply and fire protection facilities, sewage disposal, stormwater drainage, and other utility services. | ✓ | |
| Proposed street or private road profiles and cross-sections showing the approximate grade of proposed streets or private roads, the relationship of existing to proposed grades, and the proposed grades, and the proposed vertical curvature along the center line of all new streets or private roads. | N/A | |
| Location of all existing and proposed monuments and other subdivision improvements. | ✓ | |
| Such additional information as may be required by this chapter, the Zoning chapter, or the Planning Board. | ✓ | |

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**CITY OF BEACON**
**FINAL SUBDIVISION PLAT**
**AND CONSTRUCTION PLANS SPECIFICATION FORM**

**Name of Application:** 152-158 Fishkill Avenue LLC

| **FINAL SUBDIVISION PLAT** | **YES** | **NO** |
|---|---|---|
| The final subdivision plat shall be drawn clearly and legibly on transparent tracing cloth with black waterproof ink, at a scale no smaller than one inch equals 100 feet but preferably at a scale of one inch equals 50 feet. The sheet size shall not exceed 36 inches by 48 inches. If the size of proposed subdivision required a drawing larger than this, two or more sheets may be submitted, with match lines clearly indicated, and an index map shall be prepared on the same size sheet. | | |
| The final plat shall contain the following information: | | |
| Proposed subdivision name or identifying title, name, and address of owner of record and of subdivider (if other than owner), certification and seal of the registered engineer or licensed land surveyor who prepared the plat, names of the owners of record of adjoining properties and of properties directly across the street or private road, graphic scale, approximate true North point, and date. | ✓ | |
| The location and dimensions of all boundary lines of the proposed subdivision, and all existing and proposed streets, private roads, lot lines, easements and rights-of-way, with sufficient data to readily determine the location, bearing and length of all such lines and to reproduce such lines upon the ground. | ✓ | |
| The names of all existing and proposed streets and private roads. | ✓ | |
| The locations of all water bodies and watercourses. | N/A | |
| The location of all existing buildings, including identification of all buildings to be removed as a condition of plat approval. | ✓ | |
| The total acreage included in the entire subdivision, and the identification number and acreage of all lots and land reservations within the proposed subdivision. | ✓ | |
| Location of all existing and proposed monuments. | ✓ | |
| A site location map, at a scale of one inch equals 400 feet, showing the location of the subject property with respect to neighboring properties, streets and private roads. | ✓ | |
| Notations explaining any drainage, sight slope, street widening, park area or other reservations or easements, including any self-imposed restrictions or covenants. | N/A | |
| Endorsement of approval by the Dutchess County Health Department. | | ✓ |
| Plan for the provisional delivery of mail, as approved by the local postmaster. | | ✓ |
| Endorsement of the owner as follows:<br><br>"Approved for filing:<br>Owner _____ Date 2/27/2023 " | | |

| FINAL SUBDIVISION PLAT *(continued)* | YES | NO |
|---|---|---|
| Form for endorsement by Planning Board Chairman as follows:<br><br>"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.<br><br>Signed this _____ day of _____, 20_____, by<br>_____, Chairman<br>_____, Secretary<br><br>In absence of the Chairman or Secretary, the Acting Chairman or Acting Secretary Respectively may sign in this place. | | X |
| Such additional information as may be required by Chapter 195 – Subdivision of Land; Chapter 223 – Zoning; or the Planning Board. | ✓ | |
| Stormwater pollution prevention plan. A stormwater pollution prevention plan consistent with the requirements of Chapter 190 and with the terms of preliminary plan approval shall be required for final subdivision plat approval. The SWPPP shall meet the performance and design criteria and standards in Chapter 190, Article II. The approved final subdivision plat shall be consistent with the provisions of Chapter 190. | | ✓ |

| FINAL CONSTRUCTION PLANS | YES | NO |
|---|---|---|
| Final construction plans and profiles shall be prepared for all proposed streets, private roads and other required improvements. Plans shall be drawn at the same scale as the final plat and on the same size sheets, but not on the same sheets. The following information shall be shown: | N/A | |
| Plans and profiles showing the location and a typical cross-section of street and/or private road pavements including curbs and gutters, sidewalks, manholes and catch basins; the location of street or private road trees, lighting and signs; the location, size and invert elevations of existing and proposed sanitary sewers, stormwater drains and fire hydrants; the location and size of all water, gas or other underground utilities or structures; and the location and design of any other required improvements. | N/A | |
| Profiles showing existing and proposed elevations along the center line of all streets and private roads. Where a proposed street or private road intersects an existing street or private road, the elevation along the center line of the existing street or private road within 100 feet of intersection, shall be shown. All elevations must be referred to established U.S. Government of approved local benchmarks, where they exist within ½ mile of the boundary of the subdivision. | N/A | |
| The Planning Board may require, where steep slopes exist, cross-sections showing existing and proposed elevations of all new streets and private roads every 100 feet at five points on a line at right angles to the center line of the street or private road, said elevation points to be at the center line of the street or private road, each property line, and points 30 feet inside each property line. | N/A | |
| Location, size, elevation and other appropriate description of any existing facilities which will be connected to proposed facilities and utilities within the subdivision. | | ✓ |

| **FINAL CONSTRUCTION PLANS** *(continued)* | | |
|---|---|---|
| Where the design of the subdivision requires the regarding of land, the regarding of land, the regraded contours shall be shown along with estimates of the quantity of material to be added or removed and the proposed measures to be implemented by the subdivider to rehabilitate the disturbed area or areas. | ✓ | |
| Title of all sheets, name, address, signature and seal of licensed engineer preparing the construction plans, the date prepared, including revisions dates if any, approximate true North point, scale, and consecutive numbering as sheet _____ of _____. | ✓ | |
| A notation of approval, on all sheets as follows<br><br>"Approved by:<br><br>_____ _____<br>Owner Date<br><br>and<br><br>_____ _____<br>Planning Board Chairman Date" | | ✓ |
| Such additional information as may be required by Chapter 195 – Subdivision of Land; Chapter 223 – Zoning; or the Planning Board. | ✓ | |

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

Items will either be provided in Subdivision Plat; or are irrelevant to this particular two-lot merger request.

Applicant/Sponsor Name: 152-158 Fishkill Avenue LLC By Angela Ingham

Signature: _____

Date: 2/27/2023

| FOR OFFICE USE ONLY |
| --- |
| Application # |

**CITY OF BEACON**
**1 Municipal Plaza, Beacon, NY**
**Telephone (845) 838-5000 · http://cityofbeacon.org/**

# ENTITY DISCLOSURE FORM

(This form must accompany every land use application and every application for a building permit or certificate of occupancy submitted by any entity)

Disclosure of the names and addresses of all persons or entities owning any interest or controlling position of any Limited Liability Company, Partnership, Limited Partnership, Joint Venture, Corporation or other business entity (hereinafter referred to as the "Entity") filing a land-use application with the City is required pursuant to Section 223-61.4 of the City Code of the City of Beacon. If any Member of the Entity is not a natural person, then the names and addresses as well as all other information sought herein must be supplied about the non-natural person member of that Entity, including names, addresses and Formation filing documents. Applicants shall submit supplemental sheets for any additional information that does not fit within the below sections, identifying the Section being supplemented.

**SECTION A.**

**IF AFFIANT IS A PARTNERSHIP, JOINT VENTURE OR OTHER BUSINESS ENTITY, EXCEPT A CORPORATION:**

| Name of Entity | Address of Entity |
| --- | --- |
| 152-158 Fishkill Avenue LLC | 52 Dennings Avenue<br>Beacon, NY 12508 |
| Place where such business entity was created<br>New York State Department of State | Official Registrar's or Clerk's office where the documents and papers creating entity were filed<br>New York State Department of State<br>DOS ID: 5023658 |
| Date such business entity or partnership was created<br>10/14/2016 | Telephone Contact Information<br>845-416-3845 |

**IF AFFIANT IS A CORPORATION:**

| Name of Entity | Telephone Contact Information |
| --- | --- |
| Principal Place of Business of Entity | Place and Date of incorporation |
| Method of Incorporation | Official place where the documents and papers of incorporation were filed |

**SECTION B.** List all persons, officers, limited or general partners, directors, members, shareholders, managers, and any others with any interest, mortgage, encumbrance or other interest (recorded or unrecorded) in or with the above referenced

Entity. List all persons to whom corporate stock has been pledged, mortgaged or encumbered and with whom any agreement has been made to pledge, mortgage or encumber said stock. Use a supplemental sheet to list additional persons.

| Name | Resident Address | Resident Telephone Number | Nature and Extent of Interest |
|---|---|---|---|
| Angela Ingham | 52 Denings Avenue<br>Beacon, NY 12508 | 845-416-3845 | 48.375% |
| Greg Sims | 11 Ireland Drive<br>Poughkeepsie, NY 12603 | 845-489-2442 | 48.375% |
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**SECTION C.** List all owners of record of the subject property or any part thereof.

| Name | Residence or Business Address | Telephone Number | Date and Manner title was acquired | Date and place where the deed or document of conveyance was recorded or filed. |
|---|---|---|---|---|
| 152-158 Fishkill Avenue LLC<br>152 Fishkill Avenue<br>Beacon, NY 12508 | 52 Dennings Avenue<br>Beacon, NY 12508 | 845-416-3845 | Deed dated April 21, 2017 | Recorded - Dutchess County Clerk's Office<br>April 28, 2017 |
| 152-158 Fishkill Avenue LLC<br>158 Fishkill Avenue<br>Beacon, NY 12508 | 52 Dennings Avenue<br>Beacon, NY 12508 | 845-416-3845 | Deed dated April 21, 2017 | Recorded - Dutchess County Clerk's Office<br>April 28, 2017 |
| | | | | |
| | | | | |

**SECTION D.** Is any owner, of record or otherwise, an officer, director, stockholder, agent or employee of any person listed in Section B-C?

☐ YES ☑ NO

| Name | Employer | Position |
|---|---|---|
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**SECTION E.** Is any party identified in Sections A- C an officer, elected or appointed, or employee of the City of Beacon or related, by marriage or otherwise, to a City Council member, planning board member, zoning board of appeals member or employee of the City of Beacon ?

☐ YES ☑ NO

If yes, list every Board, Department, Office, agency or other position with the City of Beacon with which a party has a position, unpaid or paid, or relationship and identify the agency, title, and date of hire.

| Agency | Title | Date of Hire, Date Elected, or Date Appointed | Position or Nature of Relationship |
|---|---|---|---|
| | | | |
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**SECTION F.** Was any person referred to in Sections A-D known by any other name within five (5) years preceding the date of the application?

☐ **YES** ☑ **NO**

| Current Name | Other Names |
|---|---|
| | |
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**SECTION G.** List the names and addresses of each person, business entity, partnership and corporation in the chain of title of the subject premises for the five (5) years next preceding the date of the application.

| Name | Address |
|---|---|
| 152-158 Fishkill Avenue LLC | 52 Dennings Avenue<br>Beacon, NY 12508 |
| | |
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|---|---|
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| | |

**SECTION H.** If the applicant is not a record owner of the subject property, describe the applicant's interest in the subject property and the relationship the applicant has to the record owner(s) of the subject property.

_____

_____

_____

**SECTION I.** If the applicant is a contract vendee, a duplicate original or photocopy of the full and complete contract of purchase, including all riders, modification and amendments thereto, shall be submitted with the application. Any sensitive or confidential information may be redacted from the contract prior to production.

**SECTION J.**

1. Where the record owner or contract vendee is a corporation, the following additional information shall be submitted:

| | |
|---|---|
| Name of the Corporation | Telephone Contact Information |
| Principal Business Address | Place and Date of Incorporation |
| Method of Incorporation | Official place where the documents and papers of incorporation were filed |

2. Please provide the following information for every incorporator, officer, director and shareholder of the corporation.

| **Name** | **Residence or business address** | **Telephone number** |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

3. Have any shares of the stock of the corporation or of any stockholder been pledged, mortgaged or encumbered?

☐ YES ☑ NO

If so, please list the name and address of each person having, holding, owning or claiming any such interest.

| Name | Address |
|---|---|
| | |
| | |
| | |
| | |

**SECTION K.** Have the present owners entered into a contract for the sale of all or any part of the subject property and, if in the affirmative, please provide a duplicate original or photocopy of the fully and complete contract of sale, including all riders, modifications and amendments thereto.

☐ YES ☑ NO

I, Angela Ingham being first duly sworn, according to law, deposes and says that I am (Title) _____, an active and qualified member of the 152-158 Fishkill Avenue LLC, a business duly authorized by law to do business in the State of New York, and that the statements made herein are true, accurate, and complete.

152-158 Fishkill Avenue LLC

(Print) By Angela Ingham

(Signature) _____

# Exhibit D

## Instructions for Completing Part 1

**Part 1 is to be completed by the applicant or project sponsor.** Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

**A. Project and Applicant/Sponsor Information.**

| | | |
|---|---|---|
| Name of Action or Project:<br>152-158 Fishkill Avenue | | |
| Project Location (describe, and attach a general location map):<br>152-158 Fishkill Avenue, City of Beacon, County of Ducthess, New York 12508 | | |
| Brief Description of Proposed Action (include purpose or need):<br>New 2.5-story mixed-use, multi-family building with 16 units, office space, and a rooftop terrace; and 62 off-street parking spaces. | | |
| Name of Applicant/Sponsor:<br>152-158 Fishkill Avenue LLC | Telephone: 845-416-3845<br>E-Mail: aingham85@gmail.com | |
| Address: 52 Dennings Avenue | | |
| City/PO: Beacon | State: NY | Zip Code: 12508 |
| Project Contact (if not same as sponsor; give name and title/role):<br>Taylor M. Palmer, Esq./ Cuddy & Feder LLP | Telephone: (914) 872-1924<br>E-Mail: tpalmer@cuddyfeder.com | |
| Address:<br>445 Hamilton Avenue, 14th Floor | | |
| City/PO:<br>White Plains | State:<br>NY | Zip Code:<br>10601 |
| Property Owner (if not same as sponsor):<br>Same | Telephone:<br>E-Mail: | |
| Address: | | |
| City/PO: | State: | Zip Code: |

**B. Government Approvals**

**B. Government Approvals, Funding, or Sponsorship.** ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

| Government Entity | If Yes: Identify Agency and Approval(s) Required | Application Date (Actual or projected) |
|---|---|---|
| a. City Council, Town Board, or Village Board of Trustees ☐Yes ☐No | | |
| b. City, Town or Village Planning Board or Commission ☑Yes ☐No | Planning Board - Site Plan Approval and Subdivision Approval | February 2023 |
| c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No | Zoning Board of Appeals - Area Variances | April 2023 |
| d. Other local agencies ☒Yes ☐No | Building Department - Building Permit | March 2024 |
| e. County agencies ☑Yes ☐No | Dutchess Cnty. Planning Dept. - Referral; Dutchess Cnty. Health Dept. Review | February 2023 |
| f. Regional agencies ☐Yes ☐No | | |
| g. State agencies ☑Yes ☐No | | |
| h. Federal agencies ☐Yes ☐No | | |

i. Coastal Resources.

*i*. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

*ii*. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes ☐No

*iii*. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

**C. Planning and Zoning**

**C.1. Planning and zoning actions.**

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

**C.2. Adopted land use plans.**

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
T (Transitional) Zoning District

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
*i.* What is the proposed new zoning for the site? _____

**C.4. Existing community services.**

a. In what school district is the project site located? Beacon City School District

b. What police or other public protection forces serve the project site?
Beacon Police Department

c. Which fire protection and emergency medical services serve the project site?
Beacon Fire Department

d. What parks serve the project site?
Memorial Park

**D. Project Details**

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed-use Residential and Office

b. a. Total acreage of the site of the proposed action? 1.01 acres
b. Total acreage to be physically disturbed? 0.90 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.01 acres

c. Is the proposed action an expansion of an existing project or use? ☒ Yes ☐ No
*i.* If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % 300% increase (4 residential units to 16) Units: 4 residential units to 16 units

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
*i.* Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
2 Lots Merged into 1
*ii.* Is a cluster/conservation layout proposed? ☐ Yes ☑ No
*iii.* Number of lots proposed? 1
*iv.* Minimum and maximum proposed lot sizes? Minimum _____ Maximum 1.01

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
*i.* If No, anticipated period of construction: 18 months
*ii.* If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

| | One Family | Two Family | Three Family | Multiple Family (four or more) |
|---|---|---|---|---|
| Initial Phase | | | | |
| At completion of all phases | | | | 16 total units |

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

*i.* Total number of structures 1 mixed-use

*ii.* Dimensions (in feet) of largest proposed structure: 37' height; 156' 9.5" width; and 181' 1.5" length

*iii.* Approximate extent of building space to be heated or cooled: 29,668 square feet

**9,341 sq. ft. office space**

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

*i.* Purpose of the impoundment: _____

*ii.* If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

*iii.* If other than water, identify the type of impounded/contained liquids and their source.

_____

*iv.* Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

*v.* Dimensions of the proposed dam or impounding structure: _____ height; _____ length

*vi.* Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☑ Yes ☐ No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

*i* .What is the purpose of the excavation or dredging? Site development

*ii.* How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): TBD
- Over what duration of time? 3 months

*iii.* Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

On-site existing soil will need to be excavated and removed from the site. The soil will potentially be used as fill on a separate construction site.

_____

*iv.* Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☑ No

If yes, describe. _____

_____

*v.* What is the total area to be dredged or excavated? 0.90 acres

*vi.* What is the maximum area to be worked at any one time? 0.90 acres

*vii.* What would be the maximum depth of excavation or dredging? 17 +/- feet

*viii.* Will the excavation require blasting? ☐ Yes ☑ No

*ix.* Summarize site reclamation goals and plan: _____

Topsoil will be stockpiled and re-used onsite where practical.

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

*i.* Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

*ii.* Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

*iii.* Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes[ ]No

If Yes, describe: _____

*iv.* Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes[ ]No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

*v.* Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑Yes☐No

If Yes:

*i.* Total anticipated water usage/demand per day: 3,461.36 gallons/day

*ii.* Will the proposed action obtain water from an existing public water supply? ☑Yes☐No

If Yes:

- Name of district or service area: City of Beacon Water District
- Does the existing public water supply have capacity to serve the proposal? ☑Yes☐No
- Is the project site in the existing district? ☑Yes☐No
- Is expansion of the district needed? ☐Yes☑No
- Do existing lines serve the project site? ☑Yes☐No

*iii.* Will line extension within an existing district be necessary to supply the project? ☐Yes☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

*iv.* Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes☑No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

*v.* If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

*vi.* If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes☐No

If Yes:

*i.* Total anticipated liquid waste generation per day: 3,461.36 gallons/day

*ii.* Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

Sanitary wastewater

_____

*iii.* Will the proposed action use any existing public wastewater treatment facilities? ☑Yes☐No

If Yes:

- Name of wastewater treatment plant to be used: City of Beacon Wastewater Treatment Plant
- Name of district: City of Beacon Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes☐No
- Is the project site in the existing district? ☑Yes☐No
- Is expansion of the district needed? ☐Yes☑No

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

*iv.* Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

*v.* If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

N/A

*vi.* Describe any plans or designs to capture, recycle or reuse liquid waste: _____

There are no plans at this time.

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

*i.* How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

*ii.* Describe types of new point sources. _____

*iii.* Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

*iv.* Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑ Yes ☐ No

If Yes, identify:

*i.* Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Heavy equipment during construction only.

*ii.* Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

N/A

*iii.* Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

Furnace for heating of building or split system.

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

*i.* Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

*ii.* In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide ($CO_2$)
- _____Tons/year (short tons) of Nitrous Oxide ($N_2O$)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride ($SF_6$)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐ Yes ☑ No

If Yes:

*i.* Estimate methane generation in tons/year (metric): _____

*ii.* Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐ Yes ☑ No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐ Yes ☑ No

If Yes:

*i.* When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐ Weekend

☐ Randomly between hours of _____ to _____.

*ii.* For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

*iii.* Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

*iv.* Does the proposed action include any shared use parking? ☐ Yes ☐ No

*v.* If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

*vi.* Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐ Yes ☐ No

*vii* Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐ Yes ☐ No

*viii*. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐ Yes ☐ No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑ Yes ☐ No

If Yes:

*i.* Estimate annual electricity demand during operation of the proposed action: _____

0.36 kW

*ii.* Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Local grid including suppliers such as Central Hudson Gas & Electric.

*iii.* Will the proposed action require a new, or an upgrade, to an existing substation? ☐ Yes ☑ No

l. Hours of operation. Answer all items which apply.

*i.* During Construction:

- Monday - Friday: 8am - 6pm
- Saturday: 9am-5pm
- Sunday: 9am-5pm
- Holidays: Excluding national holidays

*ii.* During Operations:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

*i.* Provide details including sources, time of day and duration:

Construction equipment during construction hours noted in this EAF

*ii.* Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: Landscape screening is proposed pursuant to the Applicant's Site Plan.

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

*i.* Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Parking area lighting, building-mounted lighting at entrances.

*ii.* Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☑ Yes ☐ No

Describe: Some existing trees on the site will be removed for site development. New landscaping is proposed.

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☑ Yes ☐ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

Heavy equipment for site grading during construction hours only.

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

*i.* Product(s) to be stored _____

*ii.* Volume(s) _____ per unit time _____ (e.g., month, year)

*iii.* Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☑ Yes ☐ No

If Yes:

*i.* Describe proposed treatment(s):

Lawn & planting fertilizer to be applied by a licensed applicator.

*ii.* Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☑ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

*i.* Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: 2 tons per month (unit of time)
- Operation : 2 tons per month (unit of time)

*ii.* Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Recycle paper, cardboard, aluminum cans
- Operation: Recycle paper, cardboard, aluminum cans

*iii.* Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Local transfer station
- Operation: Local transfer station

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

*i.* Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

*ii.* Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

*iii.* If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

*i.* Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

*ii.* Generally describe processes or activities involving hazardous wastes or constituents: _____

*iii.* Specify amount to be handled or generated _____ tons/month

*iv.* Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

*v.* Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

## E. Site and Setting of Proposed Action

### E.1. Land uses on and surrounding the project site

a. Existing land uses.

*i.* Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☒ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☒ Other (specify): Gas Station; Multi-family

*ii.* If mix of uses, generally describe:

Mixed-use Consistent with Main Street and T Districts.

b. Land uses and covertypes on the project site.

| Land use or Covertype | Current Acreage | Acreage After Project Completion | Change (Acres +/-) |
|---|---|---|---|
| • Roads, buildings, and other paved or impervious surfaces | 0.35 | 0.90 | +0.55 |
| • Forested | 0 | 0 | 0 |
| • Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) | 0.66 | 0.11 | -.55 |
| • Agricultural (includes active orchards, field, greenhouse etc.) | 0 | 0 | 0 |
| • Surface water features (lakes, ponds, streams, rivers, etc.) | 0 | 0 | 0 |
| • Wetlands (freshwater or tidal) | 0 | 0 | 0 |
| • Non-vegetated (bare rock, earth or fill) | 0 | 0 | 0 |
| • Other Describe: _____ | | | |

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

*i.* If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

*i.* Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

*i.* Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

*ii.* Dam's existing hazard classification: _____

*iii.* Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

*i.* Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

*ii.* Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

*iii.* Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

*i.* Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

*i.* Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☑ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

*ii.* If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

*iii.* Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): B00130, C314118

*iv.* If yes to (i), (ii) or (iii) above, describe current status of site(s):

B00130 - property developed/remediated; C314118 - no investigation

_____

*v.* Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? 15 +/- feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: KuB 100 %

d. What is the average depth to the water table on the project site? Average: 7+ feet

e. Drainage status of project site soils:
☑ Well Drained: 100 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 70 % of site
☑ 10-15%: 20 % of site
☑ 15% or greater: 10 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

*i.* Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

*ii.* Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

*iii.* Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

*iv.* For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

*v.* Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☐ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

*i.* Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:
Squirrel Raccoons

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
*i.* Describe the habitat/community (composition, function, and basis for designation): _____
*ii.* Source(s) of description or evaluation: _____
*iii.* Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐ No

If Yes:
*i.* Species and listing (endangered or threatened):
Indiana Bat

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
*i.* Species and listing:

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____

**E.3. Designated Public Resources On or Near Project Site**

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
*i.* If Yes: acreage(s) on project site? _____
*ii.* Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
*i.* Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
*ii.* Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
*i.* CEA name: _____
*ii.* Basis for designation: _____
*iii.* Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

*i.* Nature of historic/archaeological resource: ☑ Archaeological Site ☑ Historic Building or District

*ii.* Name: Eligible: Memorial Building; Angelo Commercial; Empire National Bank; Stavros Commercial; Roosa Commercial; Dumke Commercial, etc.

*iii.* Brief description of attributes on which listing is based:

Historic Style

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

*i.* Describe possible resource(s): _____

*ii.* Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

*i.* Identify resource: Denning Points State Park

*ii.* Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): State Park

*iii.* Distance between project and resource: 1.2 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

*i.* Identify the name of the river and its designation: _____

*ii.* Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

**F. Additional Information**

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name 152-158 Fishkill Avenue LLC
Arden Consulting Engineers, PLLC
[Michael A. Morgante, P.E.]

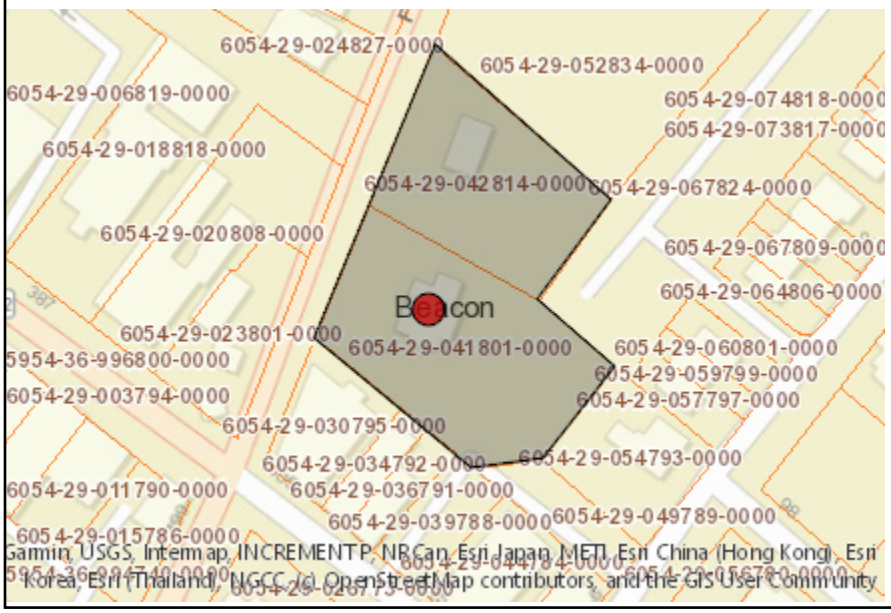
Date 2/23/23

Signature Michael A. Morgante

Digitally signed by Michael A. Morgante
DN: CN=Michael A. Morgante, O=, OU=, E=mam@ardenconsulting.net, C=US
Reason: I am the author of this document
Location: your signing location here
Date: 2023.02.23 16:11:26-05'00'
Foxit PDF Editor Version: 11.2.4

Title Project Engineer

PRINT FORM




**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

| | |
|---|---|
| B.i.i [Coastal or Waterfront Area] | No |
| B.i.ii [Local Waterfront Revitalization Area] | Yes |
| C.2.b. [Special Planning District] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h [DEC Spills or Remediation Site - Potential Contamination History] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Listed] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database] | Digital mapping data are not available or are incomplete. Refer to EAF Workbook. |
| E.1.h.iii [Within 2,000' of DEC Remediation Site] | Yes |
| E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID] | B00130, C314118 |
| E.2.g [Unique Geologic Features] | No |
| E.2.h.i [Surface Water Features] | No |
| E.2.h.ii [Surface Water Features] | No |
| E.2.h.iii [Surface Water Features] | No |
| E.2.h.v [Impaired Water Bodies] | No |
| E.2.i. [Floodway] | No |
| E.2.j. [100 Year Floodplain] | No |
| E.2.k. [500 Year Floodplain] | No |
| E.2.l. [Aquifers] | No |
| E.2.n. [Natural Communities] | No |
| E.2.o. [Endangered or Threatened Species] | Yes |

| | |
|---|---|
| E.2.o. [Endangered or Threatened Species - Name] | Indiana Bat |
| E.2.p. [Rare Plants or Animals] | No |
| E.3.a. [Agricultural District] | No |
| E.3.c. [National Natural Landmark] | No |
| E.3.d [Critical Environmental Area] | No |
| E.3.e. [National or State Register of Historic Places or State Eligible Sites] | Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook. |
| E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name] | Eligible property:Memorial Building, Eligible property:STAVROS COMMERCIAL, Eligible property:ROOSA COMMERCIAL, Eligible property:ANGELO COMMERCIAL, Eligible property:EMPIRE NAT. BANK, Eligible property:DUMKE COMMERCIAL, Eligible property:PRENTIS COMMERCIAL, Eligible property:DOUGHTY COMMERCIAL, Eligible property:HETLING COMMERCIAL, Eligible property:HUDSON VALLEY SAVINGS AND LOAN, Eligible property:DALTALRI RES, Eligible property:HUDSON VALLY SAVING BANK, Eligible property:EICHORN RESIDENCE, Eligible property:WILSON, Eligible property:SCHUBERTS COMMERCIAL, Eligible property:BEACON THEATRE, Eligible property:COSTA COMMERCIAL, Eligible property:RIVERA COMMERCIAL, Eligible property:JOHNS TAILOR SHOP, Eligible property:MASON RESIDENCE, Eligible property:MELNYCK COMMERCIAL, Eligible property:BEACON MUNICIPAL BLDG., Eligible property:ZIETLER RESIDENCE, Eligible property:TELEPHONE COMPANY, Eligible property:55 North Street, Beacon, Eligible property:51 North Street, Brett, Madam Catharyna, Homestead, US Post Office--Beacon |
| E.3.f. [Archeological Sites] | Yes |
| E.3.i. [Designated River Corridor] | No |

# Exhibit E

Colliers
Engineering
& Design

# Traffic Impact Study

February 24, 2023

## Proposed Mixed-Use Development
## 152-158 Fishkill Avenue
## City of Beacon, Dutchess County, New York

Prepared for:

**152-158 Fishkill Avenue, LLC**
52 Dennings Avenue
Beacon, NY 12508

Prepared by:

**Richard G. D'Andrea, P.E., PTOE**
New York Professional Engineer
License No. 090241

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Project No. 22013186A

Colliers Engineering & Design

# Table of contents


**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
*1. Fishkill Avenue/Teller Avenue (NYS Route 52) ..... 3*
*2. Main Street ..... 4*
*3. Verplanck Avenue ..... 4*
B. 2022 Existing Traffic Volumes ..... 4

**III. Evaluation of Future Traffic Conditions ..... 6**
A. 2026 No-Build Traffic Volumes ..... 6
B. Site Generated Traffic Volumes ..... 6
C. Arrival/Departure Distribution ..... 6
D. 2026 Build Conditions Traffic Volumes ..... 7
E. Description of Analysis Procedures ..... 7
*1. Signalized Intersection Capacity Analysis ..... 7*
*2. Unsignalized Intersection Capacity Analysis ..... 7*
F. Results of Analysis ..... 8
*1. Fishkill Avenue/Teller Avenue (NYS Route 52) and Main Street ..... 8*
*2. Fishkill Avenue (NYS Route 52) and Verplanck Avenue ..... 9*
*3. Fishkill Avenue and Site Access ..... 9*

**IV. Summary and Conclusion ..... 10**


## Appendices


APPENDIX A ..... FIGURES
APPENDIX B ..... TABLES
APPENDIX C ..... LEVEL OF SERVICE STANDARDS
APPENDIX D ..... CAPACITY ANALYSIS
APPENDIX E ..... TRAFFIC VOLUME DATA
APPENDIX F ..... REHABILITATION OF TELLER AVENUE AND FISHKILL AVENUE PLANS

Colliers Engineering & Design

# I. Introduction

## A. Project Description and Location

*(Figure No. 1)*

This report has been prepared to evaluate the potential traffic impacts associated with the proposed 152-158 Fishkill Avenue mixed-use development ("the Project"), which is planned to be developed on the property located along the east side of Fishkill Avenue (NYS Route 52) in the City of Beacon, Dutchess County, New York.

The Project site currently contains the existing Double D's Auto Works and a small multi-family residence. The multifamily residence is currently served by a separate driveway to Fishkill Avenue, while the Double D's Auto Works has a continuous curb cut along its site frontage although traffic movements entering and exiting the Site are currently limited to the southern portion of the curb cut.

The Project is proposed to consist of a 2 ½-story building containing approximately 8,214 sq. ft. of commercial office space on the first floor with 16 apartment units on the upper two floors including eight (8) one-bedroom units, eight (8) two-bedroom units. As shown on Figure No. 1, access to the development will be provided via a single two-way access driveway connection to Fishkill Avenue (NYS Route 52) near the northern property line of the Site.

A Design Year of 2026 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 Project.

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 Colliers Engineering & Design CT, P.C. 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 2022 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The 2022 Existing Traffic Volumes were then projected to the 2026 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 2026 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 2026 No-Build Traffic Volumes resulting in the 2026 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.

# II. Existing Roadway and Traffic Descriptions

## A. Description of Existing Roadways

*(Appendix F)*

As shown on Figure No. 1, the proposed residential development will be accessed from Fishkill Avenue (NYS Route 52). 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. 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 of Beacon. Fishkill Avenue and Teller Avenue each consist of one lane in each direction and traverse in a generally north/south direction through southern Dutchess County. In the vicinity of the Project, the roadway intersects with Main Street and Verplanck Avenue at full movement signalized intersections north and south of the site location. Sidewalks are provided on both sides of the roadway with limit on street parking permitted along the east side of Fishkill Avenue immediately north of Main Street. Fishkill Avenue and Teller Avenue each have a posted City Speed Limit of 30 MPH.

It should also be noted that the City of Beacon has an ongoing project for the Rehabilitation of Teller Avenue and Fishkill Avenue that is currently under development (PIN 8757.30 & 8757.80). Based on the May 2022 Final Plans for this project, the improvements to Fishkill Avenue in the immediate vicinity of the Project will include new curbing, sidewalk, drainage improvements, roadway resurfacing and restriping, and new roadway signage. In addition, the intersection of Fishkill Avenue/Teller Avenue at Main Street will be modified to include a separate northbound left turn lane on Teller Avenue at the intersection. The existing on-street parking on the east side of Fishkill Avenue immediately north of Main Street will also be eliminated to accommodate the left turn lane, with the parking shifted north of Fishkill Avenue immediately north of the Project property. The City's project will also include upgrades to the existing traffic signals at Main Street and Veplanck Avenue to provide traffic signal video detection cameras such that these signals will function as full actuated traffic signals upon completion of the project. The relevant plans associated with the City's project are provided in Appendix F for reference.

2. **Main Street**

   Main Street is a City owned and maintained roadway 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/Teller 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 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 Fishkill Avenue/Teller Avenue intersections. 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.

3. **Verplanck Avenue**

   Verplanck Avenue is a City owned and maintained roadway that consists of one-lane in each direction. The roadway generally traverses in an east/west direction between NYS Route 9D and Main Street. Verplanck Avenue has a double yellow centerline, white edge (fog) line, and narrow paved shoulders. There are sidewalks present on both sides of the roadway along with striped pedestrian crossings at its intersection with Fishkill Avenue in the vicinity of the site. The roadway serves both residential and commercial land uses in this area and has a posted speed limit of 25 MPH. There is no on-street parking permitted along Verplanck Avenue

## B. 2022 Existing Traffic Volumes

*(Figures No. 2, 3, and 4, Appendix E)*

Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Tuesday, December 13, 2022 for the AM and PM Peak Hours and Saturday, December 10, 2022 for the Saturday Peak Hours to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data previously collected by our office in February 2020 for the Fishkill Avenue/Teller Avenue/Main Street intersection in associated with a previously conducted traffic study prepared by our office. Traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 52 corridor was also referenced. Based on this information, the 2022 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- Fishkill Avenue (NYS Route 52) and Main Street
- Fishkill Avenue (NYS Route 52) and Verplanck Avenue

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

- Weekday AM Peak Hour 8:00 AM – 9:00 AM
- Weekday PM Peak Hour 4:00 PM – 5:00 PM
- Saturday Peak Hour 12:30 PM – 1:30 PM

The resulting 2022 Existing Traffic Volumes are shown on Figures No. 2, 3, and 4 for the Weekday Peak AM Hour, Weekday Peak PM, and Saturday Peak Hour, respectively. The relevant traffic volume data utilized to determine the existing traffic volumes are provided in Appendix E for reference.

# III. Evaluation of Future Traffic Conditions

## A. 2026 No-Build Traffic Volumes

*(Figure No. 5 through 13)*

The 2022 Existing Traffic Volumes were increased by a growth factor of 2.0% per year to account for general background growth resulting in the 2026 Projected Traffic Volumes which are shown on Figures No. 5, 6, and 7 for each of the Peak Hours. In addition, traffic from other specific potential developments in the area including the approved 416-420 Main Street and 364 Main Street development projects were identified. The resulting traffic volumes associated with these other developments are shown on Figures No. 8, 9 and 10 or each of the peak hours. These volumes were added to the 2026 Projected Traffic Volumes resulting in the 2026 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 mixed-use 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", 11th Edition, 2021, based on Land Use Category 220 – Multifamily Housing (Low Rise) and 710 – General Office Building. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours.

It should be noted that, the existing uses on the Project site are currently generating traffic, however the analysis enclosed herein does not take any credit for the existing traffic generation for the existing uses.

## C. Arrival/Departure Distribution

*(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. 13 and 14, respectively. It should be noted that the arrival and departure distributions for the commercial and residential uses included in the Project are anticipated to be similar although minor variations are possible. For the purposes of the analysis the distributions were applied to the total site generated traffic volumes.

## D. 2026 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 2026 No-Build Traffic Volumes to obtain the Year 2026 Build Traffic Volumes. The resulting Year 2026 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:

1. **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, dated 2016, 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.

2. **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, dated 2016. 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

*(Table No. 2, Appendix A & D)*

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.

Table No. 2 summarizes the results of the capacity analysis for the 2022 Existing, 2026 No-Build and 2026 Build Conditions. 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 (NYS Route 52) and Main Street intersect at a signalized intersection. All approaches currently consist of one lane. There are sidewalks present on both sides of the roadways on all approaches as well as signalized pedestrian actuated crosswalks on each of the four intersection approaches. The Main Street western approach has on-street parking available on both sides of the roadway while the eastern approach only has on-street parking available on the north side of the roadway. It should be noted that this intersection does experience a significant volume of pedestrian traffic crossing through the intersection, which is accommodated by the signalized pedestrian crosswalks.

Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service “B” during the AM, PM and Saturday Peak Hours.

As previously mentioned, the City of Beacon Fishkill Avenue/Teller Avenue Rehabilitation Project will add a northbound separate left turn lane at this intersection for vehicles turning left from Teller Avenue to Main Street westbound. In addition, that Project will include the installation of video camera vehicle detection for the traffic signal at this intersection to allow the signal to operate as a fully actuated traffic signal. This will be accompanied by other curbing, sidewalk, roadway resurfacing, signing and striping modifications as well.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes with the anticipated intersection modifications to be implemented as part of the City Rehabilitation project. These results indicate that the intersection is expected to operate an an overall Levels of Service “B” during each of the peak hours with only minor changes in average vehicle delays as a result of the project.

2. **Fishkill Avenue (NYS Route 52) and Verplanck Avenue**

   Fishkill Avenue (NYS Route 52) and Verplanck Avenue intersect a signalized intersection. All approaches consist of one lane. There are sidewalks present on both sides of all approaches as well as signalized pedestrian actuated crosswalks on all four approaches. There is not on-street parking permitted in the immediate vicinity of this intersection on any of the four approaches.

   Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM, PM, and Saturday Peak Hours.

   As previously indicated, the City of Beacon Fishkill Avenue/Teller Avenue Rehabilitation Project will include the installation of video camera vehicle detection for the traffic signal at this intersection along with other curbing, sidewalk, roadway resurfacing, signing and striping modifications. The video camera detection will allow the signal to operate as a fully actuated traffic signal.

   The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes with the anticipated intersection modifications to be implemented as part of the City Rehabilitation project. These results indicate that the intersection is expected to operate at an overall Levels of Service "B" during each of the peak hours under future conditions both with and without the Project.

3. **Fishkill Avenue and Site Access**

   The Project is proposed to be accessed via a new consolidated access driveway to Fishkill Avenue to be located at the northern end of the property. The driveway will be approximately 26 ft. wide and will accommodate two-way traffic. The Site exit approach should be controlled by a "Stop" sign (MUTCD Sign No. R1-1) and associated solid white stop bar striping. The existing curb cuts for the existing multifamily residence and the Double D's Auto Works will be eliminated as part of the Project. The elimination of these curb cuts may allow for the inclusion of additional on-street parking along the Fishkill Avenue site frontage south of the proposed site access driveway location to match the proposed on-street parking to be provided under the City's Fishkill Avenue Rehabilitation project.

   Capacity analysis was conducted for this intersection utilizing the 2026 Build Traffic Volumes. The analysis results indicate that the intersection is expected to operating at a Level of Service B or better during the Weekday AM, Weekday PM, and Saturday Peak Hours.

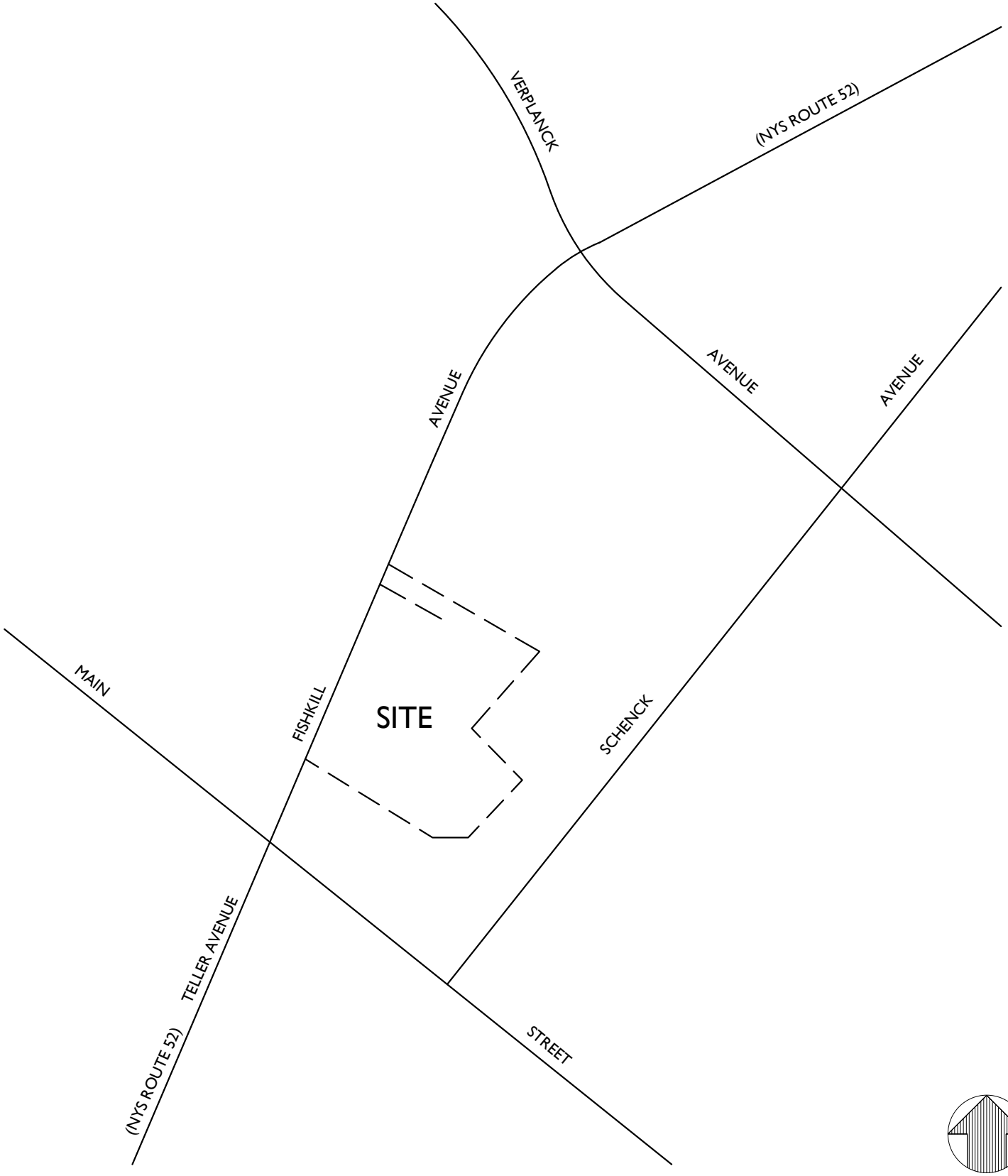
## IV. Summary and Conclusion

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 proposed mixed-use development traffic is not expected to cause any significant impact in overall traffic operation. The Site exit approach should be controlled by a "Stop" sign (MUTCD Sign No. R1-1) and associated solid white stop bar striping. In addition, the inclusion of additional on-street parking along the Fishkill Avenue site frontage south of the proposed site access driveway location to match the proposed on-street parking to be provided under the City's Fishkill Avenue Rehabilitation project should be considered.

Colliers Engineering & Design

# Traffic Impact Study

## Appendix A | Traffic Figures




NOTE: LINE DIAGRAM NOT TO SCALE

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152-158 FISHKILL AVENUE

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

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| 22013186A | 230222RGD_FIGURE |

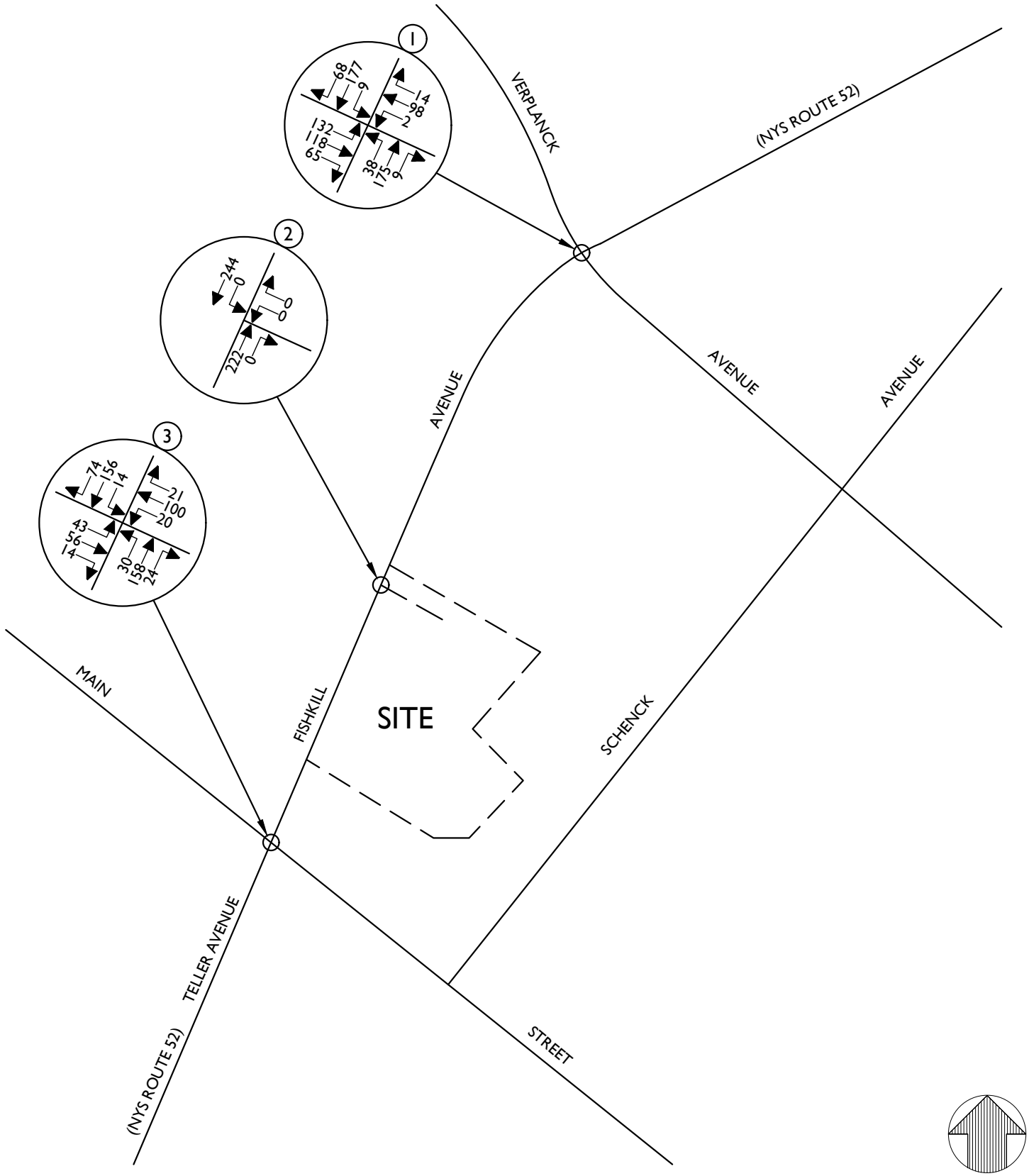
SHEET TITLE: SITE LOCATION MAP

FIELD BOOK: XX PAGE:XX

SHEET NUMBER: 1



\AcPublish_20008\230222RGD_FIGURE.dwg\1 By: RDANDREA

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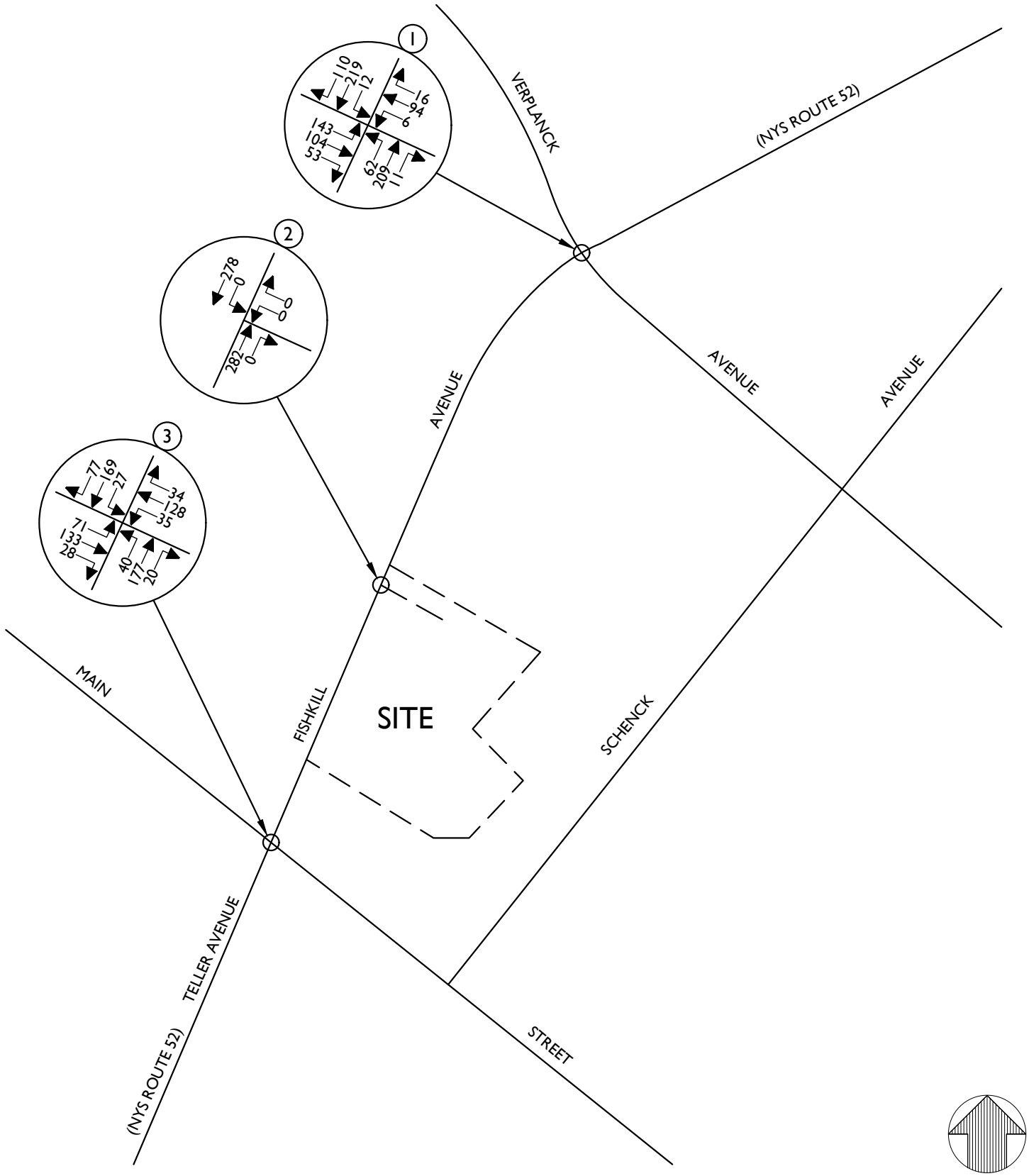
| 22013186A | 230222RGD_FIGURE |

SHEET TITLE: FIELD BOOK: XX PAGE:XX

2022 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 2

\AcPublish_20008\230222RGD_FIGURE.dwg\2 By: RDANDREA

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| 22013186A | 230222RGD_FIGURE |

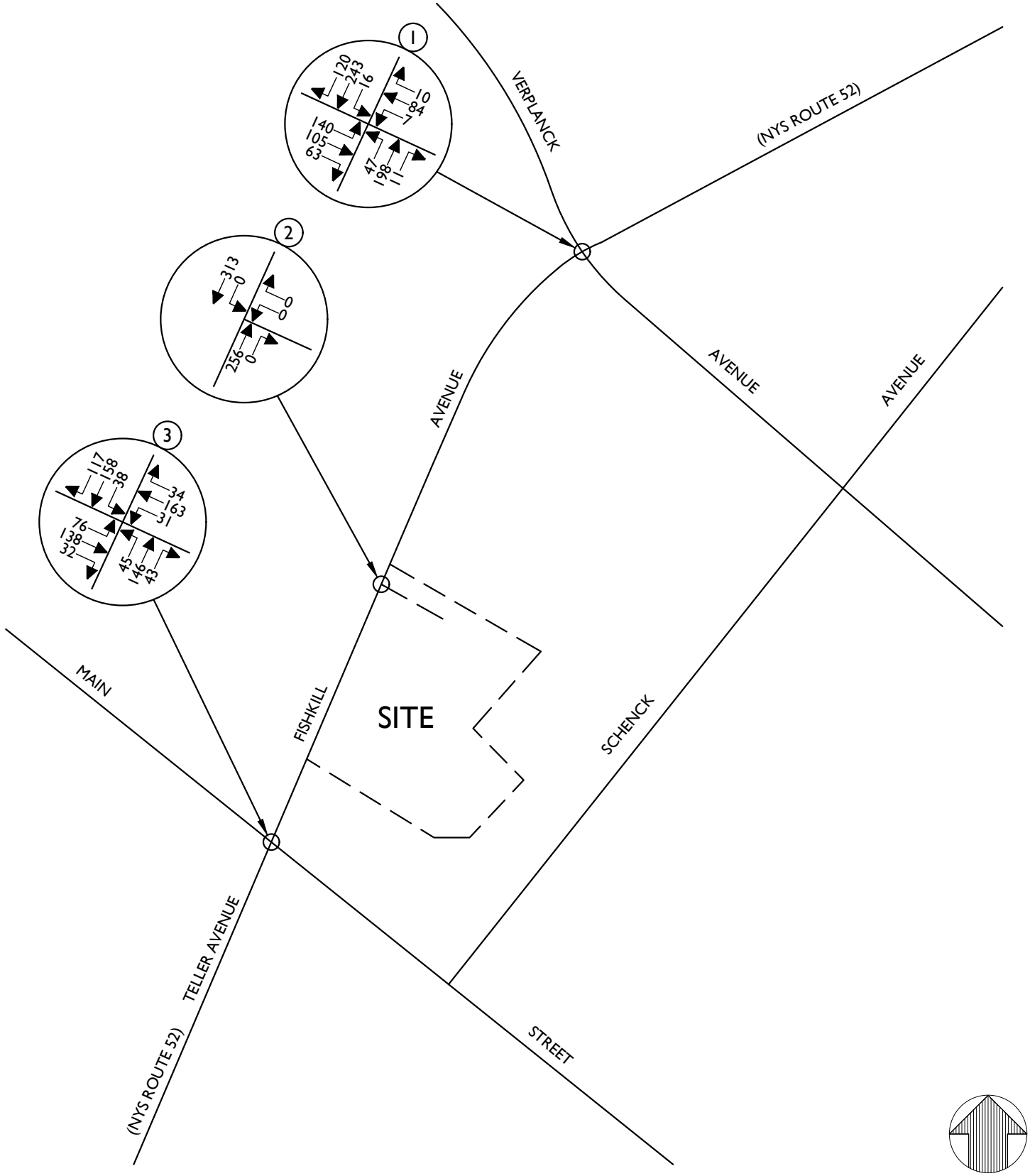
SHEET TITLE: FIELD BOOK: XX PAGE:XX

2022 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 3



\AcPublish_20008\230222RGD_FIGURE.dwg\3 By: RDANDREA

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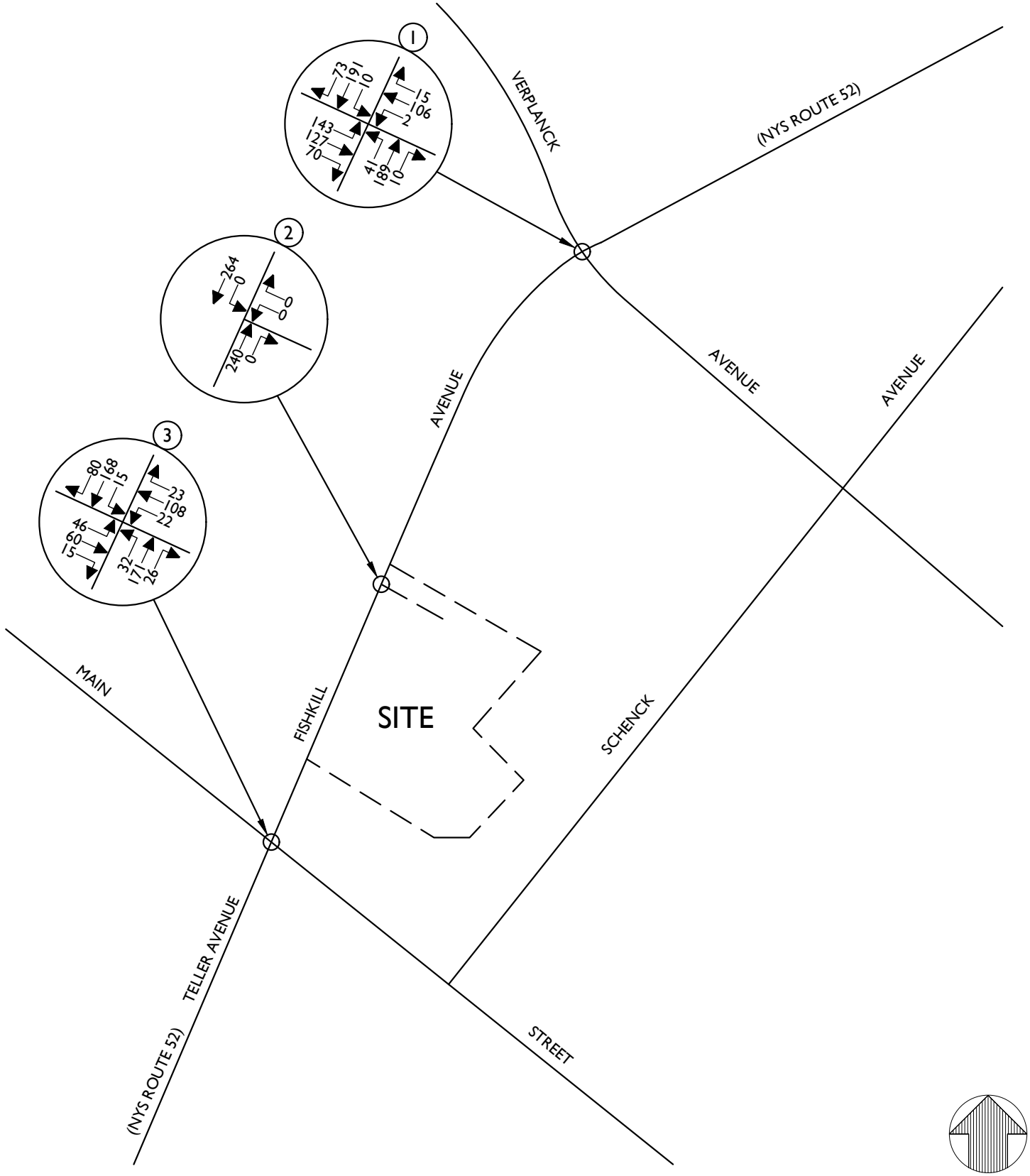
SHEET TITLE: FIELD BOOK: XX PAGE:XX

2022 EXISTING TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER: 4



\AcPublish_20008\230222RGD_FIGURE.dwg\v4 By: RDANDREA

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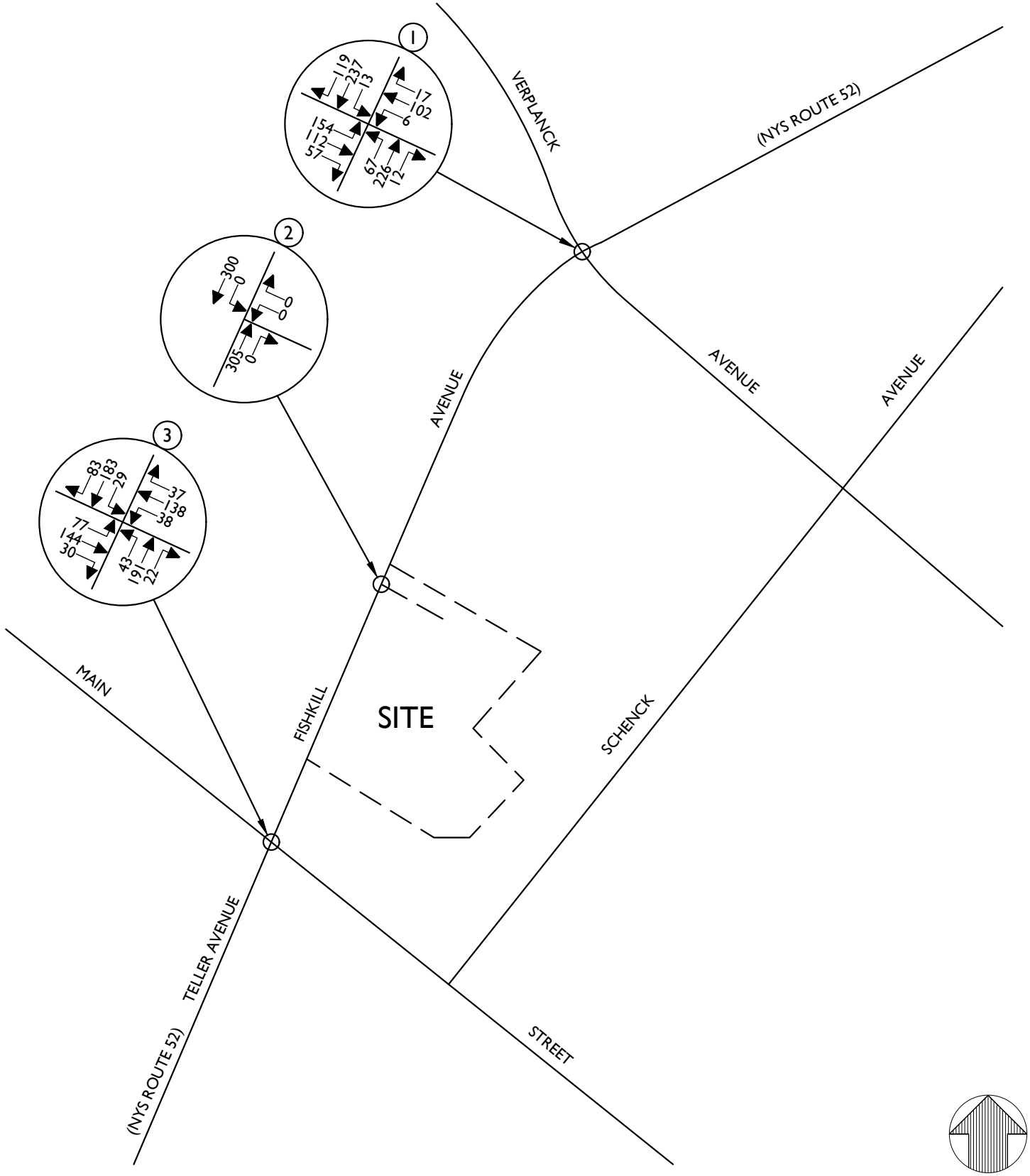
SHEET TITLE: FIELD BOOK: XX PAGE:XX

2026 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 5



\AcPublish_20008\230222RGD_FIGURE.dwg\5 By: RDANDREA

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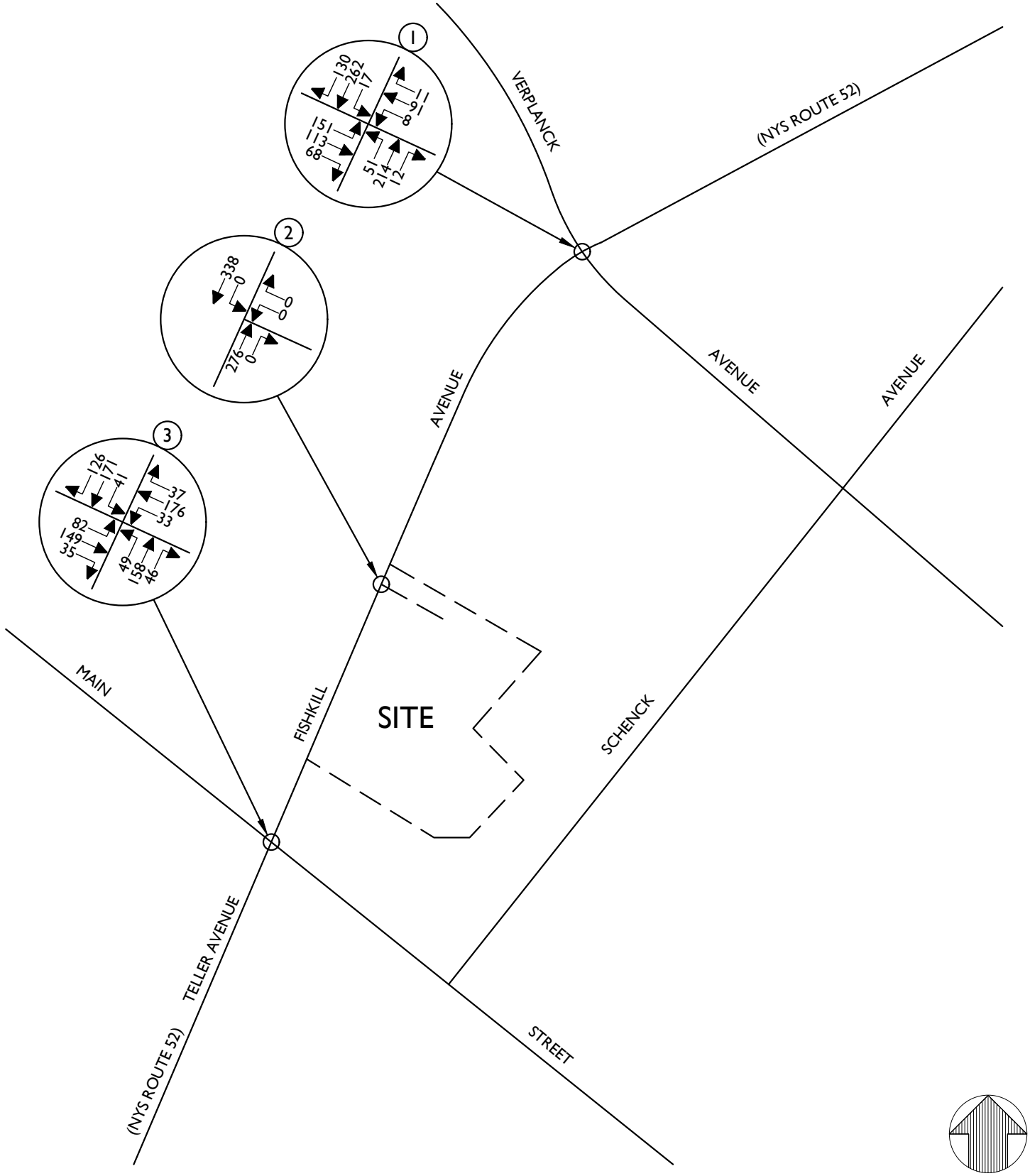
SHEET TITLE: FIELD BOOK: XX PAGE: XX

2026 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 6



\AcPublish_20008\230222RGD_FIGURE.dwg\6 By: RDANDREA

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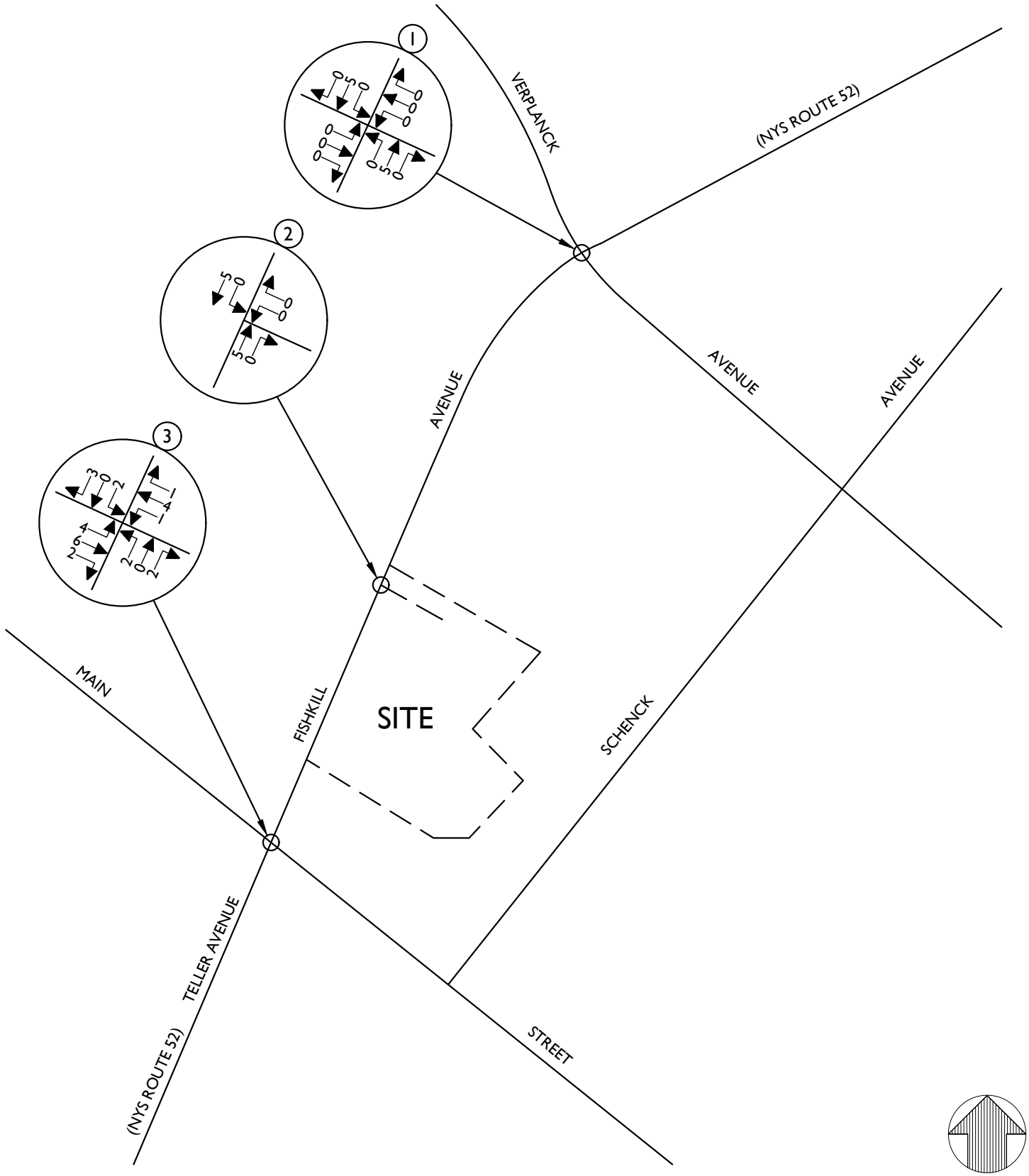
SHEET TITLE: FIELD BOOK: XX PAGE: XX

2026 PROJECTED TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER: 7



\AcPublish_20008\230222RGD_FIGURE.dwg\7 By: RDANDREA

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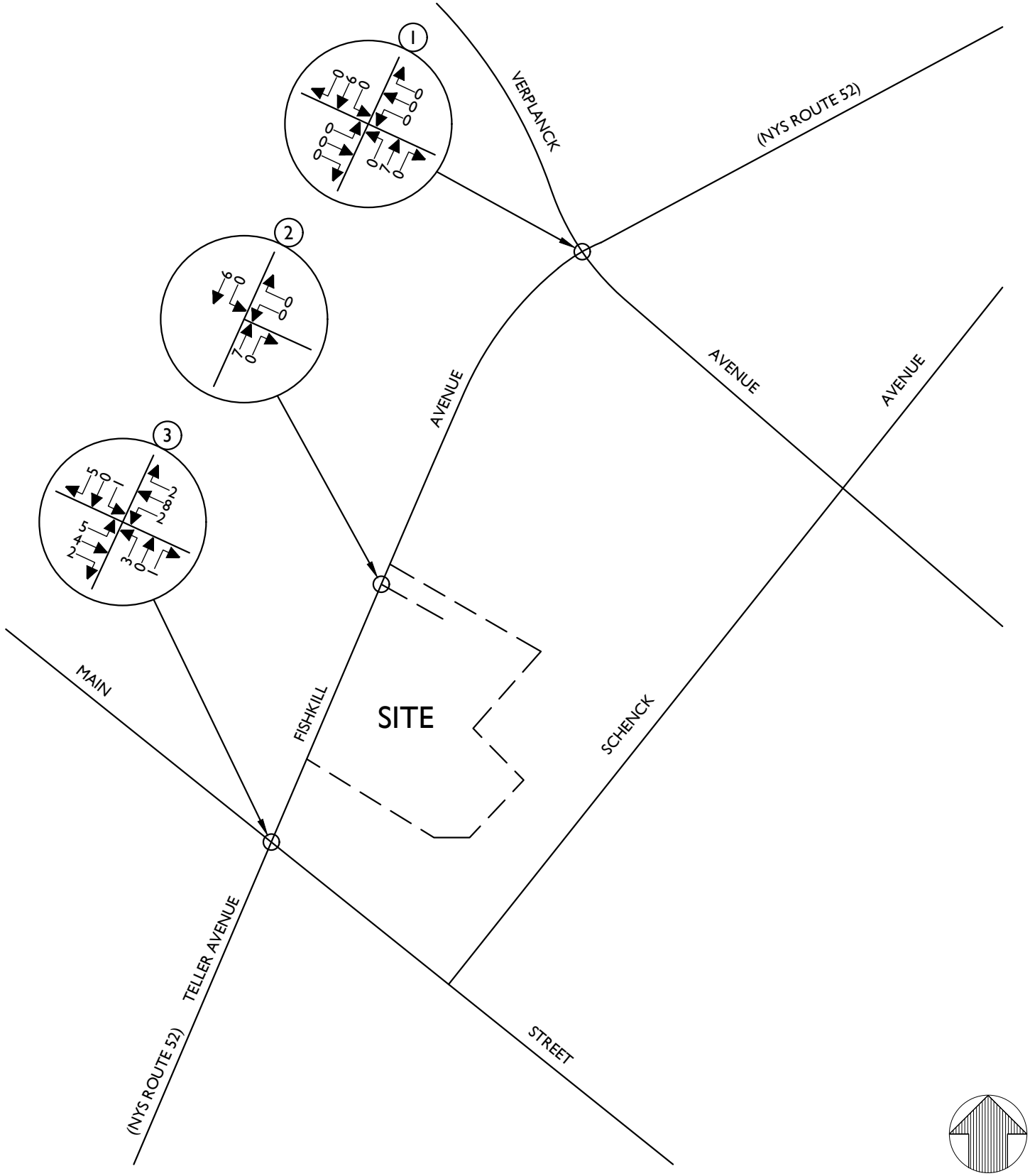
SHEET TITLE: FIELD BOOK: XX PAGE:XX
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 8



\AcPublish_20008\230222RGD_FIGURE.dwg\8 By: RDANDREA

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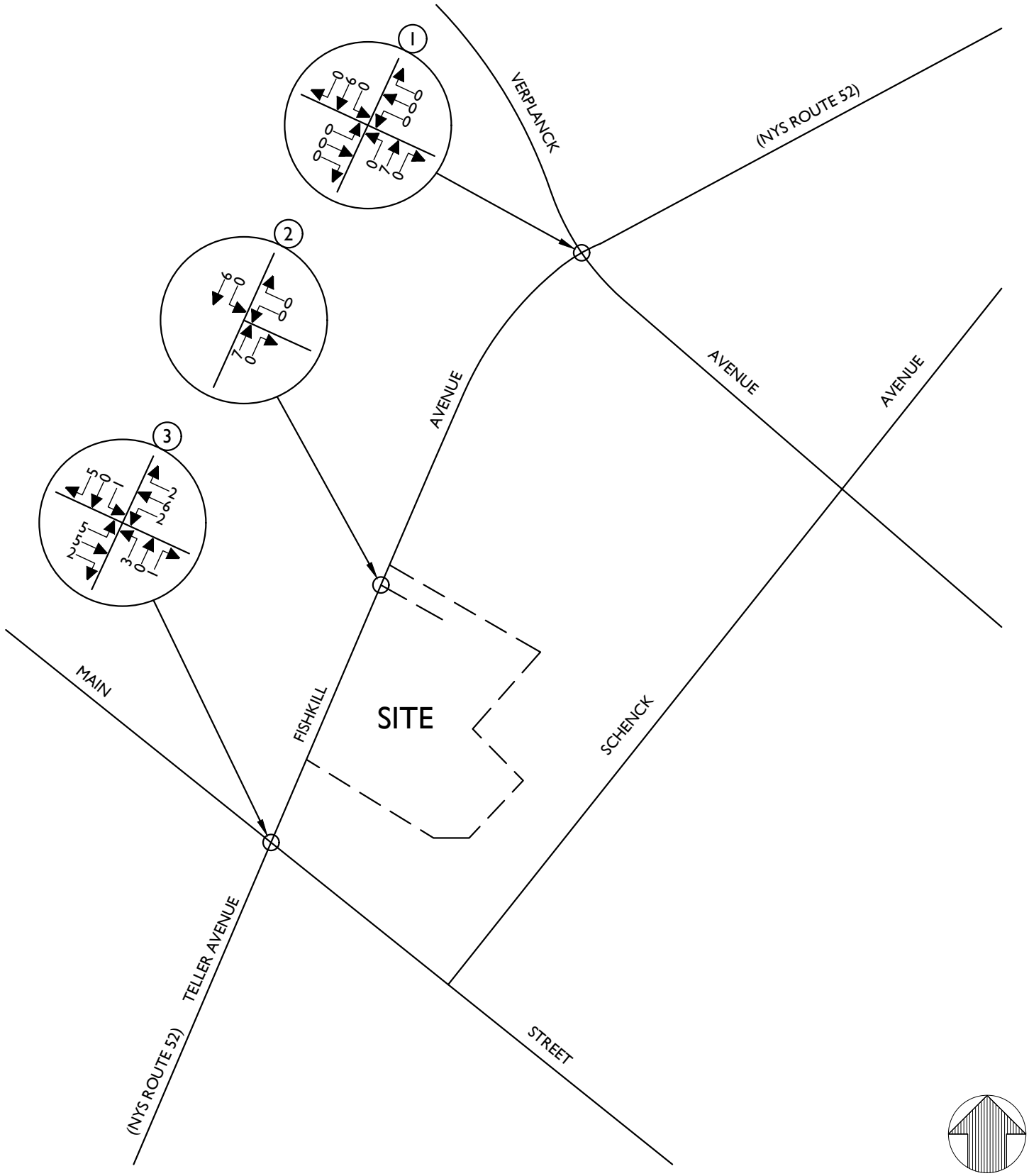
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 9



\AcPublish_20008\230222RGD_FIGURE.dwg\9 By: RDANDREA

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OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER: 10



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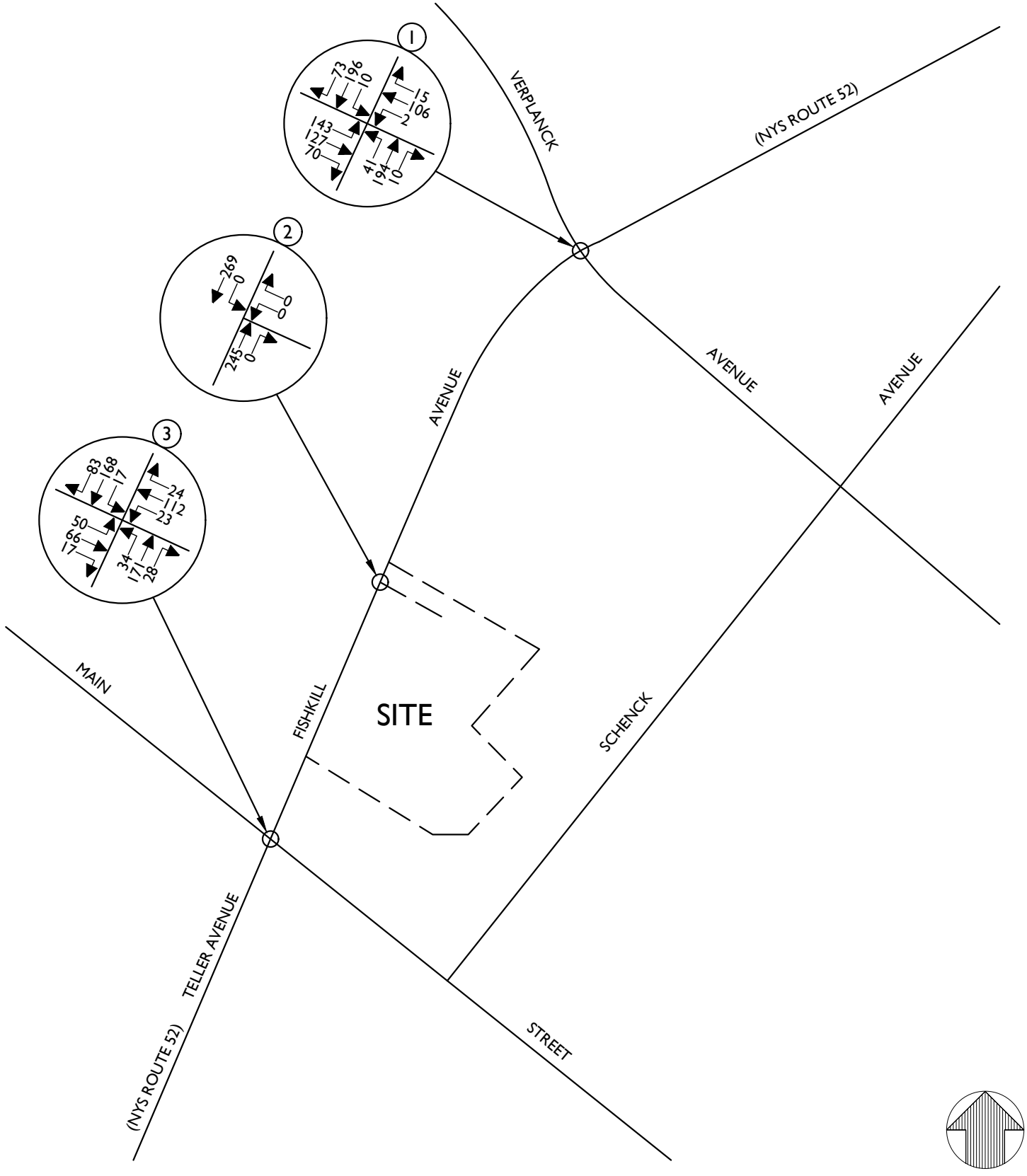


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2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 11



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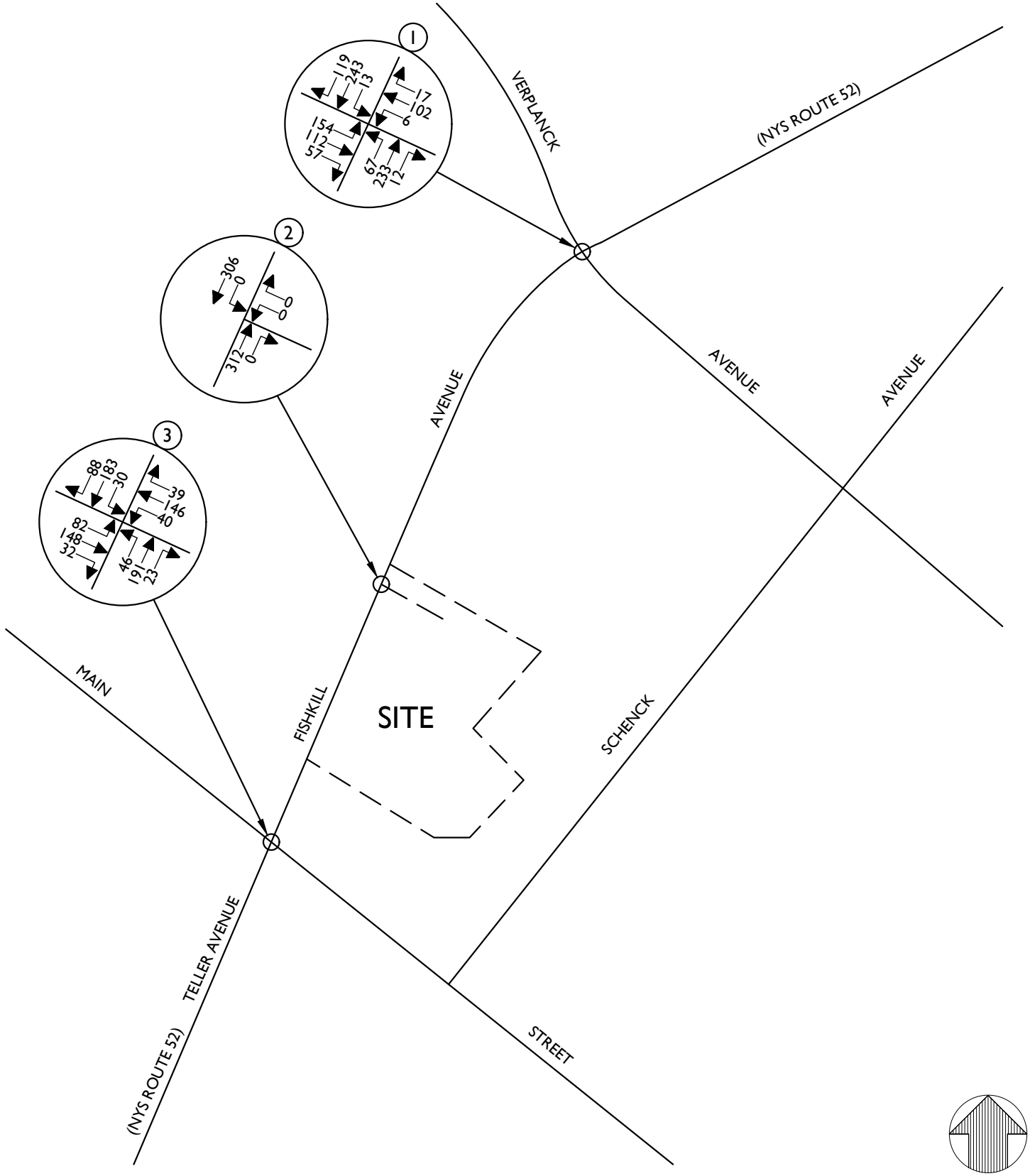


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2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 12



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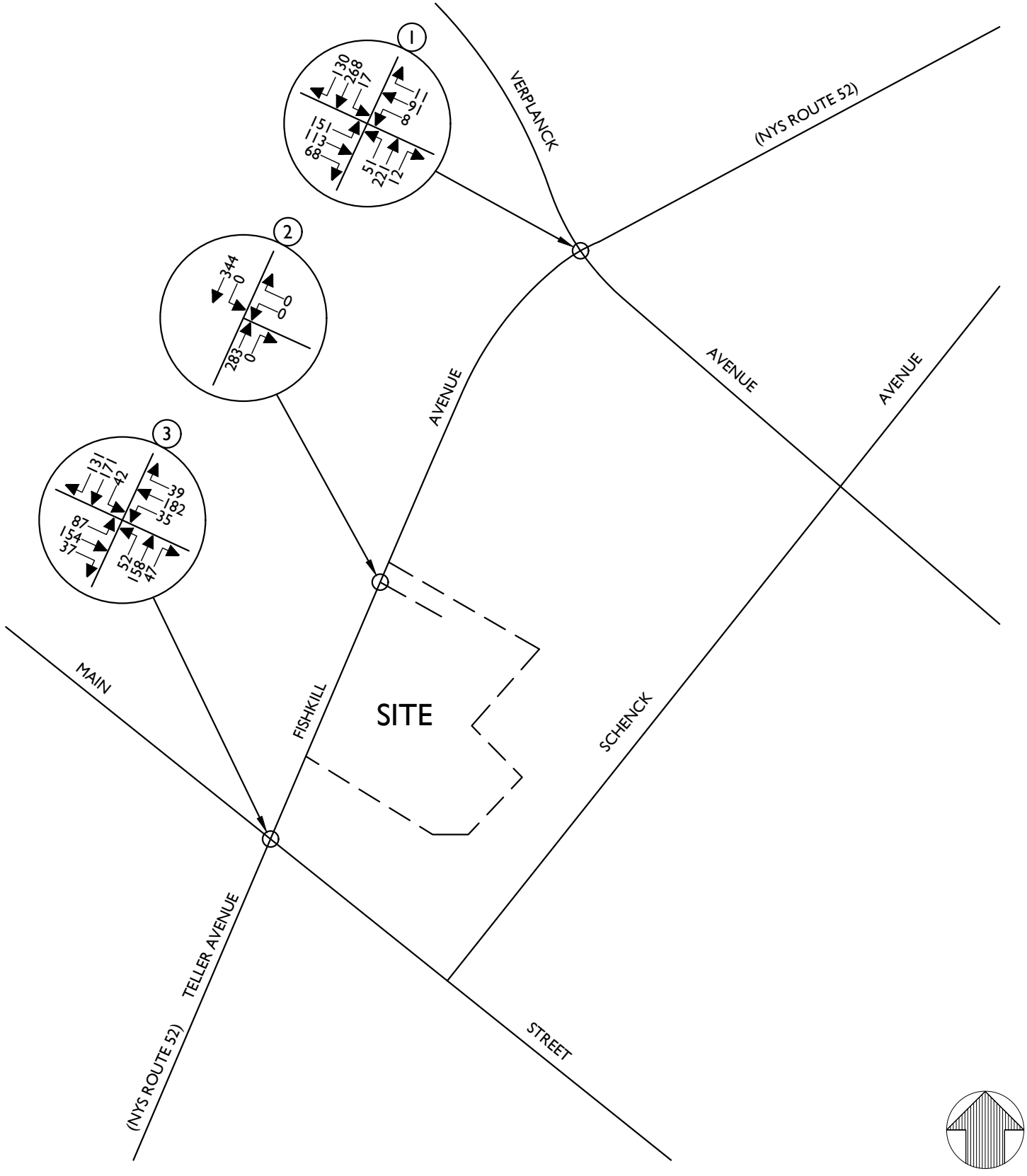


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WEEKEND PEAK SAT HOUR

SHEET NUMBER: 13



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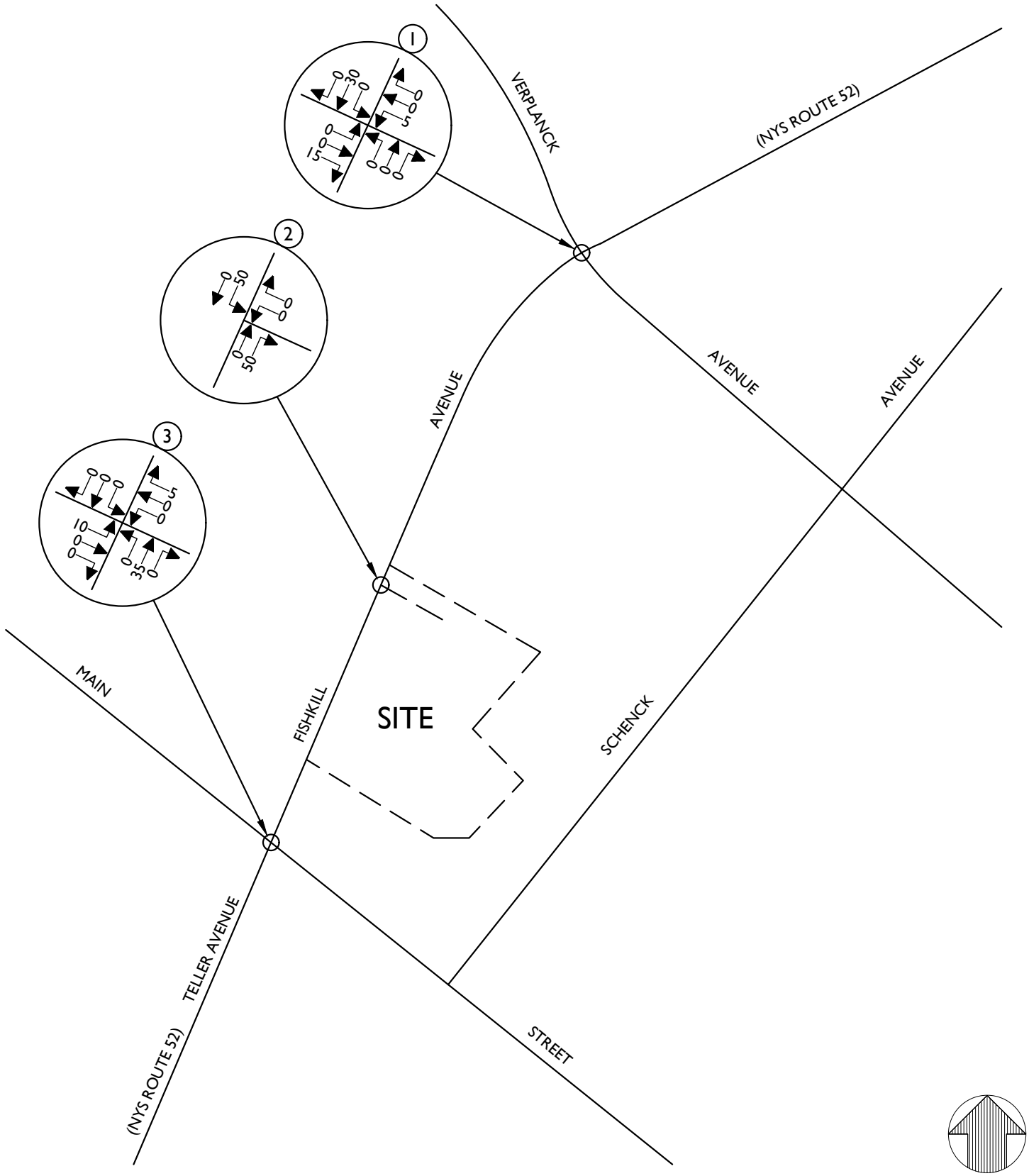


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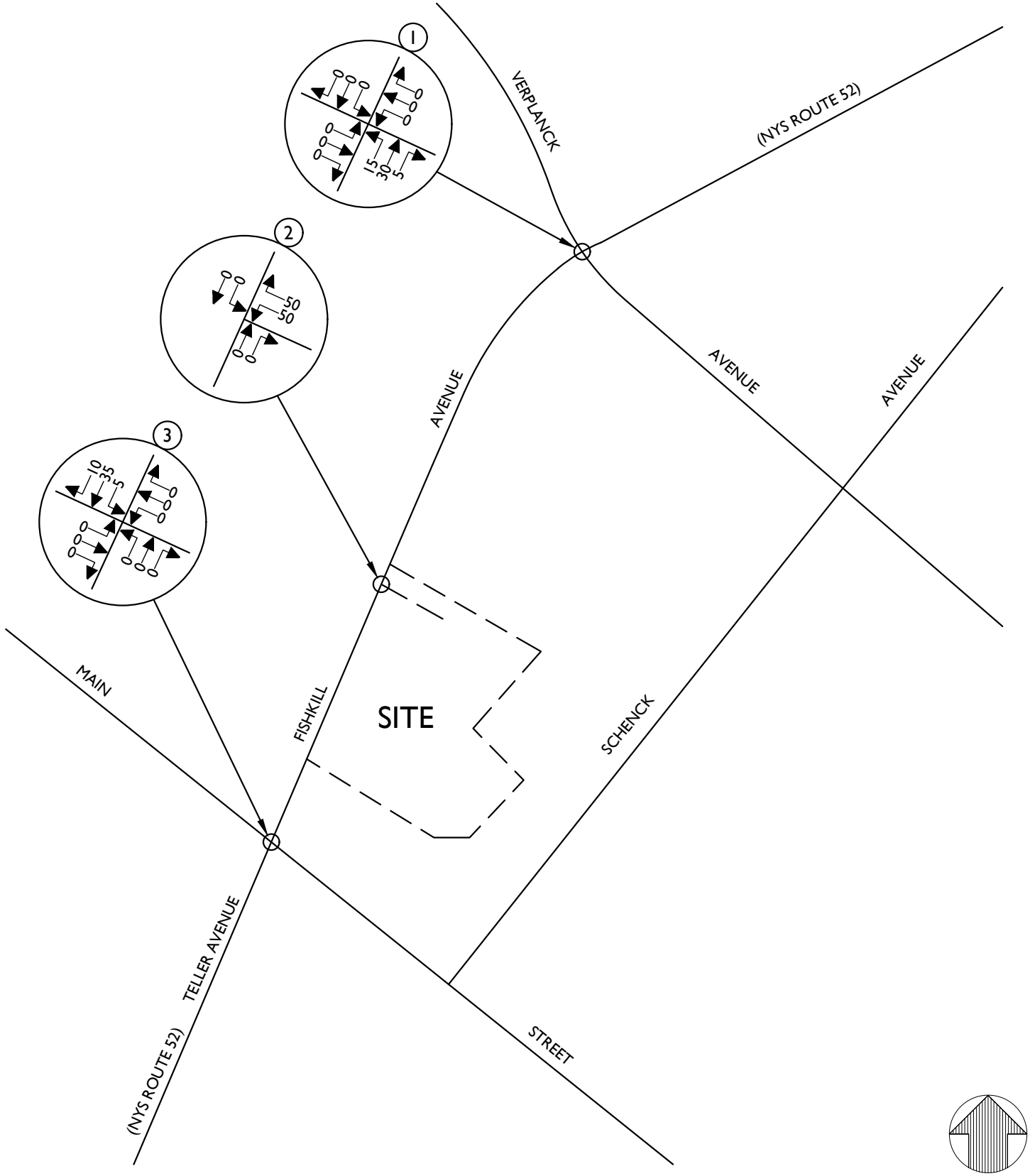


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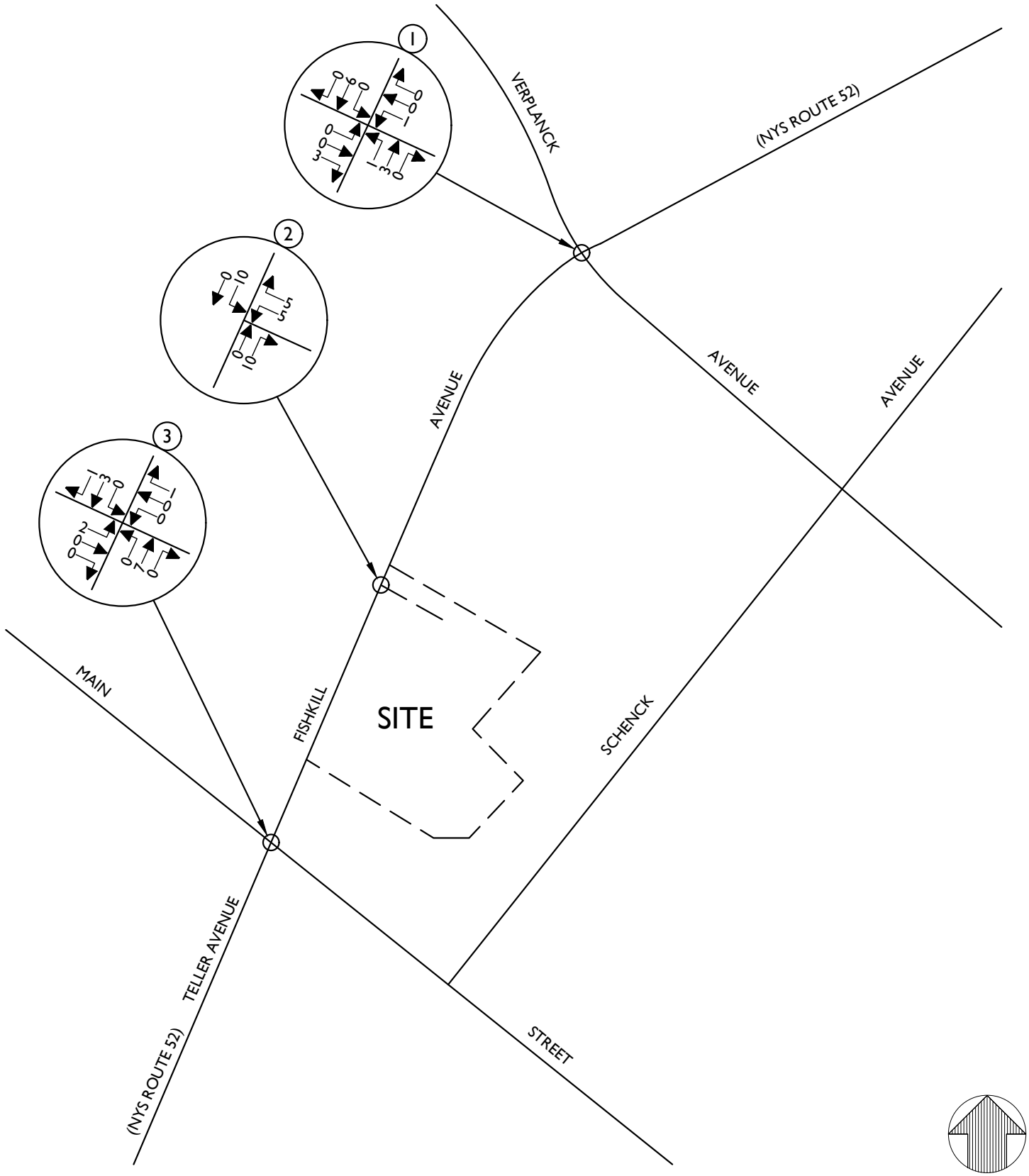


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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 16



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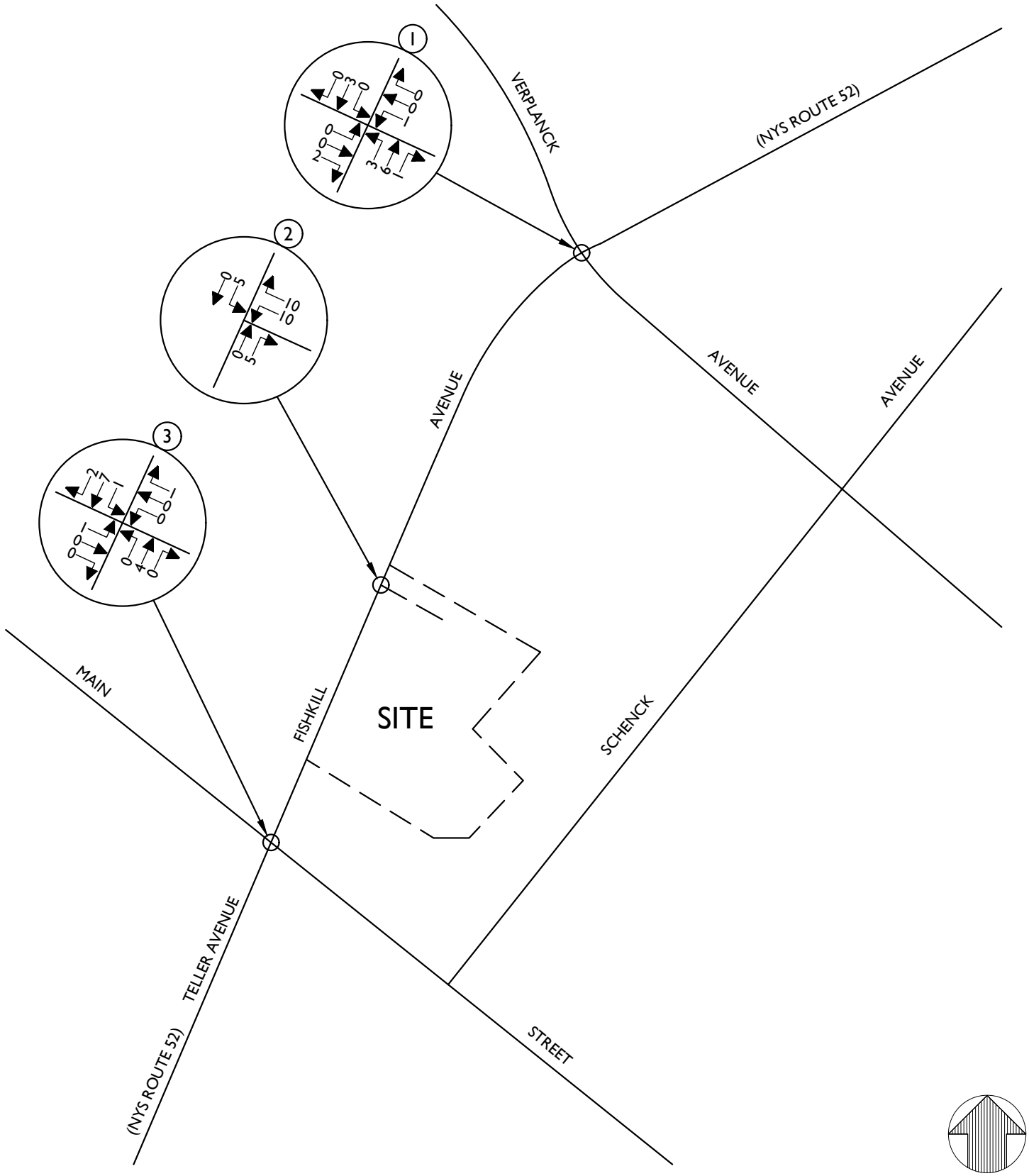


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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 17



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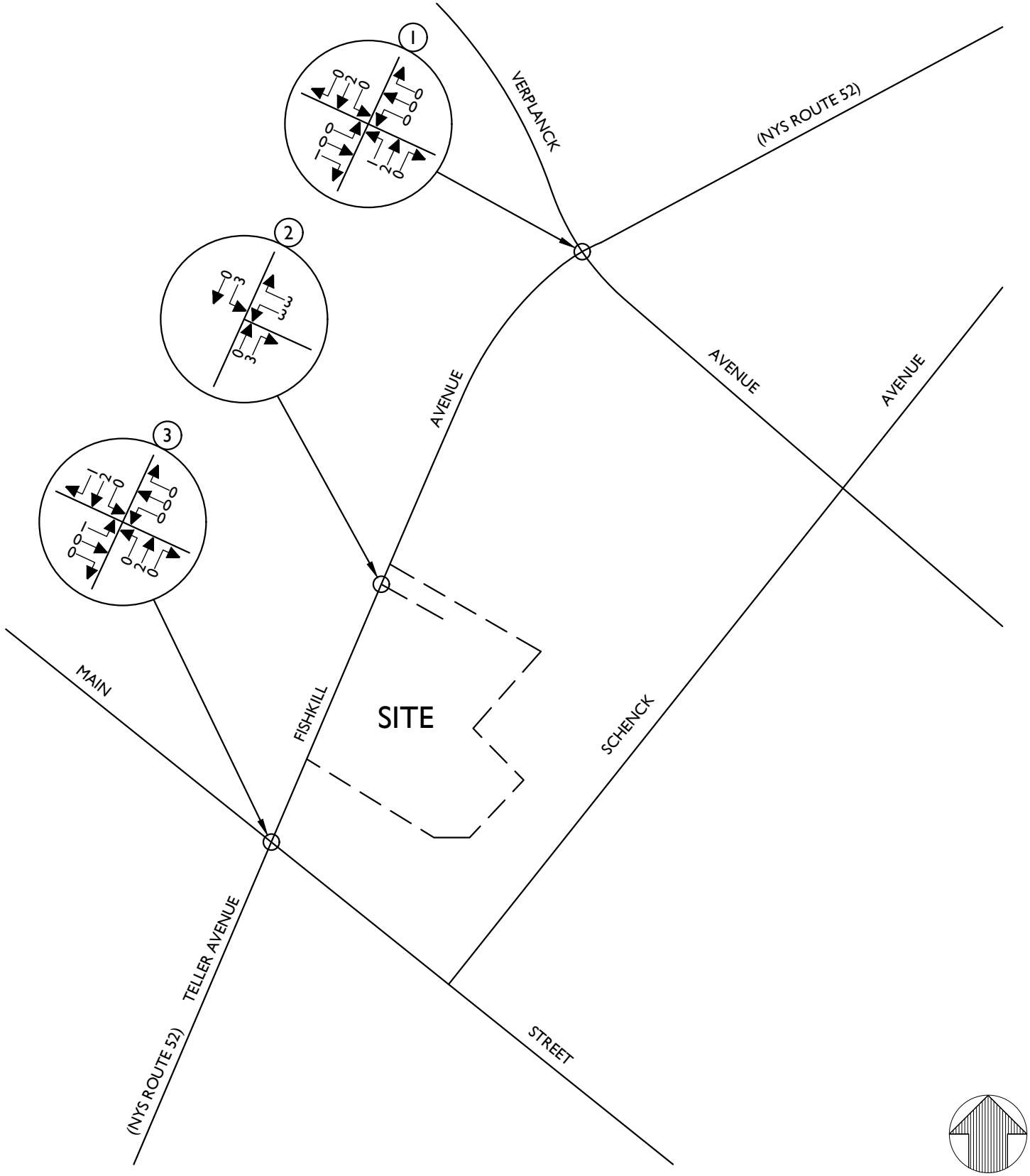


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SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR

FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 18



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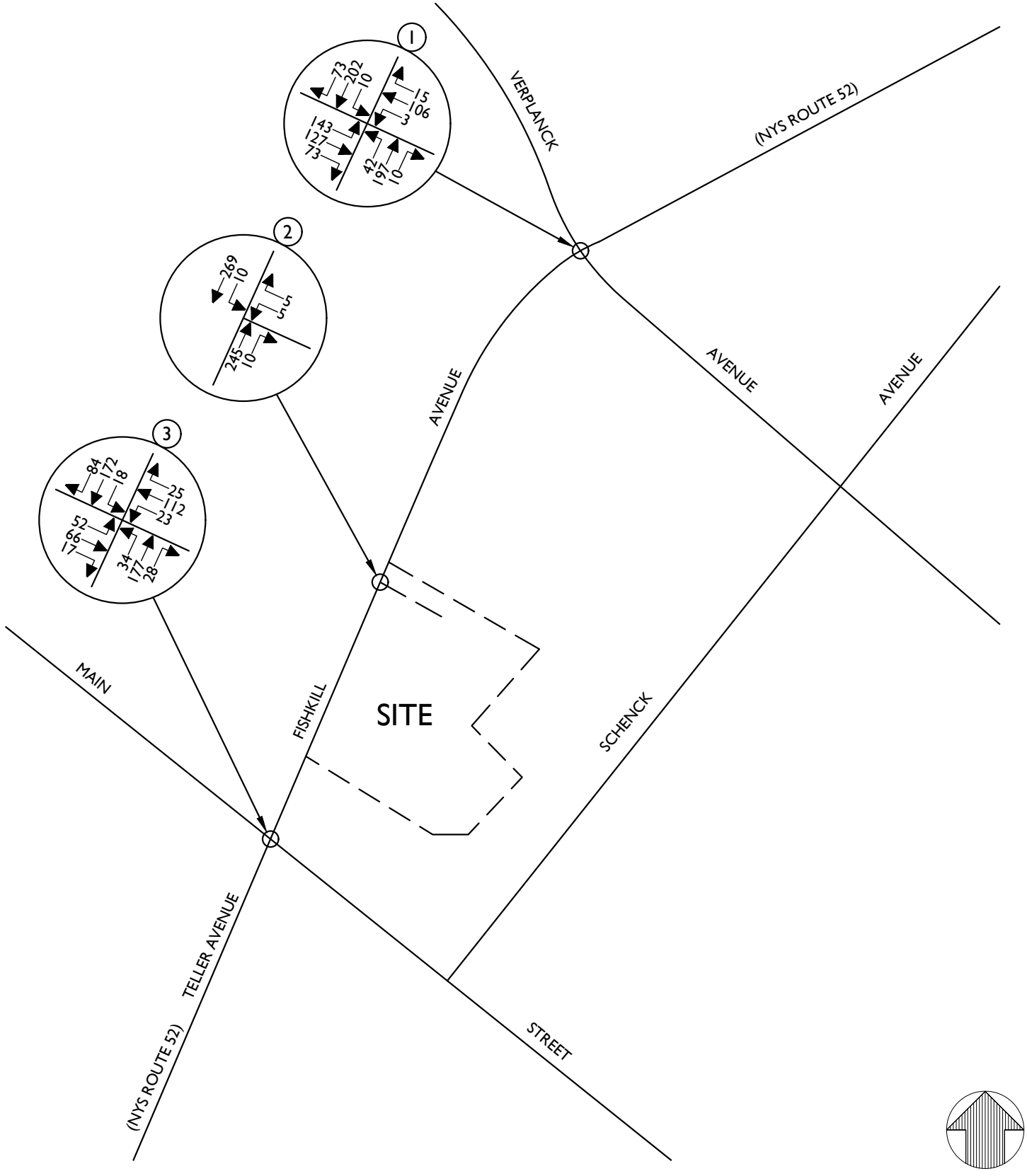


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2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 19



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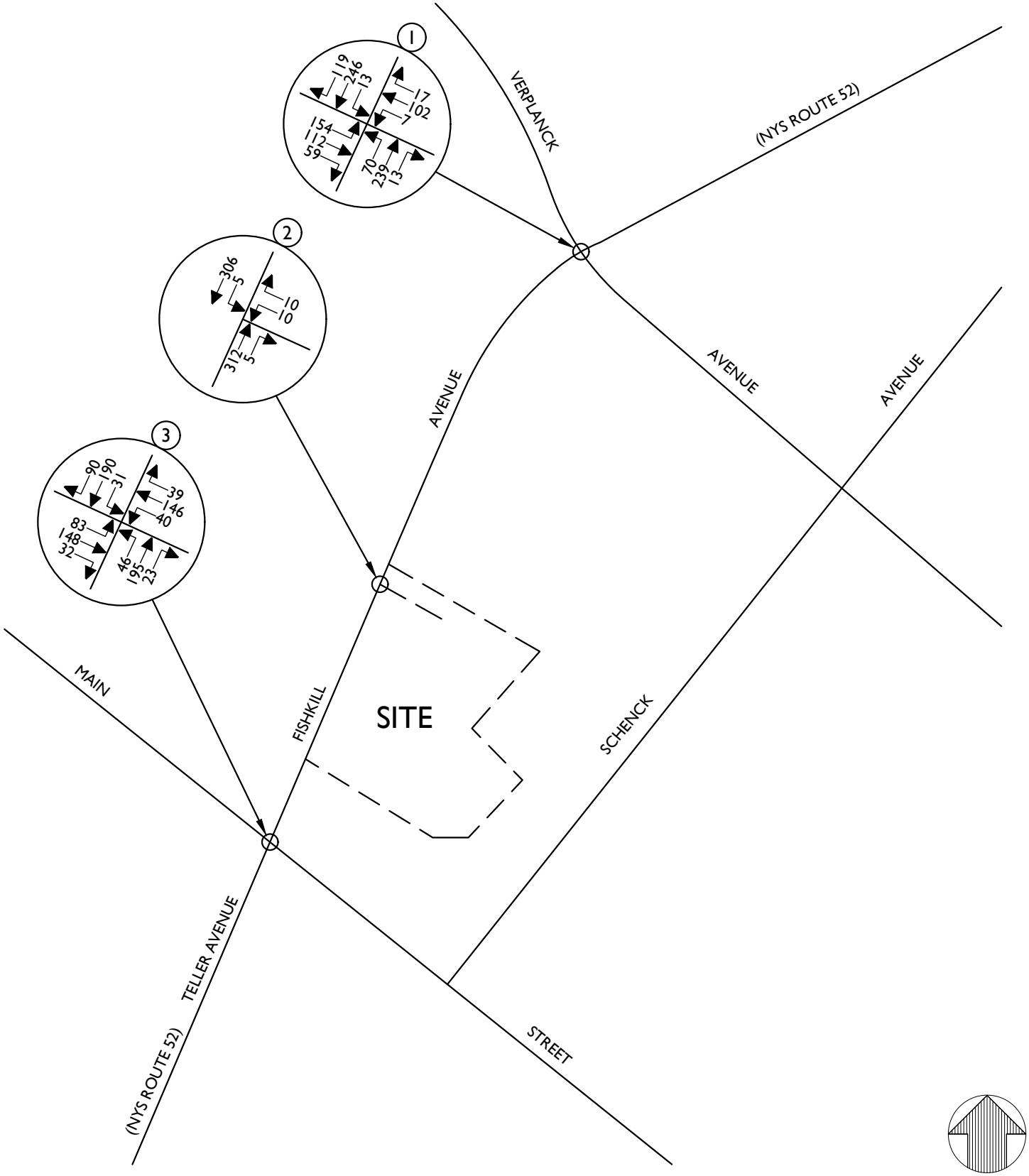


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2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 20



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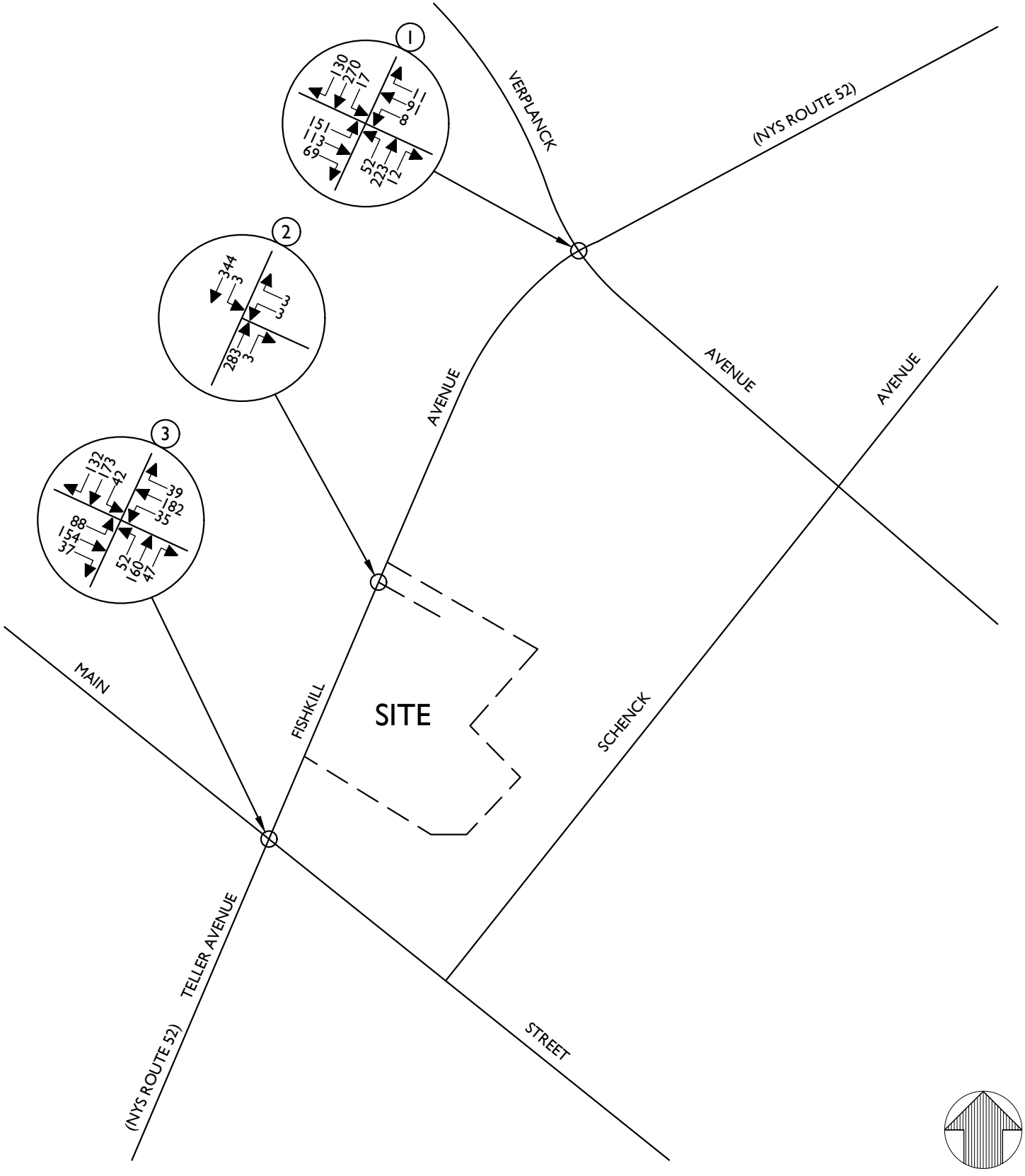


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2026 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER: 21



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# Traffic Impact Study

## Appendix B | Tables

**Table No. 1**
**Hourly Trip Generation Rates (HTGR) and**
**Anticipated Site Generated Traffic Volumes**

| 152-158 Fishkill Avenue<br>City of Beacon, Dutchess County, NY | Entry | | Exit | |
|---|---|---|---|---|
| | HTGR[1] | Volume | HTGR1 | HTGR[1] |
| **Residential**<br>(16 Units) | | | | |
| Peak AM Hour | 0.13 | 2 | 0.38 | 6 |
| Peak PM Hour | 0.38 | 6 | 0.19 | 3 |
| Saturday Peak Hour | 0.25 | 4 | 0.25 | 4 |
| **Office**<br>(8,214 Sq. Ft.) | | | | |
| Peak AM Hour | 2.07 | 17 | 0.37 | 3 |
| Peak PM Hour | 0.49 | 4 | 2.07 | 17 |
| Saturday Peak Hour | 0.24 | 2 | 0.24 | 2 |
| **Total** | | | | |
| Peak AM Hour | - | 19 | - | 9 |
| Peak PM Hour | - | 10 | - | 20 |
| Saturday Peak Hour | - | 6 | - | 6 |

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, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING (LOW-RISE) AND ITE LAND USE CODE - 710 - GENERAL OFFICE BUILDING.

**Table No. 2**
**Level of Service Summary Table**

| | | | | 2022 Existing | | | 2026 No-Build | | | 2026 Build | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM | PM | SAT | AM | PM | SAT | AM | PM | SAT |
| 1 | **Fishkill Avenue (NYS Route 52) & Verplanck Avenue** | **Signalized** | | | | | | | | | | |
| | Fishkill Avenue | EB | LTR | B (18.3) | B (19.2) | B (18.5) | - | - | - | - | - | - |
| | Fishkill Avenue | WB | LTR | B (19.3) | C (21.3) | C (22.7) | - | - | - | - | - | - |
| | Verplanck Avenue | SEB | L | B (10.4) | B (10.5) | B (10.4) | - | - | - | - | - | - |
| | | | TR | B (10.9) | B (10.4) | B (10.6) | - | - | - | - | - | - |
| | Verplanck Avenue | NWB | LTR | A (9.6) | A (9.6) | A (9.4) | - | - | - | - | - | - |
| | | | **Overall** | **B (14.8)** | **B (16.3)** | **B (16.8)** | - | - | - | - | - | - |
| | W/ Fishkill Avenue Project Improvements | | | | | | | | | | | |
| | Fishkill Avenue | EB | LTR | - | - | - | C (21.4) | C (21.2) | B (19.5) | C (21.4) | C (21.5) | B (19.5) |
| | Fishkill Avenue | WB | LTR | - | - | - | C (22.1) | C (22.4) | C (24.1) | C (22.1) | C (22.5) | C (24.2) |
| | Verplanck Avenue | SEB | L | - | - | - | A (5.5) | A (7.0) | A (7.9) | A (5.6) | A (7.0) | A (7.9) |
| | | | TR | - | - | - | A (5.7) | A (6.9) | A (7.9) | A (5.9) | A (6.9) | A (8.0) |
| | Verplanck Avenue | NWB | LTR | - | - | - | A (5.0) | A (6.3) | A (7.0) | A (5.1) | A (6.3) | A (7.0) |
| | | | **Overall** | **-** | - | - | **B (14.1)** | **B (15.9)** | **B (16.6)** | **B (14.2)** | **B (16.1)** | **B (16.7)** |
| 2 | **Fishkill Avenue (NYS Route 52) & Site Access Driveway** | **Unsignalized** | | | | | | | | | | |
| | Site Access | WB | LR | - | - | - | - | - | - | B (11.9) | B (12.5) | B (12.6) |
| | Main Street | SB | LT | - | - | - | - | - | - | A (7.9) | A (8.0) | A (8.0) |
| 3 | **Fishkill Avenue/Teller Avenue & Main Street** | **Signalized** | | | | | | | | | | |
| | Teller Avenue | NB | LTR | B (12.5) | B (11.7) | B (12.3) | - | - | - | - | - | - |
| | Fishkill Avenue | SB | LTR | B (12.8) | B (12.7) | B (13.4) | - | - | - | - | - | - |
| | Main Street | SEB | LTR | B (14.8) | B (17.9) | B (18.6) | - | - | - | - | - | - |
| | Main Street | NWB | LTR | B (15.2) | B (16.3) | B (17.1) | - | - | - | - | - | - |
| | | | **Overall** | **B (13.5)** | **B (14.6)** | **B (15.2)** | - | - | - | - | - | - |
| | W/ Fishkill Avenue Project Improvements | | | | | | | | | | | |
| | Teller Avenue | NB | L | - | - | - | A (5.4) | A (8.1) | A (9.3) | A (5.4) | A (8.1) | A (9.3) |
| | | | TR | - | - | - | A (6.8) | A (9.5) | B (10.4) | A (6.9) | A (9.6) | B (10.5) |
| | Fishkill Avenue | SB | LTR | - | - | - | A (7.3) | B (10.5) | B (12.5) | A (7.4) | B (10.6) | B (12.5) |
| | Main Street | SEB | LTR | - | - | - | B (17.3) | B (17.4) | B (17.8) | B (17.3) | B (17.5) | B (17.9) |
| | Main Street | NWB | LTR | - | - | - | B (17.8) | B (16.5) | B (16.4) | B (17.8) | B (16.5) | B (16.4) |
| | | | **Overall** | **-** | - | - | **B (10.9)** | **B (13.2)** | **B (14.1)** | **B (10.9)** | **B (13.2)** | **B (14.2)** |

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.

2) FISHKILL AVENUE IMPROVEMENTS TO BE IMPLEMENTED BY THE CITY OF BEACON/ NYSDOT BEGINNING IN THE SPRING OF 2023 INCLUDES PROVISION OF SEPARATE NB LEFT TURN ON TELLER AVENUE AT MAIN STREET AND TRAFFIC SIGNAL ACTUATION IMPROVEMENTS AT BOTH THE MAIN STREET/ TELLER AVENUE/ FISHKILL AVENUE AND THE FISHKILL AVENUE/ VERPLANCK AVENUE INTERSECTIONS.

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# Traffic Impact Study

## Appendix C | Level of Service Standards

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# 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.

Colliers Engineering & Design

# Traffic Impact Study

## Appendix D | Capacity Analysis

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 38 | 175 | 9 | 9 | 177 | 68 | 132 | 118 | 65 | 2 | 98 | 14 |
| Future Volume (vph) | 38 | 175 | 9 | 9 | 177 | 68 | 132 | 118 | 65 | 2 | 98 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 12 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.995 | | | 0.964 | | | 0.947 | | | 0.983 | |
| Flt Protected | | 0.992 | | | 0.998 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1848 | 0 | 0 | 1712 | 0 | 1659 | 1623 | 0 | 0 | 1653 | 0 |
| Flt Permitted | | 0.907 | | | 0.988 | | 0.676 | | | | 0.997 | |
| Satd. Flow (perm) | 0 | 1689 | 0 | 0 | 1695 | 0 | 1179 | 1623 | 0 | 0 | 1650 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 29 | | | 57 | | | 15 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 2 | | 2 | 2 | | 2 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 6% | 7% | 13% | 11% | 4% | 7% | 2% | 2% | 5% | 2% | 8% | 2% |
| Adj. Flow (vph) | 42 | 194 | 10 | 10 | 197 | 76 | 147 | 131 | 72 | 2 | 109 | 16 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 246 | 0 | 0 | 283 | 0 | 147 | 203 | 0 | 0 | 127 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 0.93 | 1.01 | 1.01 | 1.01 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 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) | 2 | 2 | | 2 | 2 | | 3 | 3 | | 1 | 1 | |
| v/c Ratio | | 0.41 | | | 0.45 | | 0.25 | 0.24 | | | 0.15 | |
| Control Delay | | 19.3 | | | 18.2 | | 11.4 | 7.9 | | | 8.9 | |



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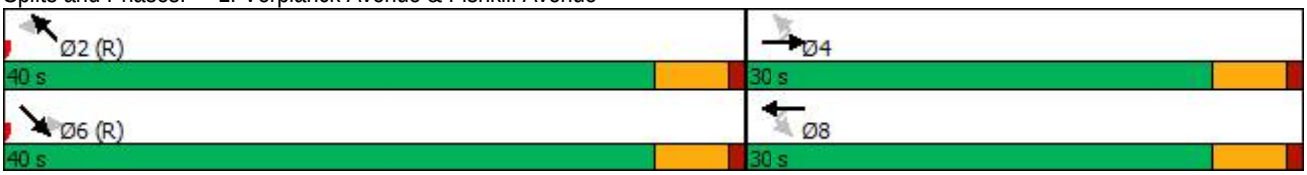
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 19.3 | | | 18.2 | | 11.4 | 7.9 | | | 8.9 | |
| Queue Length 50th (ft) | | 77 | | | 81 | | 34 | 32 | | | 24 | |
| Queue Length 95th (ft) | | 135 | | | 146 | | 68 | 68 | | | 51 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 605 | | | 624 | | 589 | 840 | | | 832 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.41 | | | 0.45 | | 0.25 | 0.24 | | | 0.15 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue



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| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 175 | 9 | 9 | 177 | 68 | 132 | 118 | 65 | 2 | 98 | 14 |
| Future Volume (veh/h) | 38 | 175 | 9 | 9 | 177 | 68 | 132 | 118 | 65 | 2 | 98 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1788 | 1844 | 1684 | 1713 | 1817 | 1773 | 1658 | 1658 | 1614 | 2027 | 1937 | 2027 |
| Adj Flow Rate, veh/h | 42 | 194 | 10 | 10 | 197 | 76 | 147 | 131 | 72 | 2 | 109 | 16 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 7 | 13 | 11 | 4 | 7 | 2 | 2 | 5 | 2 | 8 | 2 |
| Cap, veh/h | 125 | 519 | 25 | 61 | 442 | 165 | 679 | 502 | 276 | 55 | 824 | 119 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 181 | 1454 | 69 | 21 | 1238 | 462 | 1120 | 1005 | 552 | 5 | 1648 | 238 |
| Grp Volume(v), veh/h | 246 | 0 | 0 | 283 | 0 | 0 | 147 | 0 | 203 | 127 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1705 | 0 | 0 | 1720 | 0 | 0 | 1120 | 0 | 1557 | 1891 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 7.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 4.1 | 0.0 | 5.2 | 2.5 | 0.0 | 0.0 |
| Prop In Lane | 0.17 | | 0.04 | 0.04 | | 0.27 | 1.00 | | 0.35 | 0.02 | | 0.13 |
| Lane Grp Cap(c), veh/h | 669 | 0 | 0 | 668 | 0 | 0 | 679 | 0 | 778 | 998 | 0 | 0 |
| V/C Ratio(X) | 0.37 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.22 | 0.00 | 0.26 | 0.13 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 669 | 0 | 0 | 668 | 0 | 0 | 679 | 0 | 778 | 998 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 16.7 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 9.7 | 0.0 | 10.1 | 9.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.6 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.8 | 0.3 | 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 | 3.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 1.3 | 0.0 | 1.8 | 1.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 18.3 | 0.0 | 0.0 | 19.3 | 0.0 | 0.0 | 10.4 | 0.0 | 10.9 | 9.6 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | A | A | A |
| Approach Vol, veh/h | | 246 | | | 283 | | | 350 | | | 127 | |
| Approach Delay, s/veh | | 18.3 | | | 19.3 | | | 10.7 | | | 9.6 | |
| Approach LOS | | B | | | B | | | B | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 40.0 | 30.0 | 40.0 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 25.0 | 35.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 4.5 | 9.0 | 7.2 | 10.8 |
| Green Ext Time (p_c), s | 0.5 | 0.8 | 1.7 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 14.8 |
| HCM 6th LOS | B |



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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 30 | 158 | 24 | 14 | 156 | 74 | 43 | 56 | 14 | 20 | 100 | 21 |
| Future Volume (vph) | 30 | 158 | 24 | 14 | 156 | 74 | 43 | 56 | 14 | 20 | 100 | 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 | | 1.00 | | | 0.99 | | | 0.98 | | | 0.99 | |
| Frt | | 0.985 | | | 0.959 | | | 0.983 | | | 0.980 | |
| Flt Protected | | 0.993 | | | 0.997 | | | 0.981 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1741 | 0 | 0 | 1722 | 0 | 0 | 1355 | 0 | 0 | 1357 | 0 |
| Flt Permitted | | 0.927 | | | 0.978 | | | 0.849 | | | 0.954 | |
| Satd. Flow (perm) | 0 | 1625 | 0 | 0 | 1689 | 0 | 0 | 1159 | 0 | 0 | 1302 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 247 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 5.6 | | | 7.2 | |
| Confl. Peds. (#/hr) | 2 | | 2 | 2 | | 2 | 27 | | 10 | 10 | | 27 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 2% | 7% | 13% | 7% | 5% | 2% | 6% | 4% | 2% | 13% | 6% | 2% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 37 | 193 | 29 | 17 | 190 | 90 | 52 | 68 | 17 | 24 | 122 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 259 | 0 | 0 | 297 | 0 | 0 | 137 | 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 | 1.17 | 0.99 | 1.17 | 1.14 | 1.01 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| 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) | 2 | 2 | | 2 | 2 | | 10 | 10 | | 27 | 27 | |
| v/c Ratio | | 0.35 | | | 0.38 | | | 0.31 | | | 0.34 | |
| Control Delay | | 12.9 | | | 13.3 | | | 16.4 | | | 16.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 12.9 | | | 13.3 | | | 16.4 | | | 16.7 | |



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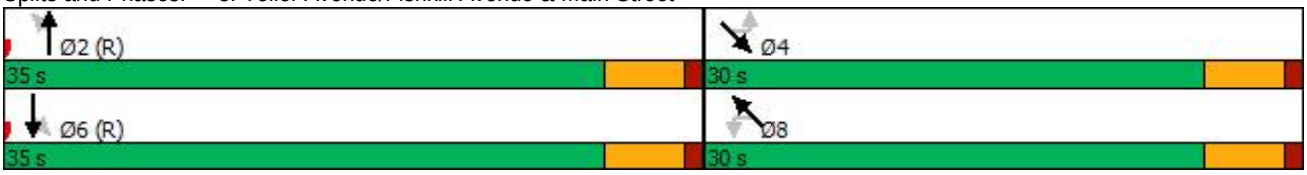
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 62 | | | 73 | | | 37 | | | 47 | |
| Queue Length 95th (ft) | | 98 | | | 112 | | | 68 | | | 82 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 167 | | | 235 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 750 | | | 779 | | | 445 | | | 500 | |
| 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 | | 0.35 | | | 0.38 | | | 0.31 | | | 0.34 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| 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: 3: Teller Avenue/Fishkill Avenue & Main Street



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| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 158 | 24 | 14 | 156 | 74 | 43 | 56 | 14 | 20 | 100 | 21 |
| Future Volume (veh/h) | 30 | 158 | 24 | 14 | 156 | 74 | 43 | 56 | 14 | 20 | 100 | 21 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.98 | | 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 | 1636 | 1632 | 1489 | 1651 | 1745 | 1718 | 1625 | 1585 | 1678 | 1605 | 1632 | 1754 |
| Adj Flow Rate, veh/h | 37 | 193 | 29 | 17 | 190 | 90 | 52 | 68 | 17 | 24 | 122 | 26 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 7 | 13 | 7 | 5 | 2 | 6 | 4 | 2 | 13 | 6 | 2 |
| Cap, veh/h | 125 | 556 | 78 | 76 | 508 | 228 | 226 | 257 | 58 | 105 | 406 | 80 |
| 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 | 133 | 1206 | 169 | 37 | 1101 | 495 | 389 | 668 | 150 | 109 | 1056 | 207 |
| Grp Volume(v), veh/h | 259 | 0 | 0 | 297 | 0 | 0 | 137 | 0 | 0 | 172 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1507 | 0 | 0 | 1632 | 0 | 0 | 1207 | 0 | 0 | 1372 | 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 | 6.8 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 |
| Prop In Lane | 0.14 | | 0.11 | 0.06 | | 0.30 | 0.38 | | 0.12 | 0.14 | | 0.15 |
| Lane Grp Cap(c), veh/h | 759 | 0 | 0 | 812 | 0 | 0 | 540 | 0 | 0 | 591 | 0 | 0 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 759 | 0 | 0 | 812 | 0 | 0 | 540 | 0 | 0 | 591 | 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 | 11.2 | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | 14.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.2 | 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 | 2.4 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.5 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | 15.2 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 259 | | | 297 | | | 137 | | | 172 | |
| Approach Delay, s/veh | | 12.5 | | | 12.8 | | | 14.8 | | | 15.2 | |
| 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 | 8.8 | 6.4 | 9.7 | 7.5 |
| Green Ext Time (p_c), s | 1.0 | 0.4 | 1.2 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.5 |
| HCM 6th LOS | B |



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 194 | 10 | 10 | 196 | 73 | 143 | 127 | 70 | 2 | 106 | 15 |
| Future Volume (vph) | 41 | 194 | 10 | 10 | 196 | 73 | 143 | 127 | 70 | 2 | 106 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.995 | | | 0.965 | | | 0.947 | | | 0.983 | |
| Flt Protected | | 0.992 | | | 0.998 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1675 | 0 | 0 | 1657 | 0 | 1659 | 1623 | 0 | 0 | 1653 | 0 |
| Flt Permitted | | 0.855 | | | 0.985 | | 0.669 | | | | 0.997 | |
| Satd. Flow (perm) | 0 | 1443 | 0 | 0 | 1635 | 0 | 1167 | 1623 | 0 | 0 | 1650 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 28 | | | 57 | | | 15 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 2 | | 2 | 2 | | 2 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 6% | 7% | 13% | 11% | 4% | 7% | 2% | 2% | 5% | 2% | 8% | 2% |
| Adj. Flow (vph) | 46 | 216 | 11 | 11 | 218 | 81 | 159 | 141 | 78 | 2 | 118 | 17 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 273 | 0 | 0 | 310 | 0 | 159 | 219 | 0 | 0 | 137 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 1.06 | 1.01 | 1.01 | 1.06 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 2 | 2 | | 1 | 2 | |
| Detector Template | Left | | | Left | | | | | | Left | | |
| Leading Detector (ft) | 20 | 45 | | 20 | 45 | | 45 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 6 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 5 | | | 5 | | 5 | 5 | | | 5 | |
| Detector 2 Size(ft) | | 40 | | | 40 | | 40 | 40 | | | 40 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| 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) | 2 | 2 | | 2 | 2 | | 3 | 3 | | 1 | 1 | |
| v/c Ratio | | 0.76 | | | 0.72 | | 0.23 | 0.23 | | | 0.14 | |
| Control Delay | | 34.3 | | | 28.8 | | 8.5 | 6.1 | | | 6.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 34.3 | | | 28.8 | | 8.5 | 6.1 | | | 6.8 | |
| Queue Length 50th (ft) | | 90 | | | 93 | | 24 | 24 | | | 17 | |
| Queue Length 95th (ft) | | 161 | | | 166 | | 68 | 68 | | | 51 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 603 | | | 698 | | 681 | 971 | | | 969 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.45 | | | 0.44 | | 0.23 | 0.23 | | | 0.14 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.3
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue

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| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 41 | 194 | 10 | 10 | 196 | 73 | 143 | 127 | 70 | 2 | 106 | 15 |
| Future Volume (veh/h) | 41 | 194 | 10 | 10 | 196 | 73 | 143 | 127 | 70 | 2 | 106 | 15 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1788 | 1773 | 1684 | 1713 | 1817 | 1773 | 1658 | 1658 | 1614 | 2027 | 1937 | 2027 |
| Adj Flow Rate, veh/h | 46 | 216 | 11 | 11 | 218 | 81 | 159 | 141 | 78 | 2 | 118 | 17 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 7 | 13 | 11 | 4 | 7 | 2 | 2 | 5 | 2 | 8 | 2 |
| Cap, veh/h | 113 | 309 | 15 | 70 | 275 | 99 | 813 | 609 | 337 | 66 | 1004 | 143 |
| Arrive On Green | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 180 | 1411 | 67 | 25 | 1253 | 452 | 1110 | 1002 | 555 | 4 | 1653 | 235 |
| Grp Volume(v), veh/h | 273 | 0 | 0 | 310 | 0 | 0 | 159 | 0 | 219 | 137 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1658 | 0 | 0 | 1729 | 0 | 0 | 1110 | 0 | 1557 | 1892 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.2 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 8.7 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 2.9 | 0.0 | 3.7 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 0.17 | | 0.04 | 0.04 | | 0.26 | 1.00 | | 0.36 | 0.01 | | 0.12 |
| Lane Grp Cap(c), veh/h | 437 | 0 | 0 | 444 | 0 | 0 | 813 | 0 | 945 | 1212 | 0 | 0 |
| V/C Ratio(X) | 0.63 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | 0.20 | 0.00 | 0.23 | 0.11 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 773 | 0 | 0 | 808 | 0 | 0 | 813 | 0 | 945 | 1212 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 20.9 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 5.0 | 0.0 | 5.2 | 4.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.5 | 0.0 | 0.6 | 0.2 | 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 | 3.2 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.8 | 0.0 | 1.1 | 0.6 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.4 | 0.0 | 0.0 | 22.1 | 0.0 | 0.0 | 5.5 | 0.0 | 5.7 | 5.0 | 0.0 | 0.0 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 273 | | | 310 | | | 378 | | | 137 | |
| Approach Delay, s/veh | | 21.4 | | | 22.1 | | | 5.6 | | | 5.0 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 40.0 | 17.6 | 40.0 | 17.6 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 25.0 | 35.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 3.8 | 10.7 | 5.7 | 11.8 |
| Green Ext Time (p_c), s | 0.3 | 0.5 | 1.0 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 14.1 |
| HCM 6th LOS | B |



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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 34 | 171 | 28 | 17 | 168 | 83 | 50 | 66 | 17 | 23 | 112 | 24 |
| Future Volume (vph) | 34 | 171 | 28 | 17 | 168 | 83 | 50 | 66 | 17 | 23 | 112 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 12 | 8 | 12 | 12 | 8 | 12 |
| Grade (%) | | 3% | | | -1% | | | 1% | | | -2% | |
| Storage Length (ft) | 50 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | 1.00 | | | 0.99 | | | 0.98 | | | 0.99 | |
| Frt | | 0.979 | | | 0.958 | | | 0.982 | | | 0.980 | |
| Flt Protected | 0.950 | | | | 0.997 | | | 0.982 | | | 0.993 | |
| Satd. Flow (prot) | 1516 | 1473 | 0 | 0 | 1512 | 0 | 0 | 1355 | 0 | 0 | 1357 | 0 |
| Flt Permitted | 0.595 | | | | 0.976 | | | 0.825 | | | 0.935 | |
| Satd. Flow (perm) | 948 | 1473 | 0 | 0 | 1480 | 0 | 0 | 1126 | 0 | 0 | 1275 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 247 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 5.6 | | | 7.2 | |
| Confl. Peds. (#/hr) | 2 | | 2 | 2 | | 2 | 27 | | 10 | 10 | | 27 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 2% | 7% | 13% | 7% | 5% | 2% | 6% | 4% | 2% | 13% | 6% | 2% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 41 | 209 | 34 | 21 | 205 | 101 | 61 | 80 | 21 | 28 | 137 | 29 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 41 | 243 | 0 | 0 | 327 | 0 | 0 | 162 | 0 | 0 | 194 | 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) | | 11 | | | 11 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.22 | 1.22 | 1.17 | 1.14 | 1.19 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 45 | 45 | | 20 | 45 | | 20 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 6 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 5 | 5 | | | 5 | | | 5 | | | 5 | |
| Detector 2 Size(ft) | 40 | 40 | | | 40 | | | 40 | | | 40 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |



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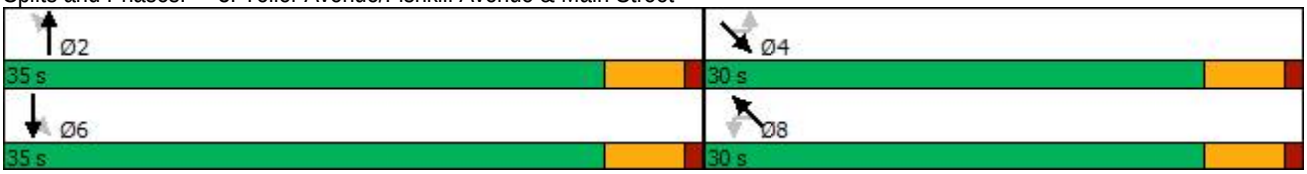
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| 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) | 2 | 2 | | 2 | 2 | | 10 | 10 | | 27 | 27 | |
| v/c Ratio | 0.07 | 0.28 | | | 0.38 | | | 0.61 | | | 0.64 | |
| Control Delay | 7.5 | 8.3 | | | 9.3 | | | 27.8 | | | 28.3 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 7.5 | 8.3 | | | 9.3 | | | 27.8 | | | 28.3 | |
| Queue Length 50th (ft) | 5 | 33 | | | 48 | | | 45 | | | 54 | |
| Queue Length 95th (ft) | 20 | 86 | | | 118 | | | 82 | | | 94 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 167 | | | 235 | |
| Turn Bay Length (ft) | 50 | | | | | | | | | | | |
| Base Capacity (vph) | 551 | 857 | | | 861 | | | 510 | | | 577 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.07 | 0.28 | | | 0.38 | | | 0.32 | | | 0.34 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| Cycle Length: 65 | |
| Actuated Cycle Length: 55.5 | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 3: Teller Avenue/Fishkill Avenue & Main Street



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| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 34 | 171 | 28 | 17 | 168 | 83 | 50 | 66 | 17 | 23 | 112 | 24 |
| Future Volume (veh/h) | 34 | 171 | 28 | 17 | 168 | 83 | 50 | 66 | 17 | 23 | 112 | 24 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.97 | | 0.95 | 0.96 | | 0.95 |
| 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 | 1636 | 1569 | 1489 | 1651 | 1678 | 1718 | 1625 | 1585 | 1678 | 1605 | 1632 | 1754 |
| Adj Flow Rate, veh/h | 41 | 209 | 34 | 21 | 205 | 101 | 61 | 80 | 21 | 28 | 137 | 29 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 7 | 13 | 7 | 5 | 2 | 6 | 4 | 2 | 13 | 6 | 2 |
| Cap, veh/h | 672 | 743 | 121 | 95 | 588 | 273 | 179 | 184 | 40 | 103 | 262 | 50 |
| Arrive On Green | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 938 | 1316 | 214 | 40 | 1041 | 483 | 348 | 746 | 163 | 103 | 1058 | 204 |
| Grp Volume(v), veh/h | 41 | 0 | 243 | 327 | 0 | 0 | 162 | 0 | 0 | 194 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 938 | 0 | 1530 | 1564 | 0 | 0 | 1257 | 0 | 0 | 1366 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.0 | 0.0 | 4.4 | 6.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.14 | 0.06 | | 0.31 | 0.38 | | 0.13 | 0.14 | | 0.15 |
| Lane Grp Cap(c), veh/h | 672 | 0 | 864 | 955 | 0 | 0 | 404 | 0 | 0 | 415 | 0 | 0 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.28 | 0.34 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 672 | 0 | 864 | 955 | 0 | 0 | 658 | 0 | 0 | 711 | 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 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 5.2 | 0.0 | 6.0 | 6.3 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.8 | 1.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 | 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 | 0.2 | 0.0 | 1.2 | 1.7 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 5.4 | 0.0 | 6.8 | 7.3 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 17.8 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 284 | | | 327 | | | 162 | | | 194 | |
| Approach Delay, s/veh | | 6.6 | | | 7.3 | | | 17.3 | | | 17.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 35.0 | | 18.1 | | 35.0 | | 18.1 | | | | |
| 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 | | 6.4 | | 7.3 | | 8.0 | | 8.4 | | | | |
| Green Ext Time (p_c), s | | 0.6 | | 0.3 | | 0.7 | | 0.3 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 10.9 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |



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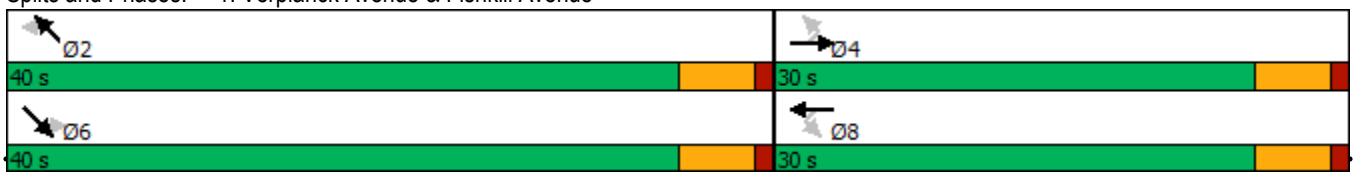
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 42 | 197 | 10 | 10 | 202 | 73 | 143 | 127 | 73 | 3 | 106 | 15 |
| Future Volume (vph) | 42 | 197 | 10 | 10 | 202 | 73 | 143 | 127 | 73 | 3 | 106 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.995 | | | 0.965 | | | 0.945 | | | 0.983 | |
| Flt Protected | | 0.992 | | | 0.998 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1675 | 0 | 0 | 1658 | 0 | 1659 | 1618 | 0 | 0 | 1654 | 0 |
| Flt Permitted | | 0.850 | | | 0.985 | | 0.669 | | | | 0.996 | |
| Satd. Flow (perm) | 0 | 1435 | 0 | 0 | 1636 | 0 | 1167 | 1618 | 0 | 0 | 1649 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 28 | | | 59 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 2 | | 2 | 2 | | 2 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 6% | 7% | 13% | 11% | 4% | 7% | 2% | 2% | 5% | 2% | 8% | 2% |
| Adj. Flow (vph) | 47 | 219 | 11 | 11 | 224 | 81 | 159 | 141 | 81 | 3 | 118 | 17 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 277 | 0 | 0 | 316 | 0 | 159 | 222 | 0 | 0 | 138 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 1.06 | 1.01 | 1.01 | 1.06 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 2 | 2 | | 1 | 2 | |
| Detector Template | Left | | | Left | | | | | | Left | | |
| Leading Detector (ft) | 20 | 45 | | 20 | 45 | | 45 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 6 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 5 | | | 5 | | 5 | 5 | | | 5 | |
| Detector 2 Size(ft) | | 40 | | | 40 | | 40 | 40 | | | 40 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| 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) | 2 | 2 | | 2 | 2 | | 3 | 3 | | 1 | 1 | |
| v/c Ratio | | 0.76 | | | 0.73 | | 0.23 | 0.23 | | | 0.14 | |
| Control Delay | | 34.8 | | | 29.1 | | 8.6 | 6.1 | | | 6.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 34.8 | | | 29.1 | | 8.6 | 6.1 | | | 6.9 | |
| Queue Length 50th (ft) | | 92 | | | 95 | | 25 | 24 | | | 18 | |
| Queue Length 95th (ft) | | 164 | | | 169 | | 69 | 70 | | | 52 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 598 | | | 696 | | 679 | 966 | | | 965 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.46 | | | 0.45 | | 0.23 | 0.23 | | | 0.14 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 42 | 197 | 10 | 10 | 202 | 73 | 143 | 127 | 73 | 3 | 106 | 15 |
| Future Volume (veh/h) | 42 | 197 | 10 | 10 | 202 | 73 | 143 | 127 | 73 | 3 | 106 | 15 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1788 | 1773 | 1684 | 1713 | 1817 | 1773 | 1658 | 1658 | 1614 | 2027 | 1937 | 2027 |
| Adj Flow Rate, veh/h | 47 | 219 | 11 | 11 | 224 | 81 | 159 | 141 | 81 | 3 | 118 | 17 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 7 | 13 | 11 | 4 | 7 | 2 | 2 | 5 | 2 | 8 | 2 |
| Cap, veh/h | 113 | 312 | 15 | 70 | 281 | 99 | 810 | 597 | 343 | 68 | 998 | 141 |
| Arrive On Green | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 |
| Sat Flow, veh/h | 181 | 1404 | 66 | 24 | 1263 | 444 | 1110 | 987 | 567 | 7 | 1650 | 233 |
| Grp Volume(v), veh/h | 277 | 0 | 0 | 316 | 0 | 0 | 159 | 0 | 222 | 138 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1651 | 0 | 0 | 1731 | 0 | 0 | 1110 | 0 | 1555 | 1890 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.1 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 8.9 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 2.9 | 0.0 | 3.8 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 0.17 | | 0.04 | 0.03 | | 0.26 | 1.00 | | 0.36 | 0.02 | | 0.12 |
| Lane Grp Cap(c), veh/h | 440 | 0 | 0 | 449 | 0 | 0 | 810 | 0 | 940 | 1207 | 0 | 0 |
| V/C Ratio(X) | 0.63 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | 0.20 | 0.00 | 0.24 | 0.11 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 768 | 0 | 0 | 806 | 0 | 0 | 810 | 0 | 940 | 1207 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 20.9 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 5.0 | 0.0 | 5.3 | 4.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.5 | 0.0 | 0.6 | 0.2 | 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 | 3.2 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.8 | 0.0 | 1.1 | 0.6 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.4 | 0.0 | 0.0 | 22.1 | 0.0 | 0.0 | 5.6 | 0.0 | 5.9 | 5.1 | 0.0 | 0.0 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 277 | | | 316 | | | 381 | | | 138 | |
| Approach Delay, s/veh | | 21.4 | | | 22.1 | | | 5.7 | | | 5.1 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 40.0 | | 17.9 | | 40.0 | | 17.9 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 35.0 | | 25.0 | | 35.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.8 | | 10.9 | | 5.8 | | 12.0 | | | | |
| Green Ext Time (p_c), s | | 0.3 | | 0.5 | | 1.0 | | 0.6 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 14.2 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 5 | 245 | 10 | 10 | 269 |
| Future Volume (vph) | 5 | 5 | 245 | 10 | 10 | 269 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 12 | 11 |
| Grade (%) | 0% | | 0% | | | -3% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.932 | | 0.995 | | | |
| Flt Protected | 0.976 | | | | | 0.998 |
| Satd. Flow (prot) | 1646 | 0 | 1709 | 0 | 0 | 1772 |
| Flt Permitted | 0.976 | | | | | 0.998 |
| Satd. Flow (perm) | 1646 | 0 | 1709 | 0 | 0 | 1772 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 186 | | 457 | | | 394 |
| Travel Time (s) | 4.2 | | 10.4 | | | 9.0 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 5% | 5% | 7% | 5% | 5% | 5% |
| Adj. Flow (vph) | 6 | 6 | 299 | 12 | 12 | 328 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 12 | 0 | 311 | 0 | 0 | 340 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.04 | 1.00 | 0.98 | 1.02 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 245 | 10 | 10 | 269 |
| Future Vol, veh/h | 5 | 5 | 245 | 10 | 10 | 269 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -3 |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 5 | 5 | 7 | 5 | 5 | 5 |
| Mvmt Flow | 6 | 6 | 299 | 12 | 12 | 328 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 657 | 305 | 0 | 0 | 311 | 0 |
| Stage 1 | 305 | - | - | - | - | - |
| Stage 2 | 352 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.25 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.345 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 425 | 728 | - | - | 1233 | - |
| Stage 1 | 741 | - | - | - | - | - |
| Stage 2 | 705 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 420 | 728 | - | - | 1233 | - |
| Mov Cap-2 Maneuver | 420 | - | - | - | - | - |
| Stage 1 | 741 | - | - | - | - | - |
| Stage 2 | 697 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.9 | 0 | 0.3 |
| HCM LOS | B | | |

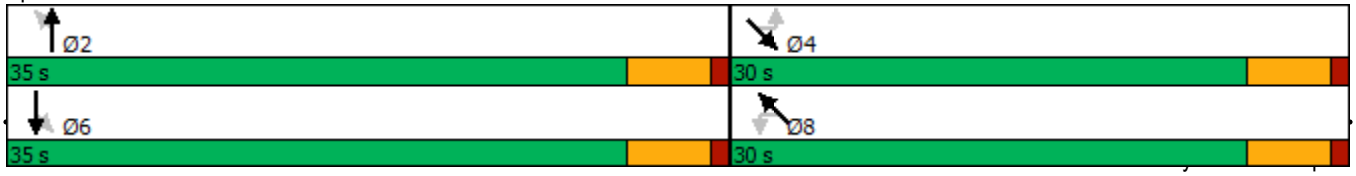
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 533 | 1233 | - |
| HCM Lane V/C Ratio | - | - | 0.023 | 0.01 | - |
| HCM Control Delay (s) | - | - | 11.9 | 7.9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 34 | 177 | 28 | 18 | 172 | 84 | 52 | 66 | 17 | 23 | 112 | 25 |
| Future Volume (vph) | 34 | 177 | 28 | 18 | 172 | 84 | 52 | 66 | 17 | 23 | 112 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 12 | 8 | 12 | 12 | 8 | 12 |
| Grade (%) | | 3% | | | -1% | | | 1% | | | -2% | |
| Storage Length (ft) | 50 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | 1.00 | | | 0.99 | | | 0.98 | | | 0.99 | |
| Frt | | 0.980 | | | 0.959 | | | 0.983 | | | 0.979 | |
| Flt Protected | 0.950 | | | | 0.997 | | | 0.981 | | | 0.993 | |
| Satd. Flow (prot) | 1516 | 1475 | 0 | 0 | 1513 | 0 | 0 | 1355 | 0 | 0 | 1355 | 0 |
| Flt Permitted | 0.589 | | | | 0.975 | | | 0.819 | | | 0.935 | |
| Satd. Flow (perm) | 939 | 1475 | 0 | 0 | 1480 | 0 | 0 | 1118 | 0 | 0 | 1274 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 359 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 8.2 | | | 7.2 | |
| Confl. Peds. (#/hr) | 2 | | 2 | 2 | | 2 | 27 | | 10 | 10 | | 27 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 2% | 7% | 13% | 7% | 5% | 2% | 6% | 4% | 2% | 13% | 6% | 2% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 41 | 216 | 34 | 22 | 210 | 102 | 63 | 80 | 21 | 28 | 137 | 30 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 41 | 250 | 0 | 0 | 334 | 0 | 0 | 164 | 0 | 0 | 195 | 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) | | 11 | | | 11 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.22 | 1.22 | 1.17 | 1.14 | 1.19 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 45 | 45 | | 20 | 45 | | 20 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 6 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 5 | 5 | | | 5 | | | 5 | | | 5 | |
| Detector 2 Size(ft) | 40 | 40 | | | 40 | | | 40 | | | 40 | |

| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 2 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| 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) | 2 | 2 | | 2 | 2 | | 10 | 10 | | 27 | 27 | |
| v/c Ratio | 0.08 | 0.29 | | | 0.39 | | | 0.62 | | | 0.65 | |
| Control Delay | 7.5 | 8.4 | | | 9.4 | | | 28.3 | | | 28.3 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 7.5 | 8.4 | | | 9.4 | | | 28.3 | | | 28.3 | |
| Queue Length 50th (ft) | 5 | 34 | | | 49 | | | 45 | | | 54 | |
| Queue Length 95th (ft) | 20 | 88 | | | 121 | | | 83 | | | 94 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 279 | | | 235 | |
| Turn Bay Length (ft) | 50 | | | | | | | | | | | |
| Base Capacity (vph) | 545 | 857 | | | 859 | | | 506 | | | 577 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.08 | 0.29 | | | 0.39 | | | 0.32 | | | 0.34 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| Cycle Length: 65 | |
| Actuated Cycle Length: 55.5 | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Uncoordinated | |

Splits and Phases: 3: 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) | 34 | 177 | 28 | 18 | 172 | 84 | 52 | 66 | 17 | 23 | 112 | 25 |
| Future Volume (veh/h) | 34 | 177 | 28 | 18 | 172 | 84 | 52 | 66 | 17 | 23 | 112 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.97 | | 0.95 | 0.96 | | 0.95 |
| 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 | 1636 | 1569 | 1489 | 1651 | 1678 | 1718 | 1625 | 1585 | 1678 | 1605 | 1632 | 1754 |
| Adj Flow Rate, veh/h | 41 | 216 | 34 | 22 | 210 | 102 | 63 | 80 | 21 | 28 | 137 | 30 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 7 | 13 | 7 | 5 | 2 | 6 | 4 | 2 | 13 | 6 | 2 |
| Cap, veh/h | 667 | 746 | 117 | 96 | 589 | 269 | 182 | 182 | 40 | 103 | 261 | 52 |
| Arrive On Green | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 933 | 1323 | 208 | 41 | 1045 | 478 | 358 | 736 | 161 | 103 | 1052 | 210 |
| Grp Volume(v), veh/h | 41 | 0 | 250 | 334 | 0 | 0 | 164 | 0 | 0 | 195 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 933 | 0 | 1531 | 1564 | 0 | 0 | 1256 | 0 | 0 | 1365 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.0 | 0.0 | 4.5 | 6.2 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.14 | 0.07 | | 0.31 | 0.38 | | 0.13 | 0.14 | | 0.15 |
| Lane Grp Cap(c), veh/h | 667 | 0 | 864 | 954 | 0 | 0 | 405 | 0 | 0 | 415 | 0 | 0 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.29 | 0.35 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 667 | 0 | 864 | 954 | 0 | 0 | 657 | 0 | 0 | 710 | 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 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 5.3 | 0.0 | 6.0 | 6.4 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 | 17.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.8 | 1.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 | 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 | 0.2 | 0.0 | 1.3 | 1.8 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 5.4 | 0.0 | 6.9 | 7.4 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 17.8 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 291 | | | 334 | | | 164 | | | 195 | |
| Approach Delay, s/veh | | 6.7 | | | 7.4 | | | 17.3 | | | 17.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 35.0 | | 18.2 | | 35.0 | | 18.2 | | | | |
| 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 | | 6.5 | | 7.4 | | 8.2 | | 8.4 | | | | |
| Green Ext Time (p_c), s | | 0.7 | | 0.3 | | 0.7 | | 0.4 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 10.9 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 209 | 11 | 12 | 219 | 110 | 143 | 104 | 53 | 6 | 94 | 16 |
| Future Volume (vph) | 62 | 209 | 11 | 12 | 219 | 110 | 143 | 104 | 53 | 6 | 94 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 12 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.995 | | | 0.956 | | | 0.949 | | | 0.981 | |
| Flt Protected | | 0.989 | | | 0.998 | | 0.950 | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1934 | 0 | 0 | 1743 | 0 | 1659 | 1632 | 0 | 0 | 1731 | 0 |
| Flt Permitted | | 0.847 | | | 0.985 | | 0.679 | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1655 | 0 | 0 | 1720 | 0 | 1184 | 1632 | 0 | 0 | 1717 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 38 | | | 53 | | | 17 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 6 | | 2 | 2 | | 6 | 1 | | 4 | 4 | | 1 |
| 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% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% |
| Adj. Flow (vph) | 65 | 220 | 12 | 13 | 231 | 116 | 151 | 109 | 56 | 6 | 99 | 17 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 297 | 0 | 0 | 360 | 0 | 151 | 165 | 0 | 0 | 122 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 0.93 | 1.01 | 1.01 | 1.01 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 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) | 2 | 2 | | 6 | 6 | | 4 | 4 | | 1 | 1 | |
| v/c Ratio | | 0.50 | | | 0.56 | | 0.26 | 0.20 | | | 0.14 | |
| Control Delay | | 21.0 | | | 20.2 | | 11.5 | 7.2 | | | 8.6 | |



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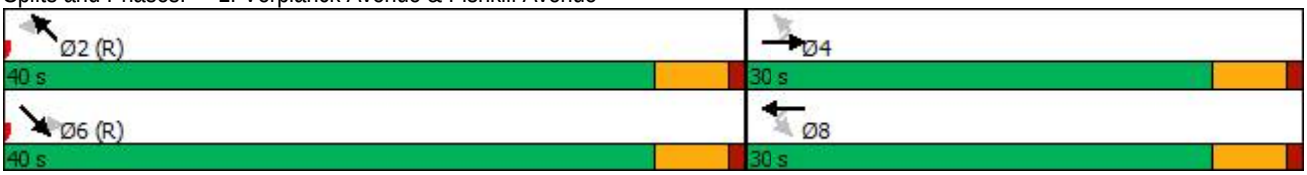
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 21.0 | | | 20.2 | | 11.5 | 7.2 | | | 8.6 | |
| Queue Length 50th (ft) | | 97 | | | 108 | | 35 | 24 | | | 23 | |
| Queue Length 95th (ft) | | 166 | | | 188 | | 69 | 55 | | | 48 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 593 | | | 638 | | 592 | 842 | | | 867 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.50 | | | 0.56 | | 0.26 | 0.20 | | | 0.14 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue



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| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 209 | 11 | 12 | 219 | 110 | 143 | 104 | 53 | 6 | 94 | 16 |
| Future Volume (veh/h) | 62 | 209 | 11 | 12 | 219 | 110 | 143 | 104 | 53 | 6 | 94 | 16 |
| 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 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1847 | 1921 | 1847 | 1847 | 1847 | 1847 | 1658 | 1658 | 1629 | 2027 | 2027 | 2027 |
| Adj Flow Rate, veh/h | 65 | 220 | 12 | 13 | 231 | 116 | 151 | 109 | 56 | 6 | 99 | 17 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 157 | 498 | 25 | 62 | 409 | 199 | 682 | 515 | 265 | 71 | 826 | 136 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 265 | 1394 | 70 | 24 | 1146 | 556 | 1128 | 1031 | 530 | 33 | 1653 | 273 |
| Grp Volume(v), veh/h | 297 | 0 | 0 | 360 | 0 | 0 | 151 | 0 | 165 | 122 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1729 | 0 | 0 | 1726 | 0 | 0 | 1128 | 0 | 1560 | 1959 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 8.4 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 4.4 | 0.0 | 4.1 | 2.3 | 0.0 | 0.0 |
| Prop In Lane | 0.22 | | 0.04 | 0.04 | | 0.32 | 1.00 | | 0.34 | 0.05 | | 0.14 |
| Lane Grp Cap(c), veh/h | 680 | 0 | 0 | 670 | 0 | 0 | 682 | 0 | 780 | 1033 | 0 | 0 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.22 | 0.00 | 0.21 | 0.12 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 680 | 0 | 0 | 670 | 0 | 0 | 682 | 0 | 780 | 1033 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.1 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 | 9.7 | 0.0 | 9.8 | 9.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.2 | 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 | 3.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 1.3 | 0.0 | 1.4 | 1.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.2 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 10.5 | 0.0 | 10.4 | 9.6 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | C | A | A | B | A | B | A | A | A |
| Approach Vol, veh/h | | 297 | | | 360 | | | 316 | | | 122 | |
| Approach Delay, s/veh | | 19.2 | | | 21.3 | | | 10.4 | | | 9.6 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 40.0 | 30.0 | 40.0 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 25.0 | 35.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 10.4 | 6.4 | 13.7 |
| Green Ext Time (p_c), s | 0.5 | 1.1 | 1.5 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.3 |
| HCM 6th LOS | B |



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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 127 | 20 | 27 | 169 | 77 | 71 | 133 | 28 | 35 | 128 | 34 |
| Future Volume (vph) | 40 | 127 | 20 | 27 | 169 | 77 | 71 | 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 | | 0.99 | | | 0.99 | | | 0.97 | | | 0.97 | |
| Frt | | 0.986 | | | 0.962 | | | 0.984 | | | 0.977 | |
| Flt Protected | | 0.989 | | | 0.995 | | | 0.985 | | | 0.991 | |
| Satd. Flow (prot) | 0 | 1789 | 0 | 0 | 1752 | 0 | 0 | 1386 | 0 | 0 | 1375 | 0 |
| Flt Permitted | | 0.890 | | | 0.960 | | | 0.844 | | | 0.915 | |
| Satd. Flow (perm) | 0 | 1604 | 0 | 0 | 1689 | 0 | 0 | 1162 | 0 | 0 | 1260 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 247 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 5.6 | | | 7.2 | |
| Confl. Peds. (#/hr) | 17 | | 4 | 4 | | 17 | 70 | | 46 | 46 | | 70 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 2% | 4% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 9% | 2% | 2% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 44 | 140 | 22 | 30 | 186 | 85 | 78 | 146 | 31 | 38 | 141 | 37 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 206 | 0 | 0 | 301 | 0 | 0 | 255 | 0 | 0 | 216 | 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 | 1.17 | 0.99 | 1.17 | 1.14 | 1.01 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| 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) | 4 | 4 | | 17 | 17 | | 46 | 46 | | 55 | 55 | |
| v/c Ratio | | 0.28 | | | 0.39 | | | 0.57 | | | 0.45 | |
| Control Delay | | 12.1 | | | 13.3 | | | 22.0 | | | 18.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 12.1 | | | 13.3 | | | 22.0 | | | 18.5 | |



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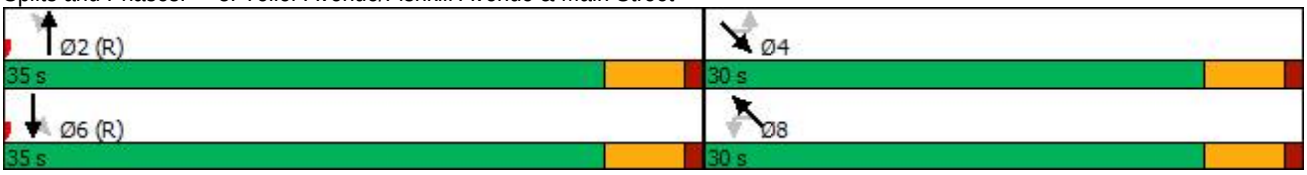
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 48 | | | 74 | | | 77 | | | 62 | |
| Queue Length 95th (ft) | | 88 | | | 128 | | | 147 | | | 117 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 167 | | | 235 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 740 | | | 779 | | | 446 | | | 484 | |
| 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 | | | 0.39 | | | 0.57 | | | 0.45 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| 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: 3: Teller Avenue/Fishkill Avenue & Main Street



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| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 127 | 20 | 27 | 169 | 77 | 71 | 133 | 28 | 35 | 128 | 34 |
| Future Volume (veh/h) | 40 | 127 | 20 | 27 | 169 | 77 | 71 | 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 | | 0.98 | 0.99 | | 0.98 | 0.94 | | 0.91 | 0.95 | | 0.91 |
| 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 | 1636 | 1673 | 1582 | 1718 | 1787 | 1718 | 1678 | 1611 | 1678 | 1659 | 1684 | 1754 |
| Adj Flow Rate, veh/h | 44 | 140 | 22 | 30 | 186 | 85 | 78 | 146 | 31 | 38 | 141 | 37 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 4 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 2 | 2 |
| Cap, veh/h | 175 | 503 | 73 | 100 | 507 | 215 | 189 | 302 | 58 | 124 | 374 | 89 |
| 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 | 233 | 1090 | 158 | 84 | 1098 | 465 | 302 | 786 | 151 | 152 | 972 | 232 |
| Grp Volume(v), veh/h | 206 | 0 | 0 | 301 | 0 | 0 | 255 | 0 | 0 | 216 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1481 | 0 | 0 | 1647 | 0 | 0 | 1239 | 0 | 0 | 1357 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.0 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| Prop In Lane | 0.21 | | 0.11 | 0.10 | | 0.28 | 0.31 | | 0.12 | 0.18 | | 0.17 |
| Lane Grp Cap(c), veh/h | 751 | 0 | 0 | 821 | 0 | 0 | 549 | 0 | 0 | 587 | 0 | 0 |
| V/C Ratio(X) | 0.27 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 751 | 0 | 0 | 821 | 0 | 0 | 549 | 0 | 0 | 587 | 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 | 15.1 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 2.8 | 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 | 1.8 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.4 | 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 | 17.9 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 206 | | | 301 | | | 255 | | | 216 | |
| Approach Delay, s/veh | | 11.7 | | | 12.7 | | | 17.9 | | | 16.3 | |
| 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 | 7.0 | 11.4 | 9.6 | 9.0 |
| Green Ext Time (p_c), s | 0.8 | 0.9 | 1.2 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 14.6 |
| HCM 6th LOS | B |



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 67 | 233 | 12 | 13 | 243 | 119 | 154 | 112 | 57 | 6 | 102 | 17 |
| Future Volume (vph) | 67 | 233 | 12 | 13 | 243 | 119 | 154 | 112 | 57 | 6 | 102 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.995 | | | 0.957 | | | 0.949 | | | 0.981 | |
| Flt Protected | | 0.989 | | | 0.998 | | 0.950 | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1753 | 0 | 0 | 1687 | 0 | 1659 | 1632 | 0 | 0 | 1731 | 0 |
| Flt Permitted | | 0.736 | | | 0.983 | | 0.673 | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1303 | 0 | 0 | 1661 | 0 | 1174 | 1632 | 0 | 0 | 1717 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 37 | | | 52 | | | 16 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 6 | | 2 | 2 | | 6 | 1 | | 4 | 4 | | 1 |
| 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% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% |
| Adj. Flow (vph) | 71 | 245 | 13 | 14 | 256 | 125 | 162 | 118 | 60 | 6 | 107 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 329 | 0 | 0 | 395 | 0 | 162 | 178 | 0 | 0 | 131 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 1.06 | 1.01 | 1.01 | 1.06 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 2 | 2 | | 1 | 2 | |
| Detector Template | Left | | | Left | | | | | | Left | | |
| Leading Detector (ft) | 20 | 45 | | 20 | 45 | | 45 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 6 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 5 | | | 5 | | 5 | 5 | | | 5 | |
| Detector 2 Size(ft) | | 40 | | | 40 | | 40 | 40 | | | 40 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| 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) | 2 | 2 | | 6 | 6 | | 4 | 4 | | 1 | 1 | |
| v/c Ratio | | 0.88 | | | 0.79 | | 0.25 | 0.19 | | | 0.14 | |
| Control Delay | | 46.6 | | | 30.8 | | 10.0 | 6.7 | | | 7.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 46.6 | | | 30.8 | | 10.0 | 6.7 | | | 7.7 | |
| Queue Length 50th (ft) | | 118 | | | 125 | | 30 | 21 | | | 19 | |
| Queue Length 95th (ft) | | #234 | | | 215 | | 74 | 59 | | | 52 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 519 | | | 682 | | 652 | 930 | | | 961 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.63 | | | 0.58 | | 0.25 | 0.19 | | | 0.14 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue

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| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 67 | 233 | 12 | 13 | 243 | 119 | 154 | 112 | 57 | 6 | 102 | 17 |
| Future Volume (veh/h) | 67 | 233 | 12 | 13 | 243 | 119 | 154 | 112 | 57 | 6 | 102 | 17 |
| 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 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1847 | 1847 | 1847 | 1847 | 1847 | 1847 | 1658 | 1658 | 1629 | 2027 | 2027 | 2027 |
| Adj Flow Rate, veh/h | 71 | 245 | 13 | 14 | 256 | 125 | 162 | 118 | 60 | 6 | 107 | 18 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 133 | 335 | 16 | 68 | 311 | 147 | 770 | 590 | 300 | 78 | 948 | 154 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 233 | 1256 | 61 | 26 | 1167 | 552 | 1119 | 1035 | 526 | 29 | 1662 | 269 |
| Grp Volume(v), veh/h | 329 | 0 | 0 | 395 | 0 | 0 | 162 | 0 | 178 | 131 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1550 | 0 | 0 | 1745 | 0 | 0 | 1119 | 0 | 1561 | 1961 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.7 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 12.0 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 3.6 | 0.0 | 3.4 | 1.9 | 0.0 | 0.0 |
| Prop In Lane | 0.22 | | 0.04 | 0.04 | | 0.32 | 1.00 | | 0.34 | 0.05 | | 0.14 |
| Lane Grp Cap(c), veh/h | 485 | 0 | 0 | 526 | 0 | 0 | 770 | 0 | 890 | 1180 | 0 | 0 |
| V/C Ratio(X) | 0.68 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.21 | 0.00 | 0.20 | 0.11 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 702 | 0 | 0 | 766 | 0 | 0 | 770 | 0 | 890 | 1180 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 20.6 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 6.4 | 0.0 | 6.4 | 6.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.5 | 0.2 | 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 | 4.1 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 1.0 | 0.0 | 1.1 | 0.7 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.2 | 0.0 | 0.0 | 22.4 | 0.0 | 0.0 | 7.0 | 0.0 | 6.9 | 6.3 | 0.0 | 0.0 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 329 | | | 395 | | | 340 | | | 131 | |
| Approach Delay, s/veh | | 21.2 | | | 22.4 | | | 6.9 | | | 6.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 40.0 | 21.4 | 40.0 | 21.4 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 25.0 | 35.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 14.0 | 5.6 | 15.1 |
| Green Ext Time (p_c), s | 0.3 | 0.6 | 0.9 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.9 |
| HCM 6th LOS | B |



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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 46 | 191 | 23 | 30 | 183 | 88 | 82 | 148 | 32 | 40 | 146 | 39 |
| Future Volume (vph) | 46 | 191 | 23 | 30 | 183 | 88 | 82 | 148 | 32 | 40 | 146 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 12 | 8 | 12 | 12 | 8 | 12 |
| Grade (%) | | 3% | | | -1% | | | 1% | | | -2% | |
| Storage Length (ft) | 50 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | 1.00 | | | 0.99 | | | 0.97 | | | 0.97 | |
| Frt | | 0.984 | | | 0.960 | | | 0.984 | | | 0.976 | |
| Flt Protected | 0.950 | | | | 0.995 | | | 0.985 | | | 0.991 | |
| Satd. Flow (prot) | 1516 | 1533 | 0 | 0 | 1535 | 0 | 0 | 1386 | 0 | 0 | 1373 | 0 |
| Flt Permitted | 0.567 | | | | 0.957 | | | 0.825 | | | 0.912 | |
| Satd. Flow (perm) | 892 | 1533 | 0 | 0 | 1476 | 0 | 0 | 1137 | 0 | 0 | 1254 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 247 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 5.6 | | | 7.2 | |
| Confl. Peds. (#/hr) | 17 | | 4 | 4 | | 17 | 70 | | 46 | 46 | | 70 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 2% | 4% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 9% | 2% | 2% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 51 | 210 | 25 | 33 | 201 | 97 | 90 | 163 | 35 | 44 | 160 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 51 | 235 | 0 | 0 | 331 | 0 | 0 | 288 | 0 | 0 | 247 | 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) | | 11 | | | 11 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.22 | 1.22 | 1.17 | 1.14 | 1.19 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 45 | 45 | | 20 | 45 | | 20 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 6 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 5 | 5 | | | 5 | | | 5 | | | 5 | |
| Detector 2 Size(ft) | 40 | 40 | | | 40 | | | 40 | | | 40 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |



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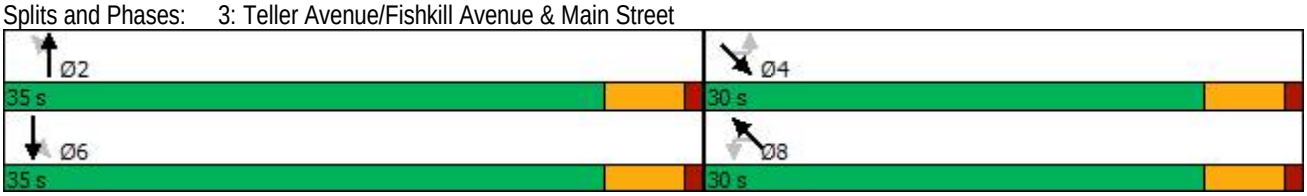
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| 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) | 4 | 4 | | 17 | 17 | | 46 | 46 | | 55 | 55 | |
| v/c Ratio | 0.11 | 0.30 | | | 0.44 | | | 0.80 | | | 0.62 | |
| Control Delay | 10.2 | 11.1 | | | 12.9 | | | 35.9 | | | 24.3 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 10.2 | 11.1 | | | 12.9 | | | 35.9 | | | 24.3 | |
| Queue Length 50th (ft) | 10 | 50 | | | 77 | | | 91 | | | 73 | |
| Queue Length 95th (ft) | 29 | 102 | | | 152 | | | #179 | | | 136 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 167 | | | 235 | |
| Turn Bay Length (ft) | 50 | | | | | | | | | | | |
| Base Capacity (vph) | 457 | 786 | | | 757 | | | 485 | | | 536 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.11 | 0.30 | | | 0.44 | | | 0.59 | | | 0.46 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| Cycle Length: 65 | |
| Actuated Cycle Length: 59.1 | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Uncoordinated | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 3: Teller Avenue/Fishkill Avenue & Main Street



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| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 191 | 23 | 30 | 183 | 88 | 82 | 148 | 32 | 40 | 146 | 39 |
| Future Volume (veh/h) | 46 | 191 | 23 | 30 | 183 | 88 | 82 | 148 | 32 | 40 | 146 | 39 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.99 | | 0.98 | 0.99 | | 0.98 | 0.94 | | 0.89 | 0.94 | | 0.89 |
| 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 | 1636 | 1609 | 1582 | 1718 | 1718 | 1718 | 1678 | 1611 | 1678 | 1659 | 1684 | 1754 |
| Adj Flow Rate, veh/h | 51 | 210 | 25 | 33 | 201 | 97 | 90 | 163 | 35 | 44 | 160 | 43 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 4 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 2 | 2 |
| Cap, veh/h | 580 | 711 | 85 | 107 | 522 | 233 | 176 | 263 | 50 | 119 | 325 | 79 |
| Arrive On Green | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 938 | 1408 | 168 | 80 | 1033 | 461 | 295 | 805 | 152 | 146 | 995 | 240 |
| Grp Volume(v), veh/h | 51 | 0 | 235 | 331 | 0 | 0 | 288 | 0 | 0 | 247 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 938 | 0 | 1575 | 1574 | 0 | 0 | 1253 | 0 | 0 | 1381 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.0 | 0.0 | 5.2 | 7.5 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.11 | 0.10 | | 0.29 | 0.31 | | 0.12 | 0.18 | | 0.17 |
| Lane Grp Cap(c), veh/h | 580 | 0 | 795 | 861 | 0 | 0 | 489 | 0 | 0 | 523 | 0 | 0 |
| V/C Ratio(X) | 0.09 | 0.00 | 0.30 | 0.38 | 0.00 | 0.00 | 0.59 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 580 | 0 | 795 | 861 | 0 | 0 | 597 | 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 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 7.8 | 0.0 | 8.6 | 9.2 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.9 | 1.3 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.2 | 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 | 0.3 | 0.0 | 1.7 | 2.5 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 8.1 | 0.0 | 9.5 | 10.5 | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 | 16.5 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 286 | | | 331 | | | 288 | | | 247 | |
| Approach Delay, s/veh | | 9.3 | | | 10.5 | | | 17.4 | | | 16.5 | |
| Approach LOS | | A | | | B | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 35.0 | 24.4 | 35.0 | 24.4 |
| 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 | 13.1 | 9.5 | 10.3 |
| Green Ext Time (p_c), s | 0.6 | 0.6 | 0.7 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.2 |
| HCM 6th LOS | B |



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 239 | 13 | 13 | 246 | 119 | 154 | 112 | 59 | 7 | 102 | 17 |
| Future Volume (vph) | 70 | 239 | 13 | 13 | 246 | 119 | 154 | 112 | 59 | 7 | 102 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.994 | | | 0.958 | | | 0.948 | | | 0.982 | |
| Flt Protected | | 0.989 | | | 0.998 | | 0.950 | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1751 | 0 | 0 | 1689 | 0 | 1659 | 1630 | 0 | 0 | 1731 | 0 |
| Flt Permitted | | 0.735 | | | 0.983 | | 0.673 | | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1300 | 0 | 0 | 1663 | 0 | 1174 | 1630 | 0 | 0 | 1715 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 37 | | | 54 | | | 16 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 6 | | 2 | 2 | | 6 | 1 | | 4 | 4 | | 1 |
| 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% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% |
| Adj. Flow (vph) | 74 | 252 | 14 | 14 | 259 | 125 | 162 | 118 | 62 | 7 | 107 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 340 | 0 | 0 | 398 | 0 | 162 | 180 | 0 | 0 | 132 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 1.06 | 1.01 | 1.01 | 1.06 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 2 | 2 | | 1 | 2 | |
| Detector Template | Left | | | Left | | | | | | Left | | |
| Leading Detector (ft) | 20 | 45 | | 20 | 45 | | 45 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 6 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 5 | | | 5 | | 5 | 5 | | | 5 | |
| Detector 2 Size(ft) | | 40 | | | 40 | | 40 | 40 | | | 40 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| 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) | 2 | 2 | | 6 | 6 | | 4 | 4 | | 1 | 1 | |
| v/c Ratio | | 0.89 | | | 0.78 | | 0.25 | 0.20 | | | 0.14 | |
| Control Delay | | 47.9 | | | 29.8 | | 10.2 | 6.8 | | | 7.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 47.9 | | | 29.8 | | 10.2 | 6.8 | | | 7.9 | |
| Queue Length 50th (ft) | | 123 | | | 127 | | 31 | 22 | | | 20 | |
| Queue Length 95th (ft) | | #247 | | | 217 | | 74 | 59 | | | 52 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 513 | | | 676 | | 646 | 921 | | | 951 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.66 | | | 0.59 | | 0.25 | 0.20 | | | 0.14 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 239 | 13 | 13 | 246 | 119 | 154 | 112 | 59 | 7 | 102 | 17 |
| Future Volume (veh/h) | 70 | 239 | 13 | 13 | 246 | 119 | 154 | 112 | 59 | 7 | 102 | 17 |
| 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 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1847 | 1847 | 1847 | 1847 | 1847 | 1847 | 1658 | 1658 | 1629 | 2027 | 2027 | 2027 |
| Adj Flow Rate, veh/h | 74 | 252 | 14 | 14 | 259 | 125 | 162 | 118 | 62 | 7 | 107 | 18 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 134 | 331 | 17 | 68 | 314 | 147 | 769 | 583 | 306 | 83 | 941 | 152 |
| Arrive On Green | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 236 | 1238 | 63 | 26 | 1176 | 550 | 1119 | 1022 | 537 | 38 | 1652 | 267 |
| Grp Volume(v), veh/h | 340 | 0 | 0 | 398 | 0 | 0 | 162 | 0 | 180 | 132 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1537 | 0 | 0 | 1752 | 0 | 0 | 1119 | 0 | 1559 | 1957 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 1.7 | 0.0 | 3.4 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 12.8 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 3.6 | 0.0 | 3.4 | 1.9 | 0.0 | 0.0 |
| Prop In Lane | 0.22 | | 0.04 | 0.04 | | 0.31 | 1.00 | | 0.34 | 0.05 | | 0.14 |
| Lane Grp Cap(c), veh/h | 482 | 0 | 0 | 529 | 0 | 0 | 769 | 0 | 889 | 1177 | 0 | 0 |
| V/C Ratio(X) | 0.70 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.21 | 0.00 | 0.20 | 0.11 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 697 | 0 | 0 | 767 | 0 | 0 | 769 | 0 | 889 | 1177 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 20.8 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 6.4 | 0.0 | 6.4 | 6.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.6 | 0.0 | 0.5 | 0.2 | 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 | 4.3 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 1.0 | 0.0 | 1.1 | 0.7 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.5 | 0.0 | 0.0 | 22.5 | 0.0 | 0.0 | 7.0 | 0.0 | 6.9 | 6.3 | 0.0 | 0.0 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 340 | | | 398 | | | 342 | | | 132 | |
| Approach Delay, s/veh | | 21.5 | | | 22.5 | | | 7.0 | | | 6.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 40.0 | | 21.4 | | 40.0 | | 21.4 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 35.0 | | 25.0 | | 35.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.9 | | 14.8 | | 5.6 | | 15.1 | | | | |
| Green Ext Time (p_c), s | | 0.3 | | 0.6 | | 0.9 | | 0.7 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 16.1 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 312 | 5 | 5 | 306 |
| Future Volume (vph) | 10 | 10 | 312 | 5 | 5 | 306 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 12 | 11 |
| Grade (%) | 0% | | 0% | | | -3% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.932 | | 0.998 | | | |
| Flt Protected | 0.976 | | | | | 0.999 |
| Satd. Flow (prot) | 1646 | 0 | 1762 | 0 | 0 | 1825 |
| Flt Permitted | 0.976 | | | | | 0.999 |
| Satd. Flow (perm) | 1646 | 0 | 1762 | 0 | 0 | 1825 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 186 | | 457 | | | 394 |
| Travel Time (s) | 4.2 | | 10.4 | | | 9.0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 5% | 5% | 4% | 5% | 5% | 2% |
| Adj. Flow (vph) | 11 | 11 | 347 | 6 | 6 | 340 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 22 | 0 | 353 | 0 | 0 | 346 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.04 | 1.00 | 0.98 | 1.02 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 312 | 5 | 5 | 306 |
| Future Vol, veh/h | 10 | 10 | 312 | 5 | 5 | 306 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -3 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 5 | 5 | 4 | 5 | 5 | 2 |
| Mvmt Flow | 11 | 11 | 347 | 6 | 6 | 340 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 702 | 350 | 0 | 0 | 353 | 0 |
| Stage 1 | 350 | - | - | - | - | - |
| Stage 2 | 352 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.25 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.345 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 400 | 687 | - | - | 1189 | - |
| Stage 1 | 707 | - | - | - | - | - |
| Stage 2 | 705 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 398 | 687 | - | - | 1189 | - |
| Mov Cap-2 Maneuver | 398 | - | - | - | - | - |
| Stage 1 | 707 | - | - | - | - | - |
| Stage 2 | 701 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.5 | 0 | 0.1 |
| HCM LOS | B | | |

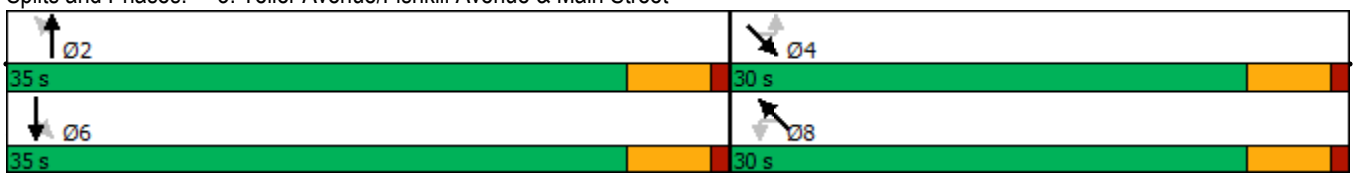
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 504 | 1189 | - |
| HCM Lane V/C Ratio | - | - | 0.044 | 0.005 | - |
| HCM Control Delay (s) | - | - | 12.5 | 8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 46 | 195 | 23 | 31 | 190 | 90 | 83 | 148 | 32 | 40 | 146 | 39 |
| Future Volume (vph) | 46 | 195 | 23 | 31 | 190 | 90 | 83 | 148 | 32 | 40 | 146 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 12 | 8 | 12 | 12 | 8 | 12 |
| Grade (%) | | 3% | | | -1% | | | 1% | | | -2% | |
| Storage Length (ft) | 50 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | 1.00 | | | 0.99 | | | 0.97 | | | 0.97 | |
| Frt | | 0.984 | | | 0.961 | | | 0.984 | | | 0.976 | |
| Flt Protected | 0.950 | | | | 0.995 | | | 0.985 | | | 0.991 | |
| Satd. Flow (prot) | 1516 | 1533 | 0 | 0 | 1537 | 0 | 0 | 1387 | 0 | 0 | 1373 | 0 |
| Flt Permitted | 0.558 | | | | 0.956 | | | 0.823 | | | 0.911 | |
| Satd. Flow (perm) | 878 | 1533 | 0 | 0 | 1476 | 0 | 0 | 1134 | 0 | 0 | 1253 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 359 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 8.2 | | | 7.2 | |
| Confl. Peds. (#/hr) | 17 | | 4 | 4 | | 17 | 70 | | 46 | 46 | | 70 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 2% | 4% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 9% | 2% | 2% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 51 | 214 | 25 | 34 | 209 | 99 | 91 | 163 | 35 | 44 | 160 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 51 | 239 | 0 | 0 | 342 | 0 | 0 | 289 | 0 | 0 | 247 | 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) | | 11 | | | 11 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.22 | 1.22 | 1.17 | 1.14 | 1.19 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 45 | 45 | | 20 | 45 | | 20 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 6 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 5 | 5 | | | 5 | | | 5 | | | 5 | |
| Detector 2 Size(ft) | 40 | 40 | | | 40 | | | 40 | | | 40 | |

| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 2 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| 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) | 4 | 4 | | 17 | 17 | | 46 | 46 | | 55 | 55 | |
| v/c Ratio | 0.11 | 0.30 | | | 0.45 | | | 0.81 | | | 0.62 | |
| Control Delay | 10.3 | 11.2 | | | 13.1 | | | 36.2 | | | 24.2 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 10.3 | 11.2 | | | 13.1 | | | 36.2 | | | 24.2 | |
| Queue Length 50th (ft) | 10 | 51 | | | 80 | | | 92 | | | 73 | |
| Queue Length 95th (ft) | 29 | 104 | | | 158 | | | #182 | | | 136 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 279 | | | 235 | |
| Turn Bay Length (ft) | 50 | | | | | | | | | | | |
| Base Capacity (vph) | 449 | 784 | | | 756 | | | 484 | | | 534 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.11 | 0.30 | | | 0.45 | | | 0.60 | | | 0.46 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| Cycle Length: 65 | |
| Actuated Cycle Length: 59.2 | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Uncoordinated | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 3: 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 | 195 | 23 | 31 | 190 | 90 | 83 | 148 | 32 | 40 | 146 | 39 |
| Future Volume (veh/h) | 46 | 195 | 23 | 31 | 190 | 90 | 83 | 148 | 32 | 40 | 146 | 39 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.99 | | 0.98 | 0.99 | | 0.98 | 0.94 | | 0.89 | 0.94 | | 0.89 |
| 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 | 1636 | 1609 | 1582 | 1718 | 1718 | 1718 | 1678 | 1611 | 1678 | 1659 | 1684 | 1754 |
| Adj Flow Rate, veh/h | 51 | 214 | 25 | 34 | 209 | 99 | 91 | 163 | 35 | 44 | 160 | 43 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 4 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 2 | 2 |
| Cap, veh/h | 572 | 712 | 83 | 107 | 525 | 230 | 177 | 262 | 50 | 119 | 326 | 79 |
| Arrive On Green | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 930 | 1411 | 165 | 79 | 1040 | 456 | 298 | 801 | 151 | 146 | 995 | 241 |
| Grp Volume(v), veh/h | 51 | 0 | 239 | 342 | 0 | 0 | 289 | 0 | 0 | 247 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 930 | 0 | 1576 | 1575 | 0 | 0 | 1251 | 0 | 0 | 1382 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.0 | 0.0 | 5.3 | 7.9 | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.10 | 0.10 | | 0.29 | 0.31 | | 0.12 | 0.18 | | 0.17 |
| Lane Grp Cap(c), veh/h | 572 | 0 | 795 | 861 | 0 | 0 | 489 | 0 | 0 | 523 | 0 | 0 |
| V/C Ratio(X) | 0.09 | 0.00 | 0.30 | 0.40 | 0.00 | 0.00 | 0.59 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 572 | 0 | 795 | 861 | 0 | 0 | 596 | 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 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 7.8 | 0.0 | 8.6 | 9.2 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 1.0 | 1.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.2 | 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 | 0.3 | 0.0 | 1.7 | 2.6 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 8.1 | 0.0 | 9.6 | 10.6 | 0.0 | 0.0 | 17.5 | 0.0 | 0.0 | 16.5 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 290 | | | 342 | | | 289 | | | 247 | |
| Approach Delay, s/veh | | 9.3 | | | 10.6 | | | 17.5 | | | 16.5 | |
| Approach LOS | | A | | | B | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 35.0 | | 24.5 | | 35.0 | | 24.5 | | | | |
| 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 | | 13.2 | | 9.9 | | 10.3 | | | | |
| Green Ext Time (p_c), s | | 0.7 | | 0.6 | | 0.7 | | 0.5 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 13.2 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 47 | 198 | 11 | 16 | 243 | 120 | 140 | 105 | 63 | 7 | 84 | 10 |
| Future Volume (vph) | 47 | 198 | 11 | 16 | 243 | 120 | 140 | 105 | 63 | 7 | 84 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 12 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.994 | | | 0.957 | | | 0.944 | | | 0.986 | |
| Flt Protected | | 0.991 | | | 0.998 | | 0.950 | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1938 | 0 | 0 | 1739 | 0 | 1659 | 1634 | 0 | 0 | 1723 | 0 |
| Flt Permitted | | 0.878 | | | 0.981 | | 0.689 | | | | 0.985 | |
| Satd. Flow (perm) | 0 | 1715 | 0 | 0 | 1709 | 0 | 1200 | 1634 | 0 | 0 | 1702 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 37 | | | 61 | | | 11 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 9 | | | | | 9 | 2 | | 3 | 3 | | 2 |
| 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% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% |
| Adj. Flow (vph) | 49 | 208 | 12 | 17 | 256 | 126 | 147 | 111 | 66 | 7 | 88 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 269 | 0 | 0 | 399 | 0 | 147 | 177 | 0 | 0 | 106 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 0.93 | 1.01 | 1.01 | 1.01 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 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) | 0 | 0 | | 9 | 9 | | 3 | 3 | | 2 | 2 | |
| v/c Ratio | | 0.44 | | | 0.63 | | 0.24 | 0.21 | | | 0.12 | |
| Control Delay | | 19.7 | | | 22.2 | | 11.4 | 7.1 | | | 8.8 | |



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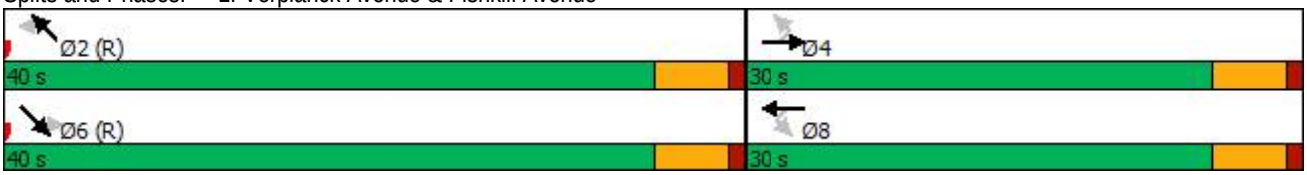
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 19.7 | | | 22.2 | | 11.4 | 7.1 | | | 8.8 | |
| Queue Length 50th (ft) | | 85 | | | 126 | | 34 | 25 | | | 20 | |
| Queue Length 95th (ft) | | 147 | | | 216 | | 67 | 57 | | | 44 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 615 | | | 634 | | 600 | 847 | | | 856 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.44 | | | 0.63 | | 0.24 | 0.21 | | | 0.12 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue



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| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 47 | 198 | 11 | 16 | 243 | 120 | 140 | 105 | 63 | 7 | 84 | 10 |
| Future Volume (veh/h) | 47 | 198 | 11 | 16 | 243 | 120 | 140 | 105 | 63 | 7 | 84 | 10 |
| 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 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1847 | 1921 | 1847 | 1773 | 1847 | 1847 | 1658 | 1658 | 1658 | 2027 | 2027 | 1892 |
| Adj Flow Rate, veh/h | 49 | 208 | 12 | 17 | 256 | 126 | 147 | 111 | 66 | 7 | 88 | 11 |
| 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, % | 2 | 2 | 2 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 11 |
| Cap, veh/h | 134 | 527 | 28 | 65 | 410 | 194 | 688 | 487 | 289 | 82 | 850 | 102 |
| Arrive On Green | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 206 | 1474 | 78 | 31 | 1147 | 544 | 1146 | 973 | 579 | 55 | 1701 | 203 |
| Grp Volume(v), veh/h | 269 | 0 | 0 | 399 | 0 | 0 | 147 | 0 | 177 | 106 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1759 | 0 | 0 | 1721 | 0 | 0 | 1146 | 0 | 1552 | 1959 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 7.4 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 4.3 | 0.0 | 4.5 | 2.0 | 0.0 | 0.0 |
| Prop In Lane | 0.18 | | 0.04 | 0.04 | | 0.32 | 1.00 | | 0.37 | 0.07 | | 0.10 |
| Lane Grp Cap(c), veh/h | 689 | 0 | 0 | 668 | 0 | 0 | 688 | 0 | 776 | 1035 | 0 | 0 |
| V/C Ratio(X) | 0.39 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.21 | 0.00 | 0.23 | 0.10 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 689 | 0 | 0 | 668 | 0 | 0 | 688 | 0 | 776 | 1035 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 16.8 | 0.0 | 0.0 | 18.8 | 0.0 | 0.0 | 9.7 | 0.0 | 9.9 | 9.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.7 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 0.2 | 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 | 3.3 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 1.3 | 0.0 | 1.6 | 0.8 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 18.5 | 0.0 | 0.0 | 22.7 | 0.0 | 0.0 | 10.4 | 0.0 | 10.6 | 9.4 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | C | A | A | B | A | B | A | A | A |
| Approach Vol, veh/h | | 269 | | | 399 | | | 324 | | | 106 | |
| Approach Delay, s/veh | | 18.5 | | | 22.7 | | | 10.5 | | | 9.4 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 40.0 | 30.0 | 40.0 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 25.0 | 35.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 9.4 | 6.5 | 15.4 |
| Green Ext Time (p_c), s | 0.4 | 1.0 | 1.6 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.8 |
| HCM 6th LOS | B |



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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 45 | 146 | 43 | 38 | 158 | 117 | 76 | 138 | 32 | 31 | 163 | 34 |
| Future Volume (vph) | 45 | 146 | 43 | 38 | 158 | 117 | 76 | 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 | | 0.98 | | | 0.96 | | | 0.92 | | | 0.94 | |
| Frt | | 0.975 | | | 0.950 | | | 0.982 | | | 0.980 | |
| Flt Protected | | 0.991 | | | 0.994 | | | 0.985 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1786 | 0 | 0 | 1690 | 0 | 0 | 1362 | 0 | 0 | 1347 | 0 |
| Flt Permitted | | 0.893 | | | 0.942 | | | 0.845 | | | 0.934 | |
| Satd. Flow (perm) | 0 | 1597 | 0 | 0 | 1595 | 0 | 0 | 1102 | 0 | 0 | 1247 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 247 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 5.6 | | | 7.2 | |
| Confl. Peds. (#/hr) | 50 | | 32 | 32 | | 50 | 190 | | 124 | 124 | | 190 |
| 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% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 3% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 47 | 154 | 45 | 40 | 166 | 123 | 80 | 145 | 34 | 33 | 172 | 36 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 246 | 0 | 0 | 329 | 0 | 0 | 259 | 0 | 0 | 241 | 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 | 1.17 | 0.99 | 1.17 | 1.14 | 1.01 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| 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) | 32 | 32 | | 50 | 50 | | 55 | 55 | | 55 | 55 | |
| v/c Ratio | | 0.33 | | | 0.45 | | | 0.61 | | | 0.50 | |
| Control Delay | | 12.8 | | | 14.3 | | | 23.7 | | | 19.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 12.8 | | | 14.3 | | | 23.7 | | | 19.8 | |



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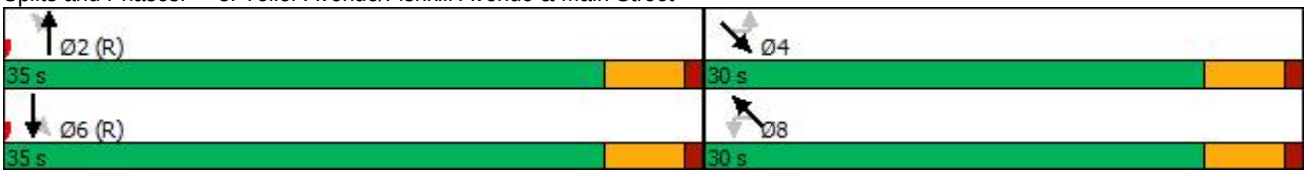
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 59 | | | 84 | | | 80 | | | 71 | |
| Queue Length 95th (ft) | | 105 | | | 145 | | | 154 | | | 133 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 167 | | | 235 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 737 | | | 736 | | | 423 | | | 479 | |
| 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 | | 0.33 | | | 0.45 | | | 0.61 | | | 0.50 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| 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: 3: Teller Avenue/Fishkill Avenue & Main Street



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| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 45 | 146 | 43 | 38 | 158 | 117 | 76 | 138 | 32 | 31 | 163 | 34 |
| Future Volume (veh/h) | 45 | 146 | 43 | 38 | 158 | 117 | 76 | 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) | 0.98 | | 0.95 | 0.97 | | 0.95 | 0.86 | | 0.75 | 0.86 | | 0.75 |
| 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 | 1636 | 1701 | 1636 | 1718 | 1787 | 1718 | 1678 | 1611 | 1678 | 1632 | 1684 | 1740 |
| Adj Flow Rate, veh/h | 47 | 154 | 45 | 40 | 166 | 123 | 80 | 145 | 34 | 33 | 172 | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 11 | 2 | 3 |
| Cap, veh/h | 158 | 469 | 126 | 112 | 404 | 271 | 183 | 281 | 59 | 101 | 395 | 76 |
| 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 | 200 | 1016 | 272 | 109 | 876 | 588 | 288 | 730 | 154 | 100 | 1026 | 198 |
| Grp Volume(v), veh/h | 246 | 0 | 0 | 329 | 0 | 0 | 259 | 0 | 0 | 241 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1488 | 0 | 0 | 1573 | 0 | 0 | 1172 | 0 | 0 | 1323 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 6.2 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 |
| Prop In Lane | 0.19 | | 0.18 | 0.12 | | 0.37 | 0.31 | | 0.13 | 0.14 | | 0.15 |
| Lane Grp Cap(c), veh/h | 753 | 0 | 0 | 788 | 0 | 0 | 523 | 0 | 0 | 572 | 0 | 0 |
| V/C Ratio(X) | 0.33 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 753 | 0 | 0 | 788 | 0 | 0 | 523 | 0 | 0 | 572 | 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 | 11.1 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 15.2 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 3.3 | 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 | 2.2 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.3 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 18.6 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 246 | | | 329 | | | 259 | | | 241 | |
| Approach Delay, s/veh | | 12.3 | | | 13.4 | | | 18.6 | | | 17.1 | |
| 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 | 8.2 | 11.9 | 10.8 | 10.3 |
| Green Ext Time (p_c), s | 1.0 | 0.9 | 1.3 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.2 |
| HCM 6th LOS | B |



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 51 | 221 | 12 | 17 | 268 | 130 | 151 | 113 | 68 | 8 | 91 | 11 |
| Future Volume (vph) | 51 | 221 | 12 | 17 | 268 | 130 | 151 | 113 | 68 | 8 | 91 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.994 | | | 0.958 | | | 0.943 | | | 0.986 | |
| Flt Protected | | 0.991 | | | 0.998 | | 0.950 | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1756 | 0 | 0 | 1683 | 0 | 1659 | 1632 | 0 | 0 | 1723 | 0 |
| Flt Permitted | | 0.796 | | | 0.979 | | 0.682 | | | | 0.984 | |
| Satd. Flow (perm) | 0 | 1409 | 0 | 0 | 1651 | 0 | 1188 | 1632 | 0 | 0 | 1700 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 37 | | | 62 | | | 12 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 9 | | | | | 9 | 2 | | 3 | 3 | | 2 |
| 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% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% |
| Adj. Flow (vph) | 54 | 233 | 13 | 18 | 282 | 137 | 159 | 119 | 72 | 8 | 96 | 12 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 300 | 0 | 0 | 437 | 0 | 159 | 191 | 0 | 0 | 116 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 1.06 | 1.01 | 1.01 | 1.06 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 2 | 2 | | 1 | 2 | |
| Detector Template | Left | | | Left | | | | | | Left | | |
| Leading Detector (ft) | 20 | 45 | | 20 | 45 | | 45 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 6 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 5 | | | 5 | | 5 | 5 | | | 5 | |
| Detector 2 Size(ft) | | 40 | | | 40 | | 40 | 40 | | | 40 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |



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| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| 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) | 0 | 0 | | 9 | 9 | | 3 | 3 | | 2 | 2 | |
| v/c Ratio | | 0.70 | | | 0.83 | | 0.25 | 0.21 | | | 0.12 | |
| Control Delay | | 29.1 | | | 34.0 | | 10.5 | 6.8 | | | 8.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 29.1 | | | 34.0 | | 10.5 | 6.8 | | | 8.3 | |
| Queue Length 50th (ft) | | 102 | | | 146 | | 31 | 24 | | | 19 | |
| Queue Length 95th (ft) | | 180 | | | #250 | | 73 | 61 | | | 48 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 548 | | | 662 | | 645 | 914 | | | 928 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.55 | | | 0.66 | | 0.25 | 0.21 | | | 0.13 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue

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| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 221 | 12 | 17 | 268 | 130 | 151 | 113 | 68 | 8 | 91 | 11 |
| Future Volume (veh/h) | 51 | 221 | 12 | 17 | 268 | 130 | 151 | 113 | 68 | 8 | 91 | 11 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.99 | | 0.98 | 0.99 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1847 | 1847 | 1847 | 1773 | 1847 | 1847 | 1658 | 1658 | 1658 | 2027 | 2027 | 1892 |
| Adj Flow Rate, veh/h | 54 | 233 | 13 | 18 | 282 | 137 | 159 | 119 | 72 | 8 | 96 | 12 |
| 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, % | 2 | 2 | 2 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 11 |
| Cap, veh/h | 119 | 394 | 20 | 68 | 336 | 158 | 751 | 532 | 322 | 93 | 933 | 111 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |
| Sat Flow, veh/h | 180 | 1349 | 69 | 31 | 1149 | 539 | 1137 | 966 | 585 | 59 | 1695 | 202 |
| Grp Volume(v), veh/h | 300 | 0 | 0 | 437 | 0 | 0 | 159 | 0 | 191 | 116 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1598 | 0 | 0 | 1719 | 0 | 0 | 1137 | 0 | 1551 | 1956 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 2.1 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.7 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | 3.9 | 0.0 | 4.0 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 0.18 | | 0.04 | 0.04 | | 0.31 | 1.00 | | 0.38 | 0.07 | | 0.10 |
| Lane Grp Cap(c), veh/h | 534 | 0 | 0 | 561 | 0 | 0 | 751 | 0 | 854 | 1137 | 0 | 0 |
| V/C Ratio(X) | 0.56 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 | 0.21 | 0.00 | 0.22 | 0.10 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 692 | 0 | 0 | 732 | 0 | 0 | 751 | 0 | 854 | 1137 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 19.1 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 7.2 | 0.0 | 7.3 | 6.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 | 0.2 | 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 | 3.5 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 1.1 | 0.0 | 1.3 | 0.7 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.5 | 0.0 | 0.0 | 24.1 | 0.0 | 0.0 | 7.9 | 0.0 | 7.9 | 7.0 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 300 | | | 437 | | | 350 | | | 116 | |
| Approach Delay, s/veh | | 19.5 | | | 24.1 | | | 7.9 | | | 7.0 | |
| Approach LOS | | B | | | C | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 40.0 | 23.6 | 40.0 | 23.6 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 25.0 | 35.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 3.8 | 11.7 | 6.0 | 17.3 |
| Green Ext Time (p_c), s | 0.2 | 0.6 | 0.9 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 16.6 |
| HCM 6th LOS | B |



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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 158 | 47 | 42 | 171 | 131 | 87 | 154 | 37 | 35 | 182 | 39 |
| Future Volume (vph) | 52 | 158 | 47 | 42 | 171 | 131 | 87 | 154 | 37 | 35 | 182 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 12 | 8 | 12 | 12 | 8 | 12 |
| Grade (%) | | 3% | | | -1% | | | 1% | | | -2% | |
| Storage Length (ft) | 50 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | 0.96 | 0.98 | | | 0.96 | | | 0.92 | | | 0.94 | |
| Frt | | 0.966 | | | 0.949 | | | 0.982 | | | 0.979 | |
| Flt Protected | 0.950 | | | | 0.994 | | | 0.985 | | | 0.993 | |
| Satd. Flow (prot) | 1516 | 1519 | 0 | 0 | 1482 | 0 | 0 | 1361 | 0 | 0 | 1344 | 0 |
| Flt Permitted | 0.540 | | | | 0.946 | | | 0.810 | | | 0.928 | |
| Satd. Flow (perm) | 828 | 1519 | 0 | 0 | 1405 | 0 | 0 | 1059 | 0 | 0 | 1238 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 247 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 5.6 | | | 7.2 | |
| Confl. Peds. (#/hr) | 50 | | 32 | 32 | | 50 | 190 | | 124 | 124 | | 190 |
| 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% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 3% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 55 | 166 | 49 | 44 | 180 | 138 | 92 | 162 | 39 | 37 | 192 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 55 | 215 | 0 | 0 | 362 | 0 | 0 | 293 | 0 | 0 | 270 | 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) | | 11 | | | 11 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.22 | 1.22 | 1.17 | 1.14 | 1.19 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 45 | 45 | | 20 | 45 | | 20 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 6 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 5 | 5 | | | 5 | | | 5 | | | 5 | |
| Detector 2 Size(ft) | 40 | 40 | | | 40 | | | 40 | | | 40 | |
| Detector 2 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |



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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| 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) | 32 | 32 | | 50 | 50 | | 55 | 55 | | 55 | 55 | |
| v/c Ratio | 0.13 | 0.28 | | | 0.51 | | | 0.85 | | | 0.67 | |
| Control Delay | 10.8 | 11.2 | | | 14.6 | | | 41.9 | | | 25.8 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 10.8 | 11.2 | | | 14.6 | | | 41.9 | | | 25.8 | |
| Queue Length 50th (ft) | 11 | 45 | | | 88 | | | 96 | | | 82 | |
| Queue Length 95th (ft) | 31 | 94 | | | 174 | | | #211 | | | 152 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 167 | | | 235 | |
| Turn Bay Length (ft) | 50 | | | | | | | | | | | |
| Base Capacity (vph) | 417 | 766 | | | 708 | | | 445 | | | 520 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.13 | 0.28 | | | 0.51 | | | 0.66 | | | 0.52 | |

Intersection Summary

Area Type: CBD

Cycle Length: 65

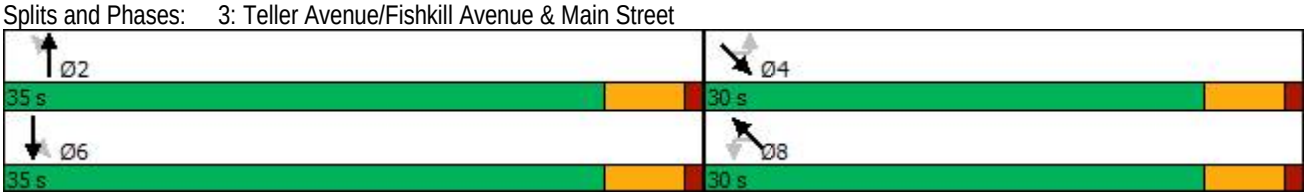
Actuated Cycle Length: 60

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Teller Avenue/Fishkill Avenue & Main Street



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| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 158 | 47 | 42 | 171 | 131 | 87 | 154 | 37 | 35 | 182 | 39 |
| Future Volume (veh/h) | 52 | 158 | 47 | 42 | 171 | 131 | 87 | 154 | 37 | 35 | 182 | 39 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.98 | | 0.95 | 0.97 | | 0.95 | 0.85 | | 0.73 | 0.86 | | 0.73 |
| 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 | 1636 | 1636 | 1636 | 1718 | 1718 | 1718 | 1678 | 1611 | 1678 | 1632 | 1684 | 1740 |
| Adj Flow Rate, veh/h | 55 | 166 | 49 | 44 | 180 | 138 | 92 | 162 | 39 | 37 | 192 | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 11 | 2 | 3 |
| Cap, veh/h | 521 | 581 | 172 | 116 | 403 | 279 | 174 | 252 | 54 | 102 | 366 | 72 |
| Arrive On Green | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 |
| Sat Flow, veh/h | 908 | 1196 | 353 | 105 | 829 | 575 | 277 | 717 | 153 | 102 | 1038 | 204 |
| Grp Volume(v), veh/h | 55 | 0 | 215 | 362 | 0 | 0 | 293 | 0 | 0 | 270 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 908 | 0 | 1549 | 1509 | 0 | 0 | 1146 | 0 | 0 | 1344 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.8 | 0.0 | 5.1 | 9.5 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.23 | 0.12 | | 0.38 | 0.31 | | 0.13 | 0.14 | | 0.15 |
| Lane Grp Cap(c), veh/h | 521 | 0 | 753 | 799 | 0 | 0 | 480 | 0 | 0 | 540 | 0 | 0 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.29 | 0.45 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 521 | 0 | 753 | 799 | 0 | 0 | 536 | 0 | 0 | 606 | 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 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.9 | 0.0 | 9.5 | 10.6 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | 16.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.0 | 1.9 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.3 | 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 | 0.4 | 0.0 | 1.7 | 3.2 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 9.3 | 0.0 | 10.4 | 12.5 | 0.0 | 0.0 | 17.8 | 0.0 | 0.0 | 16.4 | 0.0 | 0.0 |
| LnGrp LOS | A | A | B | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 270 | | | 362 | | | 293 | | | 270 | |
| Approach Delay, s/veh | | 10.2 | | | 12.5 | | | 17.8 | | | 16.4 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 35.0 | | 26.8 | | 35.0 | | 26.8 | | | | |
| 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 | | 7.1 | | 14.8 | | 11.5 | | 11.7 | | | | |
| Green Ext Time (p_c), s | | 0.6 | | 0.6 | | 0.8 | | 0.5 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 14.1 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |



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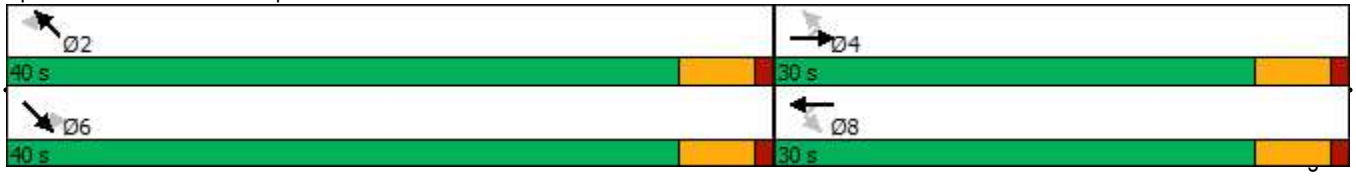
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 223 | 12 | 17 | 270 | 130 | 151 | 113 | 69 | 8 | 91 | 11 |
| Future Volume (vph) | 52 | 223 | 12 | 17 | 270 | 130 | 151 | 113 | 69 | 8 | 91 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 11 | 12 | 11 | 11 | 12 | 12 | 10 | 12 |
| Grade (%) | | 2% | | | 2% | | | 6% | | | -4% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 75 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | | 1.00 | 0.99 | | | 1.00 | |
| Frt | | 0.994 | | | 0.958 | | | 0.943 | | | 0.986 | |
| Flt Protected | | 0.991 | | | 0.998 | | 0.950 | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1756 | 0 | 0 | 1683 | 0 | 1659 | 1632 | 0 | 0 | 1723 | 0 |
| Flt Permitted | | 0.793 | | | 0.979 | | 0.682 | | | | 0.983 | |
| Satd. Flow (perm) | 0 | 1404 | 0 | 0 | 1651 | 0 | 1188 | 1632 | 0 | 0 | 1699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 36 | | | 63 | | | 12 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 394 | | | 313 | | | 463 | | | 442 | |
| Travel Time (s) | | 9.0 | | | 7.1 | | | 12.6 | | | 12.1 | |
| Confl. Peds. (#/hr) | 9 | | | | | 9 | 2 | | 3 | 3 | | 2 |
| 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% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% |
| Adj. Flow (vph) | 55 | 235 | 13 | 18 | 284 | 137 | 159 | 119 | 73 | 8 | 96 | 12 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 303 | 0 | 0 | 439 | 0 | 159 | 192 | 0 | 0 | 116 | 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 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.01 | 1.06 | 1.01 | 1.01 | 1.06 | 1.01 | 1.09 | 1.09 | 1.04 | 0.97 | 1.07 | 0.97 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 2 | 2 | | 1 | 2 | |
| Detector Template | Left | | | Left | | | | | | Left | | |
| Leading Detector (ft) | 20 | 45 | | 20 | 45 | | 45 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | 0 | -10 | | 0 | -10 | | -10 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 6 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 5 | | | 5 | | 5 | 5 | | | 5 | |
| Detector 2 Size(ft) | | 40 | | | 40 | | 40 | 40 | | | 40 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 42.9% | 42.9% | | 42.9% | 42.9% | | 57.1% | 57.1% | | 57.1% | 57.1% | |
| Maximum Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| 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) | 0 | 0 | | 9 | 9 | | 3 | 3 | | 2 | 2 | |
| v/c Ratio | | 0.71 | | | 0.84 | | 0.25 | 0.21 | | | 0.13 | |
| Control Delay | | 29.4 | | | 34.3 | | 10.5 | 6.8 | | | 8.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 29.4 | | | 34.3 | | 10.5 | 6.8 | | | 8.3 | |
| Queue Length 50th (ft) | | 103 | | | 147 | | 32 | 24 | | | 19 | |
| Queue Length 95th (ft) | | 182 | | | #252 | | 73 | 62 | | | 48 | |
| Internal Link Dist (ft) | | 314 | | | 233 | | | 383 | | | 362 | |
| Turn Bay Length (ft) | | | | | | | 75 | | | | | |
| Base Capacity (vph) | | 546 | | | 661 | | 644 | 913 | | | 926 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.55 | | | 0.66 | | 0.25 | 0.21 | | | 0.13 | |

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Verplanck Avenue & Fishkill Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 223 | 12 | 17 | 270 | 130 | 151 | 113 | 69 | 8 | 91 | 11 |
| Future Volume (veh/h) | 52 | 223 | 12 | 17 | 270 | 130 | 151 | 113 | 69 | 8 | 91 | 11 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.99 | | 0.98 | 0.99 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| 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 | 1847 | 1847 | 1847 | 1773 | 1847 | 1847 | 1658 | 1658 | 1658 | 2027 | 2027 | 1892 |
| Adj Flow Rate, veh/h | 55 | 235 | 13 | 18 | 284 | 137 | 159 | 119 | 73 | 8 | 96 | 12 |
| 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, % | 2 | 2 | 2 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 11 |
| Cap, veh/h | 120 | 393 | 20 | 68 | 338 | 157 | 751 | 528 | 324 | 93 | 932 | 111 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |
| Sat Flow, veh/h | 182 | 1341 | 68 | 31 | 1152 | 537 | 1137 | 961 | 589 | 59 | 1694 | 202 |
| Grp Volume(v), veh/h | 303 | 0 | 0 | 439 | 0 | 0 | 159 | 0 | 192 | 116 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1591 | 0 | 0 | 1720 | 0 | 0 | 1137 | 0 | 1550 | 1956 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 2.1 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.9 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 3.9 | 0.0 | 4.1 | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 0.18 | | 0.04 | 0.04 | | 0.31 | 1.00 | | 0.38 | 0.07 | | 0.10 |
| Lane Grp Cap(c), veh/h | 533 | 0 | 0 | 563 | 0 | 0 | 751 | 0 | 852 | 1136 | 0 | 0 |
| V/C Ratio(X) | 0.57 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 | 0.21 | 0.00 | 0.23 | 0.10 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 689 | 0 | 0 | 732 | 0 | 0 | 751 | 0 | 852 | 1136 | 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 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 19.2 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 7.2 | 0.0 | 7.4 | 6.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 | 0.2 | 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 | 3.6 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 1.1 | 0.0 | 1.3 | 0.7 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.5 | 0.0 | 0.0 | 24.2 | 0.0 | 0.0 | 7.9 | 0.0 | 8.0 | 7.0 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | C | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 303 | | | 439 | | | 351 | | | 116 | |
| Approach Delay, s/veh | | 19.5 | | | 24.2 | | | 7.9 | | | 7.0 | |
| Approach LOS | | B | | | C | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 40.0 | | 23.7 | | 40.0 | | 23.7 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 35.0 | | 25.0 | | 35.0 | | 25.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.8 | | 11.9 | | 6.1 | | 17.4 | | | | |
| Green Ext Time (p_c), s | | 0.2 | | 0.6 | | 0.9 | | 0.7 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 16.7 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 3 | 283 | 3 | 3 | 344 |
| Future Volume (vph) | 3 | 3 | 283 | 3 | 3 | 344 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 12 | 11 |
| Grade (%) | 0% | | 0% | | | -3% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.932 | | 0.998 | | | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1694 | 0 | 1796 | 0 | 0 | 1827 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1694 | 0 | 1796 | 0 | 0 | 1827 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 186 | | 457 | | | 394 |
| Travel Time (s) | 4.2 | | 10.4 | | | 9.0 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 5% | 5% | 2% |
| Adj. Flow (vph) | 4 | 4 | 345 | 4 | 4 | 420 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 0 | 349 | 0 | 0 | 424 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.04 | 1.00 | 0.98 | 1.02 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 283 | 3 | 3 | 344 |
| Future Vol, veh/h | 3 | 3 | 283 | 3 | 3 | 344 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -3 |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 5 | 5 | 2 |
| Mvmt Flow | 4 | 4 | 345 | 4 | 4 | 420 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 775 | 347 | 0 | 0 | 349 | 0 |
| Stage 1 | 347 | - | - | - | - | - |
| Stage 2 | 428 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.15 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.245 | - |
| Pot Cap-1 Maneuver | 366 | 696 | - | - | 1193 | - |
| Stage 1 | 716 | - | - | - | - | - |
| Stage 2 | 657 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 365 | 696 | - | - | 1193 | - |
| Mov Cap-2 Maneuver | 365 | - | - | - | - | - |
| Stage 1 | 716 | - | - | - | - | - |
| Stage 2 | 654 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.6 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 479 | 1193 | - |
| HCM Lane V/C Ratio | - | - | 0.015 | 0.003 | - |
| HCM Control Delay (s) | - | - | 12.6 | 8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

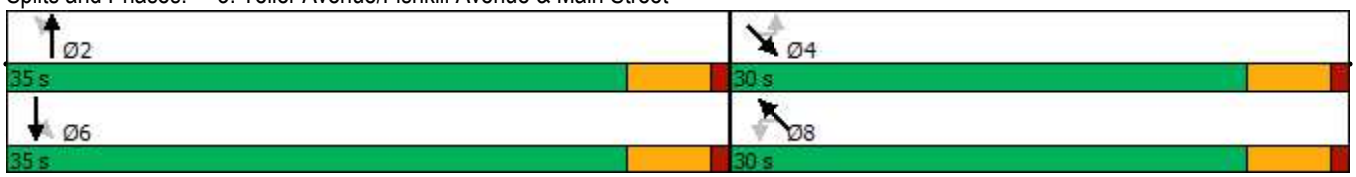
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 160 | 47 | 42 | 173 | 132 | 88 | 154 | 37 | 35 | 182 | 39 |
| Future Volume (vph) | 52 | 160 | 47 | 42 | 173 | 132 | 88 | 154 | 37 | 35 | 182 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 12 | 8 | 12 | 12 | 8 | 12 |
| Grade (%) | | 3% | | | -1% | | | 1% | | | -2% | |
| Storage Length (ft) | 50 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| 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 | 0.96 | 0.99 | | | 0.96 | | | 0.92 | | | 0.94 | |
| Frt | | 0.966 | | | 0.949 | | | 0.982 | | | 0.979 | |
| Flt Protected | 0.950 | | | | 0.994 | | | 0.984 | | | 0.993 | |
| Satd. Flow (prot) | 1516 | 1519 | 0 | 0 | 1482 | 0 | 0 | 1360 | 0 | 0 | 1344 | 0 |
| Flt Permitted | 0.538 | | | | 0.946 | | | 0.808 | | | 0.928 | |
| Satd. Flow (perm) | 826 | 1519 | 0 | 0 | 1405 | 0 | 0 | 1056 | 0 | 0 | 1238 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 179 | | | 457 | | | 359 | | | 315 | |
| Travel Time (s) | | 4.1 | | | 10.4 | | | 8.2 | | | 7.2 | |
| Confl. Peds. (#/hr) | 50 | | 32 | 32 | | 50 | 190 | | 124 | 124 | | 190 |
| 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% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 3% |
| Parking (#/hr) | | | | | | | | | 0 | | | 0 |
| Adj. Flow (vph) | 55 | 168 | 49 | 44 | 182 | 139 | 93 | 162 | 39 | 37 | 192 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 55 | 217 | 0 | 0 | 365 | 0 | 0 | 294 | 0 | 0 | 270 | 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) | | 11 | | | 11 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.22 | 1.22 | 1.17 | 1.14 | 1.19 | 1.14 | 1.15 | 1.38 | 1.15 | 1.13 | 1.35 | 1.13 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 2 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 45 | 45 | | 20 | 45 | | 20 | 45 | | 20 | 45 | |
| Trailing Detector (ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Position(ft) | -10 | -10 | | 0 | -10 | | 0 | -10 | | 0 | -10 | |
| Detector 1 Size(ft) | 6 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | 5 | 5 | | | 5 | | | 5 | | | 5 | |
| Detector 2 Size(ft) | 40 | 40 | | | 40 | | | 40 | | | 40 | |

| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detector 2 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| 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) | 32 | 32 | | 50 | 50 | | 55 | 55 | | 55 | 55 | |
| v/c Ratio | 0.13 | 0.28 | | | 0.52 | | | 0.85 | | | 0.67 | |
| Control Delay | 10.8 | 11.3 | | | 14.7 | | | 42.4 | | | 25.8 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 10.8 | 11.3 | | | 14.7 | | | 42.4 | | | 25.8 | |
| Queue Length 50th (ft) | 11 | 46 | | | 89 | | | 96 | | | 82 | |
| Queue Length 95th (ft) | 31 | 94 | | | 176 | | | #213 | | | 152 | |
| Internal Link Dist (ft) | | 99 | | | 377 | | | 279 | | | 235 | |
| Turn Bay Length (ft) | 50 | | | | | | | | | | | |
| Base Capacity (vph) | 416 | 766 | | | 708 | | | 443 | | | 520 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.13 | 0.28 | | | 0.52 | | | 0.66 | | | 0.52 | |

| Intersection Summary | |
|---|---|
| Area Type: | CBD |
| Cycle Length: 65 | |
| Actuated Cycle Length: 60 | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Uncoordinated | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 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) | 52 | 160 | 47 | 42 | 173 | 132 | 88 | 154 | 37 | 35 | 182 | 39 |
| Future Volume (veh/h) | 52 | 160 | 47 | 42 | 173 | 132 | 88 | 154 | 37 | 35 | 182 | 39 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.98 | | 0.95 | 0.97 | | 0.95 | 0.85 | | 0.73 | 0.86 | | 0.73 |
| 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 | 1636 | 1636 | 1636 | 1718 | 1718 | 1718 | 1678 | 1611 | 1678 | 1632 | 1684 | 1740 |
| Adj Flow Rate, veh/h | 55 | 168 | 49 | 44 | 182 | 139 | 93 | 162 | 39 | 37 | 192 | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 11 | 2 | 3 |
| Cap, veh/h | 519 | 583 | 170 | 115 | 404 | 279 | 175 | 251 | 53 | 102 | 366 | 72 |
| Arrive On Green | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 |
| Sat Flow, veh/h | 906 | 1200 | 350 | 103 | 832 | 575 | 279 | 713 | 152 | 102 | 1039 | 204 |
| Grp Volume(v), veh/h | 55 | 0 | 217 | 365 | 0 | 0 | 294 | 0 | 0 | 270 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 906 | 0 | 1550 | 1510 | 0 | 0 | 1143 | 0 | 0 | 1345 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.9 | 0.0 | 5.2 | 9.6 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.23 | 0.12 | | 0.38 | 0.32 | | 0.13 | 0.14 | | 0.15 |
| Lane Grp Cap(c), veh/h | 519 | 0 | 753 | 799 | 0 | 0 | 480 | 0 | 0 | 540 | 0 | 0 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.29 | 0.46 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 519 | 0 | 753 | 799 | 0 | 0 | 535 | 0 | 0 | 606 | 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 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.9 | 0.0 | 9.5 | 10.6 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | 16.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 1.0 | 1.9 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.3 | 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 | 0.4 | 0.0 | 1.7 | 3.2 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 9.3 | 0.0 | 10.5 | 12.5 | 0.0 | 0.0 | 17.9 | 0.0 | 0.0 | 16.4 | 0.0 | 0.0 |
| LnGrp LOS | A | A | B | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 272 | | | 365 | | | 294 | | | 270 | |
| Approach Delay, s/veh | | 10.2 | | | 12.5 | | | 17.9 | | | 16.4 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 35.0 | | 26.8 | | 35.0 | | 26.8 | | | | |
| 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 | | 14.9 | | 11.6 | | 11.7 | | | | |
| Green Ext Time (p_c), s | | 0.7 | | 0.6 | | 0.8 | | 0.5 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 14.2 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

Colliers Engineering & Design

# Traffic Impact Study

## Appendix E | Traffic Volume Data

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
*Customer Loyalty through Client Satisfaction*

File Name : 2-MAIN_ST_AT_FISHKILL_AVE_746867_02-04-2020
Site Code :
Start Date : 2/4/2020
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | TELLER AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 0 | 12 | 0 | 0 | 12 | 3 | 10 | 2 | 0 | 15 | 1 | 20 | 1 | 4 | 26 | 4 | 7 | 3 | 0 | 14 | 67 |
| 06:45 AM | 3 | 21 | 0 | 2 | 26 | 3 | 10 | 4 | 0 | 17 | 1 | 25 | 0 | 2 | 28 | 1 | 7 | 3 | 1 | 12 | 83 |
| Total | 3 | 33 | 0 | 2 | 38 | 6 | 20 | 6 | 0 | 32 | 2 | 45 | 1 | 6 | 54 | 5 | 14 | 6 | 1 | 26 | 150 |
| 07:00 AM | 7 | 23 | 0 | 3 | 33 | 3 | 11 | 2 | 0 | 16 | 0 | 25 | 0 | 1 | 26 | 4 | 10 | 5 | 0 | 19 | 94 |
| 07:15 AM | 6 | 18 | 0 | 4 | 28 | 4 | 12 | 5 | 0 | 21 | 0 | 37 | 3 | 0 | 40 | 3 | 5 | 9 | 1 | 18 | 107 |
| 07:30 AM | 7 | 40 | 4 | 3 | 54 | 5 | 10 | 2 | 0 | 17 | 1 | 35 | 2 | 2 | 40 | 2 | 8 | 7 | 1 | 18 | 129 |
| 07:45 AM | 10 | 42 | 3 | 3 | 58 | 3 | 20 | 4 | 0 | 27 | 1 | 32 | 5 | 3 | 41 | 3 | 9 | 8 | 2 | 22 | 148 |
| Total | 30 | 123 | 7 | 13 | 173 | 15 | 53 | 13 | 0 | 81 | 2 | 129 | 10 | 6 | 147 | 12 | 32 | 29 | 4 | 77 | 478 |
| 08:00 AM | 8 | 50 | 3 | 2 | 63 | 8 | 19 | 2 | 1 | 30 | 3 | 38 | 3 | 4 | 48 | 4 | 8 | 6 | 0 | 18 | 159 |
| 08:15 AM | 15 | 33 | 3 | 0 | 51 | 7 | 10 | 6 | 0 | 23 | 7 | 31 | 7 | 1 | 46 | 3 | 13 | 3 | 0 | 19 | 139 |
| 08:30 AM | 20 | 60 | 3 | 4 | 87 | 5 | 24 | 4 | 1 | 34 | 8 | 49 | 10 | 3 | 70 | 3 | 9 | 10 | 3 | 25 | 216 |
| 08:45 AM | 18 | 37 | 4 | 7 | 66 | 7 | 36 | 6 | 2 | 51 | 2 | 33 | 6 | 2 | 43 | 2 | 7 | 17 | 2 | 28 | 188 |
| Total | 61 | 180 | 13 | 13 | 267 | 27 | 89 | 18 | 4 | 138 | 20 | 151 | 26 | 10 | 207 | 12 | 37 | 36 | 5 | 90 | 702 |
| 09:00 AM | 20 | 31 | 3 | 9 | 63 | 6 | 24 | 8 | 3 | 41 | 8 | 34 | 2 | 4 | 48 | 4 | 14 | 4 | 2 | 24 | 176 |
| 09:15 AM | 16 | 23 | 4 | 11 | 54 | 3 | 26 | 2 | 1 | 32 | 6 | 30 | 12 | 5 | 53 | 5 | 16 | 12 | 4 | 37 | 176 |
| Grand Total | 130 | 390 | 27 | 48 | 595 | 57 | 212 | 47 | 8 | 324 | 38 | 389 | 51 | 31 | 509 | 38 | 113 | 87 | 16 | 254 | 1682 |
| Apprch % | 21.8 | 65.5 | 4.5 | 8.1 | | 17.6 | 65.4 | 14.5 | 2.5 | | 7.5 | 76.4 | 10 | 6.1 | | 15 | 44.5 | 34.3 | 6.3 | | |
| Total % | 7.7 | 23.2 | 1.6 | 2.9 | 35.4 | 3.4 | 12.6 | 2.8 | 0.5 | 19.3 | 2.3 | 23.1 | 3 | 1.8 | 30.3 | 2.3 | 6.7 | 5.2 | 1 | 15.1 | |
| Lights | 129 | 371 | 26 | 0 | 526 | 57 | 211 | 39 | 0 | 307 | 36 | 367 | 48 | 0 | 451 | 34 | 104 | 84 | 0 | 222 | 1506 |
| % Lights | 99.2 | 95.1 | 96.3 | 0 | 88.4 | 100 | 99.5 | 83 | 0 | 94.8 | 94.7 | 94.3 | 94.1 | 0 | 88.6 | 89.5 | 92 | 96.6 | 0 | 87.4 | 89.5 |
| Buses | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 6 | 0 | 6 | 0 | 13 | 1 | 0 | 14 | 1 | 7 | 1 | 0 | 9 | 41 |
| % Buses | 0 | 3.1 | 0 | 0 | 2 | 0 | 0 | 12.8 | 0 | 1.9 | 0 | 3.3 | 2 | 0 | 2.8 | 2.6 | 6.2 | 1.1 | 0 | 3.5 | 2.4 |
| Trucks | 1 | 7 | 1 | 0 | 9 | 0 | 1 | 2 | 0 | 3 | 2 | 9 | 2 | 0 | 13 | 3 | 2 | 2 | 0 | 7 | 32 |
| % Trucks | 0.8 | 1.8 | 3.7 | 0 | 1.5 | 0 | 0.5 | 4.3 | 0 | 0.9 | 5.3 | 2.3 | 3.9 | 0 | 2.6 | 7.9 | 1.8 | 2.3 | 0 | 2.8 | 1.9 |
| Pedestrians | 0 | 0 | 0 | 48 | 48 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 31 | 31 | 0 | 0 | 0 | 16 | 16 | 103 |
| % Pedestrians | 0 | 0 | 0 | 100 | 8.1 | 0 | 0 | 0 | 100 | 2.5 | 0 | 0 | 0 | 100 | 6.1 | 0 | 0 | 0 | 100 | 6.3 | 6.1 |

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
*Customer Loyalty through Client Satisfaction*

File Name : 2-MAIN_ST_AT_FISHKILL_AVE_746867_02-04-2020
Site Code :
Start Date : 2/4/2020


| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | TELLER AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 20 | 60 | 3 | 4 | 87 | 5 | 24 | 4 | 1 | 34 | 8 | 49 | 10 | 3 | 70 | 3 | 9 | 10 | 3 | 25 | 216 |
| 08:45 AM | 18 | 37 | 4 | 7 | 66 | 7 | 36 | 6 | 2 | 51 | 2 | 33 | 6 | 2 | 43 | 2 | 7 | 17 | 2 | 28 | 188 |
| 09:00 AM | 20 | 31 | 3 | 9 | 63 | 6 | 24 | 8 | 3 | 41 | 8 | 34 | 2 | 4 | 48 | 4 | 14 | 4 | 2 | 24 | 176 |
| 09:15 AM | 16 | 23 | 4 | 11 | 54 | 3 | 26 | 2 | 1 | 32 | 6 | 30 | 12 | 5 | 53 | 5 | 16 | 12 | 4 | 37 | 176 |
| Total Volume | 74 | 151 | 14 | 31 | 270 | 21 | 110 | 20 | 7 | 158 | 24 | 146 | 30 | 14 | 214 | 14 | 46 | 43 | 11 | 114 | 756 |
| % App. Total | 27.4 | 55.9 | 5.2 | 11.5 | | 13.3 | 69.6 | 12.7 | 4.4 | | 11.2 | 68.2 | 14 | 6.5 | | 12.3 | 40.4 | 37.7 | 9.6 | | |
| PHF | .925 | .629 | .875 | .705 | .776 | .750 | .764 | .625 | .583 | .775 | .750 | .745 | .625 | .700 | .764 | .700 | .719 | .632 | .688 | .770 | .875 |
| Lights | 74 | 145 | 14 | 0 | 233 | 21 | 109 | 19 | 0 | 149 | 23 | 139 | 27 | 0 | 189 | 13 | 44 | 43 | 0 | 100 | 671 |
| % Lights | 100 | 96.0 | 100 | 0 | 86.3 | 100 | 99.1 | 95.0 | 0 | 94.3 | 95.8 | 95.2 | 90.0 | 0 | 88.3 | 92.9 | 95.7 | 100 | 0 | 87.7 | 88.8 |
| Buses | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 8 |
| % Buses | 0 | 2.0 | 0 | 0 | 1.1 | 0 | 0 | 5.0 | 0 | 0.6 | 0 | 0.7 | 3.3 | 0 | 0.9 | 0 | 4.3 | 0 | 0 | 1.8 | 1.1 |
| Trucks | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 2 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 14 |
| % Trucks | 0 | 2.0 | 0 | 0 | 1.1 | 0 | 0.9 | 0 | 0 | 0.6 | 4.2 | 4.1 | 6.7 | 0 | 4.2 | 7.1 | 0 | 0 | 0 | 0.9 | 1.9 |
| Pedestrians | 0 | 0 | 0 | 31 | 31 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 11 | 11 | 63 |
| % Pedestrians | 0 | 0 | 0 | 100 | 11.5 | 0 | 0 | 0 | 100 | 4.4 | 0 | 0 | 0 | 100 | 6.5 | 0 | 0 | 0 | 100 | 9.6 | 8.3 |

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Valhalla, NY 10595
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File Name : 2-MAIN_ST_AT_FISHKILL_AVE_746867_02-04-2020
Site Code :
Start Date : 2/4/2020
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | TELLER AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM | 24 | 46 | 7 | 12 | 89 | 10 | 36 | 6 | 2 | 54 | 5 | 56 | 6 | 13 | 80 | 7 | 25 | 9 | 1 | 42 | 265 |
| 03:45 PM | 16 | 42 | 9 | 21 | 88 | 11 | 31 | 9 | 3 | 54 | 3 | 43 | 9 | 9 | 64 | 6 | 30 | 13 | 4 | 53 | 259 |
| Total | 40 | 88 | 16 | 33 | 177 | 21 | 67 | 15 | 5 | 108 | 8 | 99 | 15 | 22 | 144 | 13 | 55 | 22 | 5 | 95 | 524 |
| 04:00 PM | 19 | 35 | 5 | 13 | 72 | 7 | 28 | 10 | 0 | 45 | 9 | 43 | 6 | 9 | 67 | 10 | 45 | 12 | 4 | 71 | 255 |
| 04:15 PM | 18 | 46 | 3 | 15 | 82 | 6 | 33 | 10 | 2 | 51 | 3 | 35 | 7 | 8 | 53 | 5 | 33 | 21 | 0 | 59 | 245 |
| 04:30 PM | 17 | 39 | 1 | 19 | 76 | 7 | 36 | 5 | 0 | 48 | 10 | 43 | 7 | 5 | 65 | 4 | 24 | 16 | 2 | 46 | 235 |
| 04:45 PM | 14 | 45 | 9 | 14 | 82 | 14 | 29 | 5 | 5 | 53 | 10 | 45 | 15 | 8 | 78 | 9 | 34 | 13 | 8 | 64 | 277 |
| Total | 68 | 165 | 18 | 61 | 312 | 34 | 126 | 30 | 7 | 197 | 32 | 166 | 35 | 30 | 263 | 28 | 136 | 62 | 14 | 240 | 1012 |
| 05:00 PM | 16 | 53 | 6 | 14 | 89 | 6 | 33 | 8 | 1 | 48 | 6 | 41 | 6 | 14 | 67 | 5 | 29 | 19 | 1 | 54 | 258 |
| 05:15 PM | 23 | 39 | 4 | 7 | 73 | 6 | 31 | 4 | 1 | 42 | 9 | 42 | 5 | 1 | 57 | 4 | 27 | 11 | 1 | 43 | 215 |
| 05:30 PM | 15 | 31 | 3 | 15 | 64 | 10 | 23 | 5 | 1 | 39 | 4 | 40 | 12 | 8 | 64 | 12 | 32 | 17 | 3 | 64 | 231 |
| 05:45 PM | 17 | 48 | 9 | 14 | 88 | 7 | 27 | 6 | 1 | 41 | 6 | 50 | 6 | 5 | 67 | 5 | 23 | 19 | 7 | 54 | 250 |
| Total | 71 | 171 | 22 | 50 | 314 | 29 | 114 | 23 | 4 | 170 | 25 | 173 | 29 | 28 | 255 | 26 | 111 | 66 | 12 | 215 | 954 |
| 06:00 PM | 20 | 47 | 5 | 23 | 95 | 10 | 28 | 7 | 0 | 45 | 3 | 44 | 8 | 8 | 63 | 10 | 28 | 12 | 6 | 56 | 259 |
| 06:15 PM | 16 | 41 | 5 | 10 | 72 | 7 | 30 | 3 | 0 | 40 | 2 | 47 | 6 | 7 | 62 | 4 | 30 | 12 | 3 | 49 | 223 |
| Grand Total | 215 | 512 | 66 | 177 | 970 | 101 | 365 | 78 | 16 | 560 | 70 | 529 | 93 | 95 | 787 | 81 | 360 | 174 | 40 | 655 | 2972 |
| Apprch % | 22.2 | 52.8 | 6.8 | 18.2 | | 18 | 65.2 | 13.9 | 2.9 | | 8.9 | 67.2 | 11.8 | 12.1 | | 12.4 | 55 | 26.6 | 6.1 | | |
| Total % | 7.2 | 17.2 | 2.2 | 6 | 32.6 | 3.4 | 12.3 | 2.6 | 0.5 | 18.8 | 2.4 | 17.8 | 3.1 | 3.2 | 26.5 | 2.7 | 12.1 | 5.9 | 1.3 | 22 | |
| Lights | 215 | 498 | 66 | 0 | 779 | 100 | 364 | 72 | 0 | 536 | 67 | 516 | 93 | 0 | 676 | 81 | 354 | 174 | 0 | 609 | 2600 |
| % Lights | 100 | 97.3 | 100 | 0 | 80.3 | 99 | 99.7 | 92.3 | 0 | 95.7 | 95.7 | 97.5 | 100 | 0 | 85.9 | 100 | 98.3 | 100 | 0 | 93 | 87.5 |
| Buses | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 5 | 0 | 6 | 2 | 9 | 0 | 0 | 11 | 0 | 6 | 0 | 0 | 6 | 30 |
| % Buses | 0 | 1.4 | 0 | 0 | 0.7 | 1 | 0 | 6.4 | 0 | 1.1 | 2.9 | 1.7 | 0 | 0 | 1.4 | 0 | 1.7 | 0 | 0 | 0.9 | 1 |
| Trucks | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 14 |
| % Trucks | 0 | 1.4 | 0 | 0 | 0.7 | 0 | 0.3 | 1.3 | 0 | 0.4 | 1.4 | 0.8 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| Pedestrians | 0 | 0 | 0 | 177 | 177 | 0 | 0 | 0 | 16 | 16 | 0 | 0 | 0 | 95 | 95 | 0 | 0 | 0 | 40 | 40 | 328 |
| % Pedestrians | 0 | 0 | 0 | 100 | 18.2 | 0 | 0 | 0 | 100 | 2.9 | 0 | 0 | 0 | 100 | 12.1 | 0 | 0 | 0 | 100 | 6.1 | 11 |

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
*Customer Loyalty through Client Satisfaction*

File Name : 2-MAIN_ST_AT_FISHKILL_AVE_746867_02-04-2020
Site Code :
Start Date : 2/4/2020


| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | TELLER AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:30 PM | 24 | 46 | 7 | 12 | 89 | 10 | 36 | 6 | 2 | 54 | 5 | 56 | 6 | 13 | 80 | 7 | 25 | 9 | 1 | 42 | 265 |
| 03:45 PM | 16 | 42 | 9 | 21 | 88 | 11 | 31 | 9 | 3 | 54 | 3 | 43 | 9 | 9 | 64 | 6 | 30 | 13 | 4 | 53 | 259 |
| 04:00 PM | 19 | 35 | 5 | 13 | 72 | 7 | 28 | 10 | 0 | 45 | 9 | 43 | 6 | 9 | 67 | 10 | 45 | 12 | 4 | 71 | 255 |
| 04:15 PM | 18 | 46 | 3 | 15 | 82 | 6 | 33 | 10 | 2 | 51 | 3 | 35 | 7 | 8 | 53 | 5 | 33 | 21 | 0 | 59 | 245 |
| Total Volume | 77 | 169 | 24 | 61 | 331 | 34 | 128 | 35 | 7 | 204 | 20 | 177 | 28 | 39 | 264 | 28 | 133 | 55 | 9 | 225 | 1024 |
| % App. Total | 23.3 | 51.1 | 7.3 | 18.4 | | 16.7 | 62.7 | 17.2 | 3.4 | | 7.6 | 67 | 10.6 | 14.8 | | 12.4 | 59.1 | 24.4 | 4 | | |
| PHF | .802 | .918 | .667 | .726 | .930 | .773 | .889 | .875 | .583 | .944 | .556 | .790 | .778 | .750 | .825 | .700 | .739 | .655 | .563 | .792 | .966 |
| Lights | 77 | 163 | 24 | 0 | 264 | 33 | 128 | 34 | 0 | 195 | 19 | 167 | 28 | 0 | 214 | 28 | 131 | 55 | 0 | 214 | 887 |
| % Lights | 100 | 96.4 | 100 | 0 | 79.8 | 97.1 | 100 | 97.1 | 0 | 95.6 | 95.0 | 94.4 | 100 | 0 | 81.1 | 100 | 98.5 | 100 | 0 | 95.1 | 86.6 |
| Buses | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 1 | 8 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 16 |
| % Buses | 0 | 1.8 | 0 | 0 | 0.9 | 2.9 | 0 | 2.9 | 0 | 1.0 | 5.0 | 4.5 | 0 | 0 | 3.4 | 0 | 1.5 | 0 | 0 | 0.9 | 1.6 |
| Trucks | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Trucks | 0 | 1.8 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| Pedestrians | 0 | 0 | 0 | 61 | 61 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 39 | 39 | 0 | 0 | 0 | 9 | 9 | 116 |
| % Pedestrians | 0 | 0 | 0 | 100 | 18.4 | 0 | 0 | 0 | 100 | 3.4 | 0 | 0 | 0 | 100 | 14.8 | 0 | 0 | 0 | 100 | 4.0 | 11.3 |

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
*Customer Loyalty through Client Satisfaction*

File Name : 2-MAIN_ST_AT_FISHKILL_AVE-SAT_746865_02-01-2020
Site Code :
Start Date : 2/1/2020
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | TELLER AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 11:00 AM | 23 | 30 | 6 | 22 | 81 | 8 | 26 | 10 | 2 | 46 | 4 | 27 | 10 | 15 | 56 | 5 | 27 | 10 | 12 | 54 | 237 |
| 11:15 AM | 32 | 40 | 7 | 25 | 104 | 6 | 38 | 7 | 0 | 51 | 3 | 38 | 12 | 22 | 75 | 7 | 33 | 27 | 11 | 78 | 308 |
| 11:30 AM | 19 | 35 | 4 | 26 | 84 | 5 | 35 | 5 | 1 | 46 | 9 | 46 | 8 | 14 | 77 | 7 | 30 | 16 | 6 | 59 | 266 |
| 11:45 AM | 39 | 41 | 2 | 32 | 114 | 6 | 36 | 7 | 5 | 54 | 10 | 33 | 6 | 12 | 61 | 7 | 29 | 9 | 10 | 55 | 284 |
| Total | 113 | 146 | 19 | 105 | 383 | 25 | 135 | 29 | 8 | 197 | 26 | 144 | 36 | 63 | 269 | 26 | 119 | 62 | 39 | 246 | 1095 |
| 12:00 PM | 28 | 35 | 12 | 19 | 94 | 10 | 47 | 8 | 2 | 67 | 9 | 46 | 12 | 14 | 81 | 14 | 40 | 21 | 5 | 80 | 322 |
| 12:15 PM | 31 | 41 | 10 | 37 | 119 | 11 | 34 | 8 | 7 | 60 | 6 | 35 | 8 | 25 | 74 | 6 | 36 | 21 | 14 | 77 | 330 |
| 12:30 PM | 26 | 38 | 6 | 17 | 87 | 4 | 44 | 8 | 5 | 61 | 8 | 36 | 11 | 21 | 76 | 6 | 28 | 15 | 4 | 53 | 277 |
| 12:45 PM | 32 | 44 | 8 | 33 | 117 | 9 | 38 | 7 | 1 | 55 | 11 | 29 | 11 | 23 | 74 | 6 | 34 | 20 | 2 | 62 | 308 |
| Total | 117 | 158 | 36 | 106 | 417 | 34 | 163 | 31 | 15 | 243 | 34 | 146 | 42 | 83 | 305 | 32 | 138 | 77 | 25 | 272 | 1237 |
| 01:00 PM | 17 | 45 | 1 | 29 | 92 | 8 | 45 | 8 | 3 | 64 | 6 | 27 | 12 | 28 | 73 | 7 | 37 | 14 | 5 | 63 | 292 |
| 01:15 PM | 20 | 38 | 6 | 25 | 89 | 9 | 41 | 5 | 4 | 59 | 5 | 36 | 10 | 17 | 68 | 6 | 38 | 17 | 11 | 72 | 288 |
| 01:30 PM | 17 | 31 | 6 | 37 | 91 | 10 | 29 | 6 | 2 | 47 | 12 | 30 | 13 | 36 | 91 | 4 | 39 | 11 | 8 | 62 | 291 |
| 01:45 PM | 12 | 34 | 9 | 45 | 100 | 8 | 28 | 5 | 3 | 44 | 8 | 25 | 12 | 20 | 65 | 13 | 33 | 22 | 8 | 76 | 285 |
| Total | 66 | 148 | 22 | 136 | 372 | 35 | 143 | 24 | 12 | 214 | 31 | 118 | 47 | 101 | 297 | 30 | 147 | 64 | 32 | 273 | 1156 |
| Grand Total | 296 | 452 | 77 | 347 | 1172 | 94 | 441 | 84 | 35 | 654 | 91 | 408 | 125 | 247 | 871 | 88 | 404 | 203 | 96 | 791 | 3488 |
| Apprch % | 25.3 | 38.6 | 6.6 | 29.6 | | 14.4 | 67.4 | 12.8 | 5.4 | | 10.4 | 46.8 | 14.4 | 28.4 | | 11.1 | 51.1 | 25.7 | 12.1 | | |
| Total % | 8.5 | 13 | 2.2 | 9.9 | 33.6 | 2.7 | 12.6 | 2.4 | 1 | 18.8 | 2.6 | 11.7 | 3.6 | 7.1 | 25 | 2.5 | 11.6 | 5.8 | 2.8 | 22.7 | |
| Lights | 294 | 445 | 77 | 0 | 816 | 94 | 440 | 78 | 0 | 612 | 90 | 402 | 123 | 0 | 615 | 88 | 398 | 202 | 0 | 688 | 2731 |
| % Lights | 99.3 | 98.5 | 100 | 0 | 69.6 | 100 | 99.8 | 92.9 | 0 | 93.6 | 98.9 | 98.5 | 98.4 | 0 | 70.6 | 100 | 98.5 | 99.5 | 0 | 87 | 78.3 |
| Buses | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 6 | 1 | 2 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 20 |
| % Buses | 0.3 | 0.9 | 0 | 0 | 0.4 | 0 | 0 | 7.1 | 0 | 0.9 | 1.1 | 0.5 | 0 | 0 | 0.3 | 0 | 1.5 | 0 | 0 | 0.8 | 0.6 |
| Trucks | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 12 |
| % Trucks | 0.3 | 0.7 | 0 | 0 | 0.3 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 1 | 1.6 | 0 | 0.7 | 0 | 0 | 0.5 | 0 | 0.1 | 0.3 |
| Pedestrians | 0 | 0 | 0 | 347 | 347 | 0 | 0 | 0 | 35 | 35 | 0 | 0 | 0 | 247 | 247 | 0 | 0 | 0 | 96 | 96 | 725 |
| % Pedestrians | 0 | 0 | 0 | 100 | 29.6 | 0 | 0 | 0 | 100 | 5.4 | 0 | 0 | 0 | 100 | 28.4 | 0 | 0 | 0 | 100 | 12.1 | 20.8 |

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
*Customer Loyalty through Client Satisfaction*

File Name : 2-MAIN_ST_AT_FISHKILL_AVE-SAT_746865_02-01-2020
Site Code :
Start Date : 2/1/2020


| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | TELLER AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | 28 | 35 | 12 | 19 | 94 | 10 | 47 | 8 | 2 | 67 | 9 | 46 | 12 | 14 | 81 | 14 | 40 | 21 | 5 | 80 | 322 |
| 12:15 PM | 31 | 41 | 10 | 37 | 119 | 11 | 34 | 8 | 7 | 60 | 6 | 35 | 8 | 25 | 74 | 6 | 36 | 21 | 14 | 77 | 330 |
| 12:30 PM | 26 | 38 | 6 | 17 | 87 | 4 | 44 | 8 | 5 | 61 | 8 | 36 | 11 | 21 | 76 | 6 | 28 | 15 | 4 | 53 | 277 |
| 12:45 PM | 32 | 44 | 8 | 33 | 117 | 9 | 38 | 7 | 1 | 55 | 11 | 29 | 11 | 23 | 74 | 6 | 34 | 20 | 2 | 62 | 308 |
| Total Volume | 117 | 158 | 36 | 106 | 417 | 34 | 163 | 31 | 15 | 243 | 34 | 146 | 42 | 83 | 305 | 32 | 138 | 77 | 25 | 272 | 1237 |
| % App. Total | 28.1 | 37.9 | 8.6 | 25.4 | | 14 | 67.1 | 12.8 | 6.2 | | 11.1 | 47.9 | 13.8 | 27.2 | | 11.8 | 50.7 | 28.3 | 9.2 | | |
| PHF | .914 | .898 | .750 | .716 | .876 | .773 | .867 | .969 | .536 | .907 | .773 | .793 | .875 | .830 | .941 | .571 | .863 | .917 | .446 | .850 | .937 |
| Lights | 116 | 156 | 36 | 0 | 308 | 34 | 163 | 29 | 0 | 226 | 34 | 144 | 41 | 0 | 219 | 32 | 135 | 76 | 0 | 243 | 996 |
| % Lights | 99.1 | 98.7 | 100 | 0 | 73.9 | 100 | 100 | 93.5 | 0 | 93.0 | 100 | 98.6 | 97.6 | 0 | 71.8 | 100 | 97.8 | 98.7 | 0 | 89.3 | 80.5 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 6 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.5 | 0 | 0.8 | 0 | 0.7 | 0 | 0 | 0.3 | 0 | 2.2 | 0 | 0 | 1.1 | 0.5 |
| Trucks | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 6 |
| % Trucks | 0.9 | 1.3 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 2.4 | 0 | 0.7 | 0 | 0 | 1.3 | 0 | 0.4 | 0.5 |
| Pedestrians | 0 | 0 | 0 | 106 | 106 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 83 | 83 | 0 | 0 | 0 | 25 | 25 | 229 |
| % Pedestrians | 0 | 0 | 0 | 100 | 25.4 | 0 | 0 | 0 | 100 | 6.2 | 0 | 0 | 0 | 100 | 27.2 | 0 | 0 | 0 | 100 | 9.2 | 18.5 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 1-_MAIN_ST_&_FISHKILL_AVE--TUE_1027114_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | FISHKILL AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 15 | 0 | 1 | 21 | 3 | 8 | 3 | 0 | 14 | 0 | 22 | 4 | 0 | 26 | 2 | 5 | 3 | 1 | 11 | 72 |
| 07:15 AM | 8 | 20 | 0 | 3 | 31 | 2 | 8 | 2 | 0 | 12 | 1 | 38 | 1 | 1 | 41 | 0 | 7 | 8 | 0 | 15 | 99 |
| 07:30 AM | 5 | 23 | 2 | 1 | 31 | 1 | 12 | 3 | 1 | 17 | 0 | 27 | 4 | 3 | 34 | 3 | 6 | 6 | 0 | 15 | 97 |
| 07:45 AM | 9 | 35 | 2 | 2 | 48 | 5 | 14 | 2 | 1 | 22 | 3 | 25 | 3 | 1 | 32 | 2 | 5 | 7 | 0 | 14 | 116 |
| Total | 27 | 93 | 4 | 7 | 131 | 11 | 42 | 10 | 2 | 65 | 4 | 112 | 12 | 5 | 133 | 7 | 23 | 24 | 1 | 55 | 384 |
| 08:00 AM | 4 | 51 | 2 | 5 | 62 | 6 | 17 | 3 | 2 | 28 | 3 | 39 | 10 | 2 | 54 | 2 | 11 | 4 | 0 | 17 | 161 |
| 08:15 AM | 9 | 41 | 5 | 8 | 63 | 3 | 16 | 0 | 0 | 19 | 5 | 31 | 3 | 1 | 40 | 9 | 10 | 10 | 0 | 29 | 151 |
| 08:30 AM | 9 | 28 | 3 | 7 | 47 | 3 | 24 | 5 | 0 | 32 | 2 | 39 | 3 | 3 | 47 | 0 | 15 | 9 | 2 | 26 | 152 |
| 08:45 AM | 13 | 36 | 4 | 7 | 60 | 6 | 32 | 7 | 0 | 45 | 6 | 49 | 6 | 4 | 65 | 3 | 20 | 9 | 0 | 32 | 202 |
| Total | 35 | 156 | 14 | 27 | 232 | 18 | 89 | 15 | 2 | 124 | 16 | 158 | 22 | 10 | 206 | 14 | 56 | 32 | 2 | 104 | 666 |
| Grand Total | 62 | 249 | 18 | 34 | 363 | 29 | 131 | 25 | 4 | 189 | 20 | 270 | 34 | 15 | 339 | 21 | 79 | 56 | 3 | 159 | 1050 |
| Apprch % | 17.1 | 68.6 | 5 | 9.4 | | 15.3 | 69.3 | 13.2 | 2.1 | | 5.9 | 79.6 | 10 | 4.4 | | 13.2 | 49.7 | 35.2 | 1.9 | | |
| Total % | 5.9 | 23.7 | 1.7 | 3.2 | 34.6 | 2.8 | 12.5 | 2.4 | 0.4 | 18 | 1.9 | 25.7 | 3.2 | 1.4 | 32.3 | 2 | 7.5 | 5.3 | 0.3 | 15.1 | |
| Lights | 62 | 235 | 16 | 0 | 313 | 29 | 126 | 21 | 0 | 176 | 18 | 251 | 34 | 0 | 303 | 20 | 74 | 52 | 0 | 146 | 938 |
| % Lights | 100 | 94.4 | 88.9 | 0 | 86.2 | 100 | 96.2 | 84 | 0 | 93.1 | 90 | 93 | 100 | 0 | 89.4 | 95.2 | 93.7 | 92.9 | 0 | 91.8 | 89.3 |
| Buses | 0 | 8 | 1 | 0 | 9 | 0 | 2 | 4 | 0 | 6 | 1 | 11 | 0 | 0 | 12 | 0 | 4 | 1 | 0 | 5 | 32 |
| % Buses | 0 | 3.2 | 5.6 | 0 | 2.5 | 0 | 1.5 | 16 | 0 | 3.2 | 5 | 4.1 | 0 | 0 | 3.5 | 0 | 5.1 | 1.8 | 0 | 3.1 | 3 |
| Trucks | 0 | 6 | 1 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 1 | 8 | 0 | 0 | 9 | 1 | 1 | 3 | 0 | 5 | 24 |
| % Trucks | 0 | 2.4 | 5.6 | 0 | 1.9 | 0 | 2.3 | 0 | 0 | 1.6 | 5 | 3 | 0 | 0 | 2.7 | 4.8 | 1.3 | 5.4 | 0 | 3.1 | 2.3 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.7 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| Pedestrians | 0 | 0 | 0 | 34 | 34 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 3 | 3 | 55 |
| % Pedestrians | 0 | 0 | 0 | 100 | 9.4 | 0 | 0 | 0 | 100 | 2.1 | 0 | 0 | 0 | 93.3 | 4.1 | 0 | 0 | 0 | 100 | 1.9 | 5.2 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 1-_MAIN_ST_&_FISHKILL_AVE--TUE_1027114_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 2

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | FISHKILL AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 4 | **51** | 2 | 5 | 62 | **6** | 17 | 3 | **2** | 28 | 3 | 39 | **10** | 2 | 54 | 2 | 11 | 4 | 0 | 17 | 161 |
| 08:15 AM | 9 | 41 | **5** | **8** | **63** | 3 | 16 | 0 | 0 | 19 | 5 | 31 | 3 | 1 | 40 | **9** | 10 | **10** | 0 | 29 | 151 |
| 08:30 AM | 9 | 28 | 3 | 7 | 47 | 3 | 24 | 5 | 0 | 32 | 2 | 39 | 3 | 3 | 47 | 0 | 15 | 9 | **2** | 26 | 152 |
| 08:45 AM | **13** | 36 | 4 | 7 | 60 | 6 | **32** | **7** | 0 | **45** | **6** | **49** | 6 | **4** | **65** | 3 | **20** | 9 | 0 | **32** | **202** |
| Total Volume | 35 | 156 | 14 | 27 | 232 | 18 | 89 | 15 | 2 | 124 | 16 | 158 | 22 | 10 | 206 | 14 | 56 | 32 | 2 | 104 | 666 |
| % App. Total | 15.1 | 67.2 | 6 | 11.6 | | 14.5 | 71.8 | 12.1 | 1.6 | | 7.8 | 76.7 | 10.7 | 4.9 | | 13.5 | 53.8 | 30.8 | 1.9 | | |
| PHF | .673 | .765 | .700 | .844 | .921 | .750 | .695 | .536 | .250 | .689 | .667 | .806 | .550 | .625 | .792 | .389 | .700 | .800 | .250 | .813 | .824 |
| Lights | 35 | 147 | 13 | 0 | 195 | 18 | 84 | 13 | 0 | 115 | 14 | 147 | 22 | 0 | 183 | 14 | 54 | 30 | 0 | 98 | 591 |
| % Lights | 100 | 94.2 | 92.9 | 0 | 84.1 | 100 | 94.4 | 86.7 | 0 | 92.7 | 87.5 | 93.0 | 100 | 0 | 88.8 | 100 | 96.4 | 93.8 | 0 | 94.2 | 88.7 |
| Buses | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 2 | 0 | 4 | 1 | 4 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 14 |
| % Buses | 0 | 1.9 | 7.1 | 0 | 1.7 | 0 | 2.2 | 13.3 | 0 | 3.2 | 6.3 | 2.5 | 0 | 0 | 2.4 | 0 | 1.8 | 0 | 0 | 1.0 | 2.1 |
| Trucks | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 1 | 7 | 0 | 0 | 8 | 0 | 1 | 2 | 0 | 3 | 20 |
| % Trucks | 0 | 3.8 | 0 | 0 | 2.6 | 0 | 3.4 | 0 | 0 | 2.4 | 6.3 | 4.4 | 0 | 0 | 3.9 | 0 | 1.8 | 6.3 | 0 | 2.9 | 3.0 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 27 | 27 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 2 | 2 | 41 |
| % Pedestrians | 0 | 0 | 0 | 100 | 11.6 | 0 | 0 | 0 | 100 | 1.6 | 0 | 0 | 0 | 100 | 4.9 | 0 | 0 | 0 | 100 | 1.9 | 6.2 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 1-_MAIN_ST_&_FISHKILL_AVE--TUE_1027114_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | FISHKILL AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 03:00 PM | 18 | 38 | 6 | 11 | 73 | 10 | 35 | 4 | 1 | 50 | 6 | 31 | 7 | 6 | 50 | 4 | 25 | 13 | 1 | 43 | 216 |
| 03:15 PM | 24 | 53 | 7 | 10 | 94 | 11 | 37 | 2 | 2 | 52 | 7 | 28 | 5 | 8 | 48 | 7 | 18 | 9 | 4 | 38 | 232 |
| 03:30 PM | 18 | 35 | 3 | 17 | 73 | 6 | 28 | 6 | 2 | 42 | 5 | 41 | 6 | 6 | 58 | 4 | 20 | 7 | 5 | 36 | 209 |
| 03:45 PM | 21 | 42 | 5 | 16 | 84 | 8 | 25 | 6 | 4 | 43 | 1 | 33 | 12 | 10 | 56 | 4 | 24 | 13 | 2 | 43 | 226 |
| Total | 81 | 168 | 21 | 54 | 324 | 35 | 125 | 18 | 9 | 187 | 19 | 133 | 30 | 30 | 212 | 19 | 87 | 42 | 12 | 160 | 883 |
| 04:00 PM | 19 | 36 | 6 | 17 | 78 | 7 | 24 | 4 | 1 | 36 | 6 | 35 | 7 | 6 | 54 | 5 | 25 | 10 | 4 | 44 | 212 |
| 04:15 PM | 19 | 41 | 7 | 12 | 79 | 7 | 27 | 4 | 1 | 39 | 4 | 49 | 12 | 15 | 80 | 3 | 22 | 19 | 9 | 53 | 251 |
| 04:30 PM | 14 | 34 | 5 | 17 | 70 | 7 | 28 | 8 | 1 | 44 | 2 | 33 | 8 | 14 | 57 | 8 | 24 | 19 | 2 | 53 | 224 |
| 04:45 PM | 24 | 38 | 10 | 33 | 105 | 6 | 33 | 3 | 0 | 42 | 5 | 29 | 9 | 6 | 49 | 4 | 48 | 13 | 5 | 70 | 266 |
| Total | 76 | 149 | 28 | 79 | 332 | 27 | 112 | 19 | 3 | 161 | 17 | 146 | 36 | 41 | 240 | 20 | 119 | 61 | 20 | 220 | 953 |
| 05:00 PM | 16 | 38 | 5 | 8 | 67 | 9 | 31 | 7 | 2 | 49 | 7 | 34 | 11 | 11 | 63 | 5 | 22 | 20 | 1 | 48 | 227 |
| 05:15 PM | 16 | 43 | 9 | 25 | 93 | 5 | 30 | 5 | 2 | 42 | 6 | 36 | 12 | 5 | 59 | 8 | 35 | 11 | 3 | 57 | 251 |
| 05:30 PM | 23 | 39 | 7 | 11 | 80 | 3 | 25 | 6 | 3 | 37 | 5 | 30 | 6 | 3 | 44 | 3 | 27 | 14 | 2 | 46 | 207 |
| 05:45 PM | 11 | 34 | 7 | 10 | 62 | 8 | 30 | 3 | 1 | 42 | 9 | 35 | 7 | 10 | 61 | 5 | 21 | 12 | 1 | 39 | 204 |
| Total | 66 | 154 | 28 | 54 | 302 | 25 | 116 | 21 | 8 | 170 | 27 | 135 | 36 | 29 | 227 | 21 | 105 | 57 | 7 | 190 | 889 |
| 06:00 PM | 24 | 39 | 9 | 23 | 95 | 11 | 37 | 3 | 2 | 53 | 3 | 23 | 11 | 7 | 44 | 6 | 29 | 9 | 2 | 46 | 238 |
| 06:15 PM | 16 | 24 | 6 | 13 | 59 | 7 | 27 | 3 | 2 | 39 | 6 | 20 | 9 | 8 | 43 | 6 | 20 | 15 | 1 | 42 | 183 |
| 06:30 PM | 15 | 35 | 2 | 17 | 69 | 5 | 21 | 4 | 1 | 31 | 3 | 22 | 8 | 3 | 36 | 5 | 29 | 11 | 1 | 46 | 182 |
| 06:45 PM | 14 | 23 | 7 | 9 | 53 | 6 | 23 | 5 | 1 | 35 | 4 | 28 | 8 | 6 | 46 | 3 | 31 | 13 | 3 | 50 | 184 |
| Total | 69 | 121 | 24 | 62 | 276 | 29 | 108 | 15 | 6 | 158 | 16 | 93 | 36 | 24 | 169 | 20 | 109 | 48 | 7 | 184 | 787 |
| Grand Total | 292 | 592 | 101 | 249 | 1234 | 116 | 461 | 73 | 26 | 676 | 79 | 507 | 138 | 124 | 848 | 80 | 420 | 208 | 46 | 754 | 3512 |
| Apprch % | 23.7 | 48 | 8.2 | 20.2 | | 17.2 | 68.2 | 10.8 | 3.8 | | 9.3 | 59.8 | 16.3 | 14.6 | | 10.6 | 55.7 | 27.6 | 6.1 | | |
| Total % | 8.3 | 16.9 | 2.9 | 7.1 | 35.1 | 3.3 | 13.1 | 2.1 | 0.7 | 19.2 | 2.2 | 14.4 | 3.9 | 3.5 | 24.1 | 2.3 | 12 | 5.9 | 1.3 | 21.5 | |
| Lights | 291 | 577 | 99 | 0 | 967 | 115 | 453 | 65 | 0 | 633 | 74 | 489 | 134 | 0 | 697 | 80 | 413 | 203 | 0 | 696 | 2993 |
| % Lights | 99.7 | 97.5 | 98 | 0 | 78.4 | 99.1 | 98.3 | 89 | 0 | 93.6 | 93.7 | 96.4 | 97.1 | 0 | 82.2 | 100 | 98.3 | 97.6 | 0 | 92.3 | 85.2 |
| Buses | 0 | 9 | 1 | 0 | 10 | 0 | 6 | 7 | 0 | 13 | 1 | 8 | 2 | 0 | 11 | 0 | 6 | 1 | 0 | 7 | 41 |
| % Buses | 0 | 1.5 | 1 | 0 | 0.8 | 0 | 1.3 | 9.6 | 0 | 1.9 | 1.3 | 1.6 | 1.4 | 0 | 1.3 | 0 | 1.4 | 0.5 | 0 | 0.9 | 1.2 |
| Trucks | 1 | 6 | 1 | 0 | 8 | 1 | 2 | 1 | 0 | 4 | 4 | 10 | 2 | 0 | 16 | 0 | 1 | 4 | 0 | 5 | 33 |
| % Trucks | 0.3 | 1 | 1 | 0 | 0.6 | 0.9 | 0.4 | 1.4 | 0 | 0.6 | 5.1 | 2 | 1.4 | 0 | 1.9 | 0 | 0.2 | 1.9 | 0 | 0.7 | 0.9 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 1.2 | 0.2 | 0 | 0 | 0 | 3.8 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| Pedestrians | 0 | 0 | 0 | 246 | 246 | 0 | 0 | 0 | 25 | 25 | 0 | 0 | 0 | 124 | 124 | 0 | 0 | 0 | 46 | 46 | 441 |
| % Pedestrians | 0 | 0 | 0 | 98.8 | 19.9 | 0 | 0 | 0 | 96.2 | 3.7 | 0 | 0 | 0 | 100 | 14.6 | 0 | 0 | 0 | 100 | 6.1 | 12.6 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 1-_MAIN_ST_&_FISHKILL_AVE--TUE_1027114_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 2

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | FISHKILL AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 19 | **41** | 7 | 12 | 79 | 7 | 27 | 4 | 1 | 39 | 4 | **49** | **12** | **15** | **80** | 3 | 22 | 19 | **9** | 53 | 251 |
| 04:30 PM | 14 | 34 | 5 | 17 | 70 | 7 | 28 | **8** | 1 | 44 | 2 | 33 | 8 | 14 | 57 | **8** | 24 | 19 | 2 | 53 | 224 |
| 04:45 PM | **24** | 38 | **10** | **33** | **105** | 6 | **33** | 3 | 0 | 42 | 5 | 29 | 9 | 6 | 49 | 4 | **48** | 13 | 5 | **70** | **266** |
| 05:00 PM | 16 | 38 | 5 | 8 | 67 | **9** | 31 | 7 | **2** | **49** | **7** | 34 | 11 | 11 | 63 | 5 | 22 | **20** | 1 | 48 | 227 |
| Total Volume | 73 | 151 | 27 | 70 | 321 | 29 | 119 | 22 | 4 | 174 | 18 | 145 | 40 | 46 | 249 | 20 | 116 | 71 | 17 | 224 | 968 |
| % App. Total | 22.7 | 47 | 8.4 | 21.8 | | 16.7 | 68.4 | 12.6 | 2.3 | | 7.2 | 58.2 | 16.1 | 18.5 | | 8.9 | 51.8 | 31.7 | 7.6 | | |
| PHF | .760 | .921 | .675 | .530 | .764 | .806 | .902 | .688 | .500 | .888 | .643 | .740 | .833 | .767 | .778 | .625 | .604 | .888 | .472 | .800 | .910 |
| Lights | 73 | 149 | 27 | 0 | 249 | 29 | 117 | 20 | 0 | 166 | 17 | 139 | 40 | 0 | 196 | 20 | 114 | 71 | 0 | 205 | 816 |
| % Lights | 100 | 98.7 | 100 | 0 | 77.6 | 100 | 98.3 | 90.9 | 0 | 95.4 | 94.4 | 95.9 | 100 | 0 | 78.7 | 100 | 98.3 | 100 | 0 | 91.5 | 84.3 |
| Buses | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 8 |
| % Buses | 0 | 0.7 | 0 | 0 | 0.3 | 0 | 0.8 | 9.1 | 0 | 1.7 | 0 | 1.4 | 0 | 0 | 0.8 | 0 | 1.7 | 0 | 0 | 0.9 | 0.8 |
| Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| % Trucks | 0 | 0.7 | 0 | 0 | 0.3 | 0 | 0.8 | 0 | 0 | 0.6 | 5.6 | 2.8 | 0 | 0 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0.7 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 70 | 70 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 46 | 46 | 0 | 0 | 0 | 17 | 17 | 137 |
| % Pedestrians | 0 | 0 | 0 | 100 | 21.8 | 0 | 0 | 0 | 100 | 2.3 | 0 | 0 | 0 | 100 | 18.5 | 0 | 0 | 0 | 100 | 7.6 | 14.2 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 1-_MAIN_ST_&_FISHKILL_AVE-SAT_1027113_12-10-2022
Site Code :
Start Date : 12/10/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | FISHKILL AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 11:00 AM | 29 | 38 | 3 | 22 | 92 | 4 | 40 | 8 | 2 | 54 | 8 | 28 | 10 | 11 | 57 | 3 | 23 | 14 | 5 | 45 | 248 |
| 11:15 AM | 21 | 36 | 6 | 24 | 87 | 11 | 26 | 7 | 8 | 52 | 3 | 26 | 8 | 14 | 51 | 12 | 37 | 18 | 17 | 84 | 274 |
| 11:30 AM | 22 | 32 | 4 | 29 | 87 | 4 | 32 | 6 | 7 | 49 | 6 | 31 | 10 | 19 | 66 | 7 | 28 | 13 | 3 | 51 | 253 |
| 11:45 AM | 25 | 31 | 4 | 27 | 87 | 14 | 24 | 9 | 6 | 53 | 7 | 31 | 10 | 26 | 74 | 7 | 38 | 10 | 5 | 60 | 274 |
| Total | 97 | 137 | 17 | 102 | 353 | 33 | 122 | 30 | 23 | 208 | 24 | 116 | 38 | 70 | 248 | 29 | 126 | 55 | 30 | 240 | 1049 |
| 12:00 PM | 21 | 30 | 7 | 31 | 89 | 9 | 31 | 5 | 2 | 47 | 9 | 33 | 9 | 26 | 77 | 5 | 23 | 17 | 9 | 54 | 267 |
| 12:15 PM | 20 | 23 | 7 | 30 | 80 | 4 | 26 | 5 | 1 | 36 | 7 | 38 | 14 | 16 | 75 | 5 | 21 | 14 | 1 | 41 | 232 |
| 12:30 PM | 24 | 37 | 7 | 33 | 101 | 10 | 31 | 7 | 3 | 51 | 7 | 31 | 14 | 35 | 87 | 9 | 40 | 17 | 7 | 73 | 312 |
| 12:45 PM | 22 | 34 | 8 | 39 | 103 | 5 | 31 | 5 | 9 | 50 | 8 | 27 | 11 | 30 | 76 | 9 | 28 | 15 | 14 | 66 | 295 |
| Total | 87 | 124 | 29 | 133 | 373 | 28 | 119 | 22 | 15 | 184 | 31 | 129 | 48 | 107 | 315 | 28 | 112 | 63 | 31 | 234 | 1106 |
| 01:00 PM | 32 | 35 | 9 | 32 | 108 | 6 | 42 | 3 | 11 | 62 | 10 | 33 | 8 | 35 | 86 | 6 | 23 | 17 | 18 | 64 | 320 |
| 01:15 PM | 26 | 41 | 8 | 55 | 130 | 5 | 32 | 8 | 6 | 51 | 16 | 34 | 9 | 37 | 96 | 6 | 33 | 11 | 5 | 55 | 332 |
| 01:30 PM | 21 | 34 | 13 | 64 | 132 | 13 | 28 | 11 | 6 | 58 | 9 | 29 | 17 | 22 | 77 | 5 | 29 | 19 | 13 | 66 | 333 |
| 01:45 PM | 22 | 35 | 8 | 50 | 115 | 7 | 32 | 9 | 9 | 57 | 8 | 24 | 5 | 35 | 72 | 4 | 23 | 12 | 5 | 44 | 288 |
| Total | 101 | 145 | 38 | 201 | 485 | 31 | 134 | 31 | 32 | 228 | 43 | 120 | 39 | 129 | 331 | 21 | 108 | 59 | 41 | 229 | 1273 |
| 02:00 PM | 26 | 34 | 5 | 65 | 130 | 15 | 35 | 6 | 6 | 62 | 6 | 29 | 5 | 23 | 63 | 7 | 35 | 11 | 13 | 66 | 321 |
| 02:15 PM | 16 | 34 | 4 | 35 | 89 | 5 | 30 | 7 | 1 | 43 | 6 | 44 | 8 | 35 | 93 | 1 | 35 | 12 | 14 | 62 | 287 |
| 02:30 PM | 22 | 22 | 4 | 71 | 119 | 9 | 26 | 5 | 8 | 48 | 3 | 36 | 12 | 33 | 84 | 9 | 29 | 8 | 22 | 68 | 319 |
| 02:45 PM | 16 | 35 | 5 | 65 | 121 | 4 | 27 | 5 | 8 | 44 | 8 | 28 | 11 | 38 | 85 | 7 | 35 | 13 | 11 | 66 | 316 |
| Total | 80 | 125 | 18 | 236 | 459 | 33 | 118 | 23 | 23 | 197 | 23 | 137 | 36 | 129 | 325 | 24 | 134 | 44 | 60 | 262 | 1243 |
| Grand Total | 365 | 531 | 102 | 672 | 1670 | 125 | 493 | 106 | 93 | 817 | 121 | 502 | 161 | 435 | 1219 | 102 | 480 | 221 | 162 | 965 | 4671 |
| Apprch % | 21.9 | 31.8 | 6.1 | 40.2 | | 15.3 | 60.3 | 13 | 11.4 | | 9.9 | 41.2 | 13.2 | 35.7 | | 10.6 | 49.7 | 22.9 | 16.8 | | |
| Total % | 7.8 | 11.4 | 2.2 | 14.4 | 35.8 | 2.7 | 10.6 | 2.3 | 2 | 17.5 | 2.6 | 10.7 | 3.4 | 9.3 | 26.1 | 2.2 | 10.3 | 4.7 | 3.5 | 20.7 | |
| Lights | 363 | 525 | 102 | 0 | 990 | 124 | 491 | 97 | 0 | 712 | 121 | 487 | 161 | 0 | 769 | 102 | 470 | 221 | 0 | 793 | 3264 |
| % Lights | 99.5 | 98.9 | 100 | 0 | 59.3 | 99.2 | 99.6 | 91.5 | 0 | 87.1 | 100 | 97 | 100 | 0 | 63.1 | 100 | 97.9 | 100 | 0 | 82.2 | 69.9 |
| Buses | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 8 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 20 |
| % Buses | 0 | 0.4 | 0 | 0 | 0.1 | 0 | 0.2 | 7.5 | 0 | 1.1 | 0 | 0.6 | 0 | 0 | 0.2 | 0 | 1.2 | 0 | 0 | 0.6 | 0.4 |
| Trucks | 2 | 4 | 0 | 0 | 6 | 1 | 1 | 1 | 0 | 3 | 0 | 12 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 4 | 25 |
| % Trucks | 0.5 | 0.8 | 0 | 0 | 0.4 | 0.8 | 0.2 | 0.9 | 0 | 0.4 | 0 | 2.4 | 0 | 0 | 1 | 0 | 0.8 | 0 | 0 | 0.4 | 0.5 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0.1 | 0.1 | 0 | 0 | 0 | 1.1 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0.2 | 0.1 |
| Pedestrians | 0 | 0 | 0 | 671 | 671 | 0 | 0 | 0 | 92 | 92 | 0 | 0 | 0 | 435 | 435 | 0 | 0 | 0 | 160 | 160 | 1358 |
| % Pedestrians | 0 | 0 | 0 | 99.9 | 40.2 | 0 | 0 | 0 | 98.9 | 11.3 | 0 | 0 | 0 | 100 | 35.7 | 0 | 0 | 0 | 98.8 | 16.6 | 29.1 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 1-_MAIN_ST_&_FISHKILL_AVE-SAT_1027113_12-10-2022
Site Code :
Start Date : 12/10/2022
Page No : 2

| | FISHKILL AVE From North | | | | | MAIN ST From East | | | | | FISHKILL AVE From South | | | | | MAIN ST From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:45 PM | 22 | 34 | 8 | 39 | 103 | 5 | 31 | 5 | 9 | 50 | 8 | 27 | 11 | 30 | 76 | **9** | 28 | 15 | 14 | **66** | 295 |
| 01:00 PM | **32** | 35 | 9 | 32 | 108 | 6 | **42** | 3 | **11** | **62** | 10 | 33 | 8 | 35 | 86 | 6 | 23 | 17 | **18** | 64 | 320 |
| 01:15 PM | 26 | **41** | 8 | 55 | 130 | 5 | 32 | 8 | 6 | 51 | **16** | **34** | 9 | **37** | **96** | 6 | **33** | 11 | 5 | 55 | 332 |
| 01:30 PM | 21 | 34 | **13** | **64** | **132** | **13** | 28 | **11** | 6 | 58 | 9 | 29 | **17** | 22 | 77 | 5 | 29 | **19** | 13 | 66 | **333** |
| Total Volume | 101 | 144 | 38 | 190 | 473 | 29 | 133 | 27 | 32 | 221 | 43 | 123 | 45 | 124 | 335 | 26 | 113 | 62 | 50 | 251 | 1280 |
| % App. Total | 21.4 | 30.4 | 8 | 40.2 | | 13.1 | 60.2 | 12.2 | 14.5 | | 12.8 | 36.7 | 13.4 | 37 | | 10.4 | 45 | 24.7 | 19.9 | | |
| PHF | .789 | .878 | .731 | .742 | .896 | .558 | .792 | .614 | .727 | .891 | .672 | .904 | .662 | .838 | .872 | .722 | .856 | .816 | .694 | .951 | .961 |
| Lights | 100 | 143 | 38 | 0 | 281 | 28 | 132 | 24 | 0 | 184 | 43 | 122 | 45 | 0 | 210 | 26 | 111 | 62 | 0 | 199 | 874 |
| % Lights | 99.0 | 99.3 | 100 | 0 | 59.4 | 96.6 | 99.2 | 88.9 | 0 | 83.3 | 100 | 99.2 | 100 | 0 | 62.7 | 100 | 98.2 | 100 | 0 | 79.3 | 68.3 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 7.4 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0.4 | 0.3 |
| Trucks | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 6 |
| % Trucks | 1.0 | 0.7 | 0 | 0 | 0.4 | 3.4 | 0 | 3.7 | 0 | 0.9 | 0 | 0.8 | 0 | 0 | 0.3 | 0 | 0.9 | 0 | 0 | 0.4 | 0.5 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| Pedestrians | 0 | 0 | 0 | 190 | 190 | 0 | 0 | 0 | 31 | 31 | 0 | 0 | 0 | 124 | 124 | 0 | 0 | 0 | 50 | 50 | 395 |
| % Pedestrians | 0 | 0 | 0 | 100 | 40.2 | 0 | 0 | 0 | 96.9 | 14.0 | 0 | 0 | 0 | 100 | 37.0 | 0 | 0 | 0 | 100 | 19.9 | 30.9 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 2-_FISHKILL_AVE_&_VERPLANK_AVE-TUE_1027116_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

| | FISHKILL AVE From North | | | | | VERPLANK AVE From East | | | | | FISHKILL AVE From South | | | | | VERPLANK AVE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 12 | 18 | 0 | 0 | 30 | 1 | 23 | 0 | 1 | 25 | 1 | 17 | 10 | 0 | 28 | 6 | 7 | 22 | 1 | 36 | 119 |
| 07:15 AM | 7 | 23 | 2 | 1 | 33 | 5 | 16 | 0 | 0 | 21 | 0 | 37 | 10 | 0 | 47 | 10 | 10 | 46 | 0 | 66 | 167 |
| 07:30 AM | 7 | 20 | 0 | 0 | 27 | 0 | 18 | 1 | 0 | 19 | 1 | 32 | 4 | 0 | 37 | 12 | 20 | 40 | 0 | 72 | 155 |
| 07:45 AM | 15 | 36 | 1 | 0 | 52 | 4 | 26 | 0 | 0 | 30 | 0 | 32 | 9 | 0 | 41 | 17 | 19 | 48 | 3 | 87 | 210 |
| Total | 41 | 97 | 3 | 1 | 142 | 10 | 83 | 1 | 1 | 95 | 2 | 118 | 33 | 0 | 153 | 45 | 56 | 156 | 4 | 261 | 651 |
| 08:00 AM | 17 | 43 | 2 | 0 | 62 | 1 | 23 | 1 | 0 | 25 | 4 | 30 | 12 | 1 | 47 | 14 | 30 | 40 | 0 | 84 | 218 |
| 08:15 AM | 16 | 41 | 1 | 0 | 58 | 1 | 16 | 0 | 1 | 18 | 0 | 35 | 9 | 1 | 45 | 14 | 27 | 34 | 2 | 77 | 198 |
| 08:30 AM | 19 | 37 | 1 | 0 | 57 | 6 | 23 | 1 | 1 | 31 | 1 | 45 | 7 | 0 | 53 | 13 | 31 | 25 | 0 | 69 | 210 |
| 08:45 AM | 16 | 38 | 5 | 1 | 60 | 6 | 36 | 0 | 0 | 42 | 3 | 49 | 7 | 1 | 60 | 17 | 30 | 33 | 0 | 80 | 242 |
| Total | 68 | 159 | 9 | 1 | 237 | 14 | 98 | 2 | 2 | 116 | 8 | 159 | 35 | 3 | 205 | 58 | 118 | 132 | 2 | 310 | 868 |
| Grand Total | 109 | 256 | 12 | 2 | 379 | 24 | 181 | 3 | 3 | 211 | 10 | 277 | 68 | 3 | 358 | 103 | 174 | 288 | 6 | 571 | 1519 |
| Apprch % | 28.8 | 67.5 | 3.2 | 0.5 | | 11.4 | 85.8 | 1.4 | 1.4 | | 2.8 | 77.4 | 19 | 0.8 | | 18 | 30.5 | 50.4 | 1.1 | | |
| Total % | 7.2 | 16.9 | 0.8 | 0.1 | 25 | 1.6 | 11.9 | 0.2 | 0.2 | 13.9 | 0.7 | 18.2 | 4.5 | 0.2 | 23.6 | 6.8 | 11.5 | 19 | 0.4 | 37.6 | |
| Lights | 100 | 242 | 11 | 0 | 353 | 24 | 168 | 3 | 0 | 195 | 9 | 260 | 64 | 0 | 333 | 98 | 169 | 282 | 0 | 549 | 1430 |
| % Lights | 91.7 | 94.5 | 91.7 | 0 | 93.1 | 100 | 92.8 | 100 | 0 | 92.4 | 90 | 93.9 | 94.1 | 0 | 93 | 95.1 | 97.1 | 97.9 | 0 | 96.1 | 94.1 |
| Buses | 6 | 7 | 1 | 0 | 14 | 0 | 13 | 0 | 0 | 13 | 0 | 9 | 2 | 0 | 11 | 3 | 4 | 2 | 0 | 9 | 47 |
| % Buses | 5.5 | 2.7 | 8.3 | 0 | 3.7 | 0 | 7.2 | 0 | 0 | 6.2 | 0 | 3.2 | 2.9 | 0 | 3.1 | 2.9 | 2.3 | 0.7 | 0 | 1.6 | 3.1 |
| Trucks | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 11 | 2 | 1 | 4 | 0 | 7 | 28 |
| % Trucks | 2.8 | 2.7 | 0 | 0 | 2.6 | 0 | 0 | 0 | 0 | 0 | 10 | 2.9 | 2.9 | 0 | 3.1 | 1.9 | 0.6 | 1.4 | 0 | 1.2 | 1.8 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 6 | 6 | 14 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.5 | 0 | 0 | 0 | 100 | 1.4 | 0 | 0 | 0 | 100 | 0.8 | 0 | 0 | 0 | 100 | 1.1 | 0.9 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 2-_FISHKILL_AVE_&_VERPLANK_AVE-TUE_1027116_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 2

| | FISHKILL AVE From North | | | | | VERPLANK AVE From East | | | | | FISHKILL AVE From South | | | | | VERPLANK AVE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 17 | **43** | 2 | 0 | **62** | 1 | 23 | **1** | 0 | 25 | **4** | 30 | **12** | **1** | 47 | 14 | 30 | **40** | 0 | **84** | 218 |
| 08:15 AM | 16 | 41 | 1 | 0 | 58 | 1 | 16 | 0 | **1** | 18 | 0 | 35 | 9 | 1 | 45 | 14 | 27 | 34 | **2** | 77 | 198 |
| 08:30 AM | **19** | 37 | 1 | 0 | 57 | **6** | 23 | 1 | 1 | 31 | 1 | 45 | 7 | 0 | 53 | 13 | **31** | 25 | 0 | 69 | 210 |
| 08:45 AM | 16 | 38 | **5** | **1** | 60 | 6 | **36** | 0 | 0 | **42** | 3 | **49** | 7 | 1 | **60** | **17** | 30 | 33 | 0 | 80 | **242** |
| Total Volume | 68 | 159 | 9 | 1 | 237 | 14 | 98 | 2 | 2 | 116 | 8 | 159 | 35 | 3 | 205 | 58 | 118 | 132 | 2 | 310 | 868 |
| % App. Total | 28.7 | 67.1 | 3.8 | 0.4 | | 12.1 | 84.5 | 1.7 | 1.7 | | 3.9 | 77.6 | 17.1 | 1.5 | | 18.7 | 38.1 | 42.6 | 0.6 | | |
| PHF | .895 | .924 | .450 | .250 | .956 | .583 | .681 | .500 | .500 | .690 | .500 | .811 | .729 | .750 | .854 | .853 | .952 | .825 | .250 | .923 | .897 |
| Lights | 63 | 152 | 8 | 0 | 223 | 14 | 90 | 2 | 0 | 106 | 7 | 148 | 33 | 0 | 188 | 55 | 117 | 129 | 0 | 301 | 818 |
| % Lights | 92.6 | 95.6 | 88.9 | 0 | 94.1 | 100 | 91.8 | 100 | 0 | 91.4 | 87.5 | 93.1 | 94.3 | 0 | 91.7 | 94.8 | 99.2 | 97.7 | 0 | 97.1 | 94.2 |
| Buses | 3 | 3 | 1 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 1 | 1 | 2 | 0 | 4 | 23 |
| % Buses | 4.4 | 1.9 | 11.1 | 0 | 3.0 | 0 | 8.2 | 0 | 0 | 6.9 | 0 | 2.5 | 0 | 0 | 2.0 | 1.7 | 0.8 | 1.5 | 0 | 1.3 | 2.6 |
| Trucks | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 0 | 10 | 2 | 0 | 1 | 0 | 3 | 19 |
| % Trucks | 2.9 | 2.5 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 12.5 | 4.4 | 5.7 | 0 | 4.9 | 3.4 | 0 | 0.8 | 0 | 1.0 | 2.2 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 2 | 8 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.4 | 0 | 0 | 0 | 100 | 1.7 | 0 | 0 | 0 | 100 | 1.5 | 0 | 0 | 0 | 100 | 0.6 | 0.9 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 2-_FISHKILL_AVE_&_VERPLANK_AVE-TUE_1027116_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

| | FISHKILL AVE From North | | | | | VERPLANK AVE From East | | | | | FISHKILL AVE From South | | | | | VERPLANK AVE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 03:00 PM | 39 | 48 | 3 | 0 | 90 | 1 | 28 | 1 | 0 | 30 | 2 | 40 | 10 | 2 | 54 | 25 | 31 | 37 | 0 | 93 | 267 |
| 03:15 PM | 22 | 63 | 2 | 0 | 87 | 2 | 23 | 1 | 0 | 26 | 3 | 38 | 10 | 0 | 51 | 15 | 17 | 25 | 0 | 57 | 221 |
| 03:30 PM | 37 | 39 | 2 | 0 | 78 | 1 | 16 | 2 | 0 | 19 | 3 | 48 | 9 | 0 | 60 | 16 | 22 | 25 | 0 | 63 | 220 |
| 03:45 PM | 24 | 60 | 1 | 2 | 87 | 2 | 26 | 1 | 2 | 31 | 4 | 42 | 8 | 0 | 54 | 17 | 30 | 36 | 0 | 83 | 255 |
| Total | 122 | 210 | 8 | 2 | 342 | 6 | 93 | 5 | 2 | 106 | 12 | 168 | 37 | 2 | 219 | 73 | 100 | 123 | 0 | 296 | 963 |
| 04:00 PM | 32 | 50 | 6 | 0 | 88 | 2 | 23 | 3 | 0 | 28 | 1 | 36 | 11 | 0 | 48 | 15 | 26 | 27 | 0 | 68 | 232 |
| 04:15 PM | 23 | 55 | 3 | 0 | 81 | 2 | 18 | 1 | 0 | 21 | 1 | 57 | 24 | 1 | 83 | 11 | 16 | 36 | 2 | 65 | 250 |
| 04:30 PM | 28 | 51 | 1 | 0 | 80 | 2 | 23 | 2 | 0 | 27 | 3 | 43 | 13 | 1 | 60 | 8 | 29 | 33 | 0 | 70 | 237 |
| 04:45 PM | 24 | 59 | 5 | 1 | 89 | 7 | 23 | 0 | 2 | 32 | 5 | 39 | 9 | 0 | 53 | 17 | 28 | 36 | 4 | 85 | 259 |
| Total | 107 | 215 | 15 | 1 | 338 | 13 | 87 | 6 | 2 | 108 | 10 | 175 | 57 | 2 | 244 | 51 | 99 | 132 | 6 | 288 | 978 |
| 05:00 PM | 35 | 44 | 3 | 0 | 82 | 5 | 30 | 3 | 0 | 38 | 1 | 50 | 10 | 2 | 63 | 15 | 31 | 38 | 0 | 84 | 267 |
| 05:15 PM | 27 | 55 | 3 | 0 | 85 | 3 | 19 | 0 | 1 | 23 | 0 | 40 | 14 | 0 | 54 | 9 | 26 | 31 | 0 | 66 | 228 |
| 05:30 PM | 32 | 57 | 2 | 0 | 91 | 2 | 13 | 3 | 0 | 18 | 0 | 35 | 14 | 0 | 49 | 10 | 18 | 25 | 0 | 53 | 211 |
| 05:45 PM | 25 | 54 | 4 | 0 | 83 | 2 | 9 | 1 | 0 | 12 | 0 | 43 | 12 | 2 | 57 | 8 | 29 | 22 | 0 | 59 | 211 |
| Total | 119 | 210 | 12 | 0 | 341 | 12 | 71 | 7 | 1 | 91 | 1 | 168 | 50 | 4 | 223 | 42 | 104 | 116 | 0 | 262 | 917 |
| 06:00 PM | 24 | 49 | 5 | 0 | 78 | 4 | 16 | 1 | 1 | 22 | 1 | 38 | 8 | 0 | 47 | 18 | 28 | 22 | 0 | 68 | 215 |
| 06:15 PM | 20 | 43 | 5 | 0 | 68 | 3 | 21 | 1 | 0 | 25 | 1 | 33 | 7 | 0 | 41 | 8 | 21 | 30 | 0 | 59 | 193 |
| 06:30 PM | 30 | 49 | 2 | 0 | 81 | 3 | 25 | 2 | 0 | 30 | 5 | 25 | 9 | 1 | 40 | 10 | 19 | 30 | 1 | 60 | 211 |
| 06:45 PM | 22 | 36 | 2 | 1 | 61 | 0 | 12 | 0 | 0 | 12 | 1 | 39 | 7 | 0 | 47 | 7 | 18 | 30 | 0 | 55 | 175 |
| Total | 96 | 177 | 14 | 1 | 288 | 10 | 74 | 4 | 1 | 89 | 8 | 135 | 31 | 1 | 175 | 43 | 86 | 112 | 1 | 242 | 794 |
| Grand Total | 444 | 812 | 49 | 4 | 1309 | 41 | 325 | 22 | 6 | 394 | 31 | 646 | 175 | 9 | 861 | 209 | 389 | 483 | 7 | 1088 | 3652 |
| Apprch % | 33.9 | 62 | 3.7 | 0.3 | | 10.4 | 82.5 | 5.6 | 1.5 | | 3.6 | 75 | 20.3 | 1 | | 19.2 | 35.8 | 44.4 | 0.6 | | |
| Total % | 12.2 | 22.2 | 1.3 | 0.1 | 35.8 | 1.1 | 8.9 | 0.6 | 0.2 | 10.8 | 0.8 | 17.7 | 4.8 | 0.2 | 23.6 | 5.7 | 10.7 | 13.2 | 0.2 | 29.8 | |
| Lights | 435 | 805 | 48 | 0 | 1288 | 40 | 320 | 21 | 0 | 381 | 30 | 630 | 170 | 0 | 830 | 201 | 385 | 478 | 0 | 1064 | 3563 |
| % Lights | 98 | 99.1 | 98 | 0 | 98.4 | 97.6 | 98.5 | 95.5 | 0 | 96.7 | 96.8 | 97.5 | 97.1 | 0 | 96.4 | 96.2 | 99 | 99 | 0 | 97.8 | 97.6 |
| Buses | 2 | 2 | 1 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 0 | 4 | 4 | 0 | 8 | 5 | 3 | 1 | 0 | 9 | 27 |
| % Buses | 0.5 | 0.2 | 2 | 0 | 0.4 | 0 | 1.2 | 4.5 | 0 | 1.3 | 0 | 0.6 | 2.3 | 0 | 0.9 | 2.4 | 0.8 | 0.2 | 0 | 0.8 | 0.7 |
| Trucks | 7 | 5 | 0 | 0 | 12 | 1 | 1 | 0 | 0 | 2 | 1 | 12 | 1 | 0 | 14 | 3 | 1 | 4 | 0 | 8 | 36 |
| % Trucks | 1.6 | 0.6 | 0 | 0 | 0.9 | 2.4 | 0.3 | 0 | 0 | 0.5 | 3.2 | 1.9 | 0.6 | 0 | 1.6 | 1.4 | 0.3 | 0.8 | 0 | 0.7 | 1 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 7 | 7 | 26 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.3 | 0 | 0 | 0 | 100 | 1.5 | 0 | 0 | 0 | 100 | 1 | 0 | 0 | 0 | 100 | 0.6 | 0.7 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 2-_FISHKILL_AVE_&_VERPLANK_AVE-TUE_1027116_12-13-2022
Site Code :
Start Date : 12/13/2022
Page No : 2

| | FISHKILL AVE From North | | | | | VERPLANK AVE From East | | | | | FISHKILL AVE From South | | | | | VERPLANK AVE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 23 | 55 | 3 | 0 | 81 | 2 | 18 | 1 | 0 | 21 | 1 | **57** | **24** | 1 | **83** | 11 | 16 | 36 | 2 | 65 | 250 |
| 04:30 PM | 28 | 51 | 1 | 0 | 80 | 2 | 23 | 2 | 0 | 27 | 3 | 43 | 13 | 1 | 60 | 8 | 29 | 33 | 0 | 70 | 237 |
| 04:45 PM | 24 | **59** | **5** | **1** | **89** | **7** | 23 | 0 | **2** | 32 | **5** | 39 | 9 | 0 | 53 | **17** | 28 | 36 | **4** | **85** | 259 |
| 05:00 PM | **35** | 44 | 3 | 0 | 82 | 5 | **30** | **3** | 0 | **38** | 1 | 50 | 10 | **2** | 63 | 15 | **31** | **38** | 0 | 84 | **267** |
| Total Volume | 110 | 209 | 12 | 1 | 332 | 16 | 94 | 6 | 2 | 118 | 10 | 189 | 56 | 4 | 259 | 51 | 104 | 143 | 6 | 304 | 1013 |
| % App. Total | 33.1 | 63 | 3.6 | 0.3 | | 13.6 | 79.7 | 5.1 | 1.7 | | 3.9 | 73 | 21.6 | 1.5 | | 16.8 | 34.2 | 47 | 2 | | |
| PHF | .786 | .886 | .600 | .250 | .933 | .571 | .783 | .500 | .250 | .776 | .500 | .829 | .583 | .500 | .780 | .750 | .839 | .941 | .375 | .894 | .949 |
| Lights | 110 | 209 | 12 | 0 | 331 | 16 | 93 | 6 | 0 | 115 | 10 | 187 | 55 | 0 | 252 | 49 | 104 | 143 | 0 | 296 | 994 |
| % Lights | 100 | 100 | 100 | 0 | 99.7 | 100 | 98.9 | 100 | 0 | 97.5 | 100 | 98.9 | 98.2 | 0 | 97.3 | 96.1 | 100 | 100 | 0 | 97.4 | 98.1 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 3 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 1.8 | 0 | 0.8 | 2.0 | 0 | 0 | 0 | 0.3 | 0.3 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0.8 | 0 | 0.5 | 0 | 0 | 0.4 | 2.0 | 0 | 0 | 0 | 0.3 | 0.3 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 6 | 6 | 13 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.3 | 0 | 0 | 0 | 100 | 1.7 | 0 | 0 | 0 | 100 | 1.5 | 0 | 0 | 0 | 100 | 2.0 | 1.3 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 2-_FISHKILL_AVE_&_WERPLANK_AVE-SAT_1027115_12-10-2022
Site Code :
Start Date : 12/10/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

| | FISHKILL AVE From North | | | | | VERPLANK AVE From East | | | | | FISHKILL AVE From South | | | | | VERPLANK AVE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 11:00 AM | 20 | 51 | 0 | 1 | 72 | 0 | 18 | 1 | 1 | 20 | 1 | 46 | 4 | 0 | 51 | 9 | 17 | 26 | 4 | 56 | 199 |
| 11:15 AM | 24 | 46 | 2 | 1 | 73 | 1 | 12 | 2 | 1 | 16 | 2 | 39 | 12 | 0 | 53 | 5 | 26 | 36 | 4 | 71 | 213 |
| 11:30 AM | 21 | 44 | 4 | 0 | 69 | 1 | 16 | 2 | 0 | 19 | 3 | 36 | 10 | 1 | 50 | 12 | 20 | 33 | 1 | 66 | 204 |
| 11:45 AM | 27 | 56 | 3 | 0 | 86 | 1 | 17 | 0 | 0 | 18 | 2 | 40 | 14 | 4 | 60 | 10 | 20 | 26 | 1 | 57 | 221 |
| Total | 92 | 197 | 9 | 2 | 300 | 3 | 63 | 5 | 2 | 73 | 8 | 161 | 40 | 5 | 214 | 36 | 83 | 121 | 10 | 250 | 837 |
| 12:00 PM | 27 | 38 | 2 | 0 | 67 | 2 | 12 | 1 | 0 | 15 | 0 | 45 | 11 | 0 | 56 | 14 | 25 | 27 | 0 | 66 | 204 |
| 12:15 PM | 23 | 47 | 5 | 0 | 75 | 2 | 14 | 0 | 0 | 16 | 2 | 46 | 8 | 1 | 57 | 6 | 31 | 32 | 2 | 71 | 219 |
| 12:30 PM | 27 | 58 | 6 | 2 | 93 | 5 | 18 | 1 | 0 | 24 | 2 | 48 | 11 | 0 | 61 | 14 | 22 | 30 | 3 | 69 | 247 |
| 12:45 PM | 24 | 55 | 2 | 0 | 81 | 1 | 25 | 0 | 0 | 26 | 1 | 38 | 11 | 0 | 50 | 14 | 20 | 29 | 2 | 65 | 222 |
| Total | 101 | 198 | 15 | 2 | 316 | 10 | 69 | 2 | 0 | 81 | 5 | 177 | 41 | 1 | 224 | 48 | 98 | 118 | 7 | 271 | 892 |
| 01:00 PM | 25 | 54 | 2 | 0 | 81 | 1 | 15 | 5 | 0 | 21 | 3 | 46 | 8 | 0 | 57 | 17 | 25 | 32 | 1 | 75 | 234 |
| 01:15 PM | 29 | 63 | 4 | 0 | 96 | 2 | 16 | 0 | 0 | 18 | 4 | 36 | 11 | 3 | 54 | 15 | 25 | 32 | 3 | 75 | 243 |
| 01:30 PM | 13 | 48 | 3 | 2 | 66 | 1 | 17 | 4 | 0 | 22 | 2 | 45 | 11 | 0 | 58 | 17 | 40 | 33 | 2 | 92 | 238 |
| 01:45 PM | 24 | 59 | 3 | 0 | 86 | 4 | 15 | 1 | 0 | 20 | 1 | 32 | 6 | 0 | 39 | 11 | 26 | 19 | 0 | 56 | 201 |
| Total | 91 | 224 | 12 | 2 | 329 | 8 | 63 | 10 | 0 | 81 | 10 | 159 | 36 | 3 | 208 | 60 | 116 | 116 | 6 | 298 | 916 |
| 02:00 PM | 25 | 45 | 4 | 0 | 74 | 2 | 20 | 1 | 0 | 23 | 0 | 44 | 12 | 1 | 57 | 8 | 25 | 25 | 1 | 59 | 213 |
| 02:15 PM | 20 | 42 | 3 | 0 | 65 | 3 | 18 | 0 | 0 | 21 | 0 | 49 | 13 | 0 | 62 | 7 | 33 | 23 | 0 | 63 | 211 |
| 02:30 PM | 22 | 48 | 4 | 0 | 74 | 3 | 11 | 1 | 0 | 15 | 0 | 36 | 6 | 2 | 44 | 5 | 24 | 29 | 2 | 60 | 193 |
| 02:45 PM | 23 | 39 | 1 | 0 | 63 | 3 | 15 | 0 | 1 | 19 | 0 | 39 | 13 | 0 | 52 | 10 | 24 | 25 | 0 | 59 | 193 |
| Total | 90 | 174 | 12 | 0 | 276 | 11 | 64 | 2 | 1 | 78 | 0 | 168 | 44 | 3 | 215 | 30 | 106 | 102 | 3 | 241 | 810 |
| Grand Total | 374 | 793 | 48 | 6 | 1221 | 32 | 259 | 19 | 3 | 313 | 23 | 665 | 161 | 12 | 861 | 174 | 403 | 457 | 26 | 1060 | 3455 |
| Apprch % | 30.6 | 64.9 | 3.9 | 0.5 | | 10.2 | 82.7 | 6.1 | 1 | | 2.7 | 77.2 | 18.7 | 1.4 | | 16.4 | 38 | 43.1 | 2.5 | | |
| Total % | 10.8 | 23 | 1.4 | 0.2 | 35.3 | 0.9 | 7.5 | 0.5 | 0.1 | 9.1 | 0.7 | 19.2 | 4.7 | 0.3 | 24.9 | 5 | 11.7 | 13.2 | 0.8 | 30.7 | |
| Lights | 371 | 789 | 46 | 0 | 1206 | 31 | 257 | 19 | 0 | 307 | 23 | 650 | 159 | 0 | 832 | 173 | 401 | 452 | 0 | 1026 | 3371 |
| % Lights | 99.2 | 99.5 | 95.8 | 0 | 98.8 | 96.9 | 99.2 | 100 | 0 | 98.1 | 100 | 97.7 | 98.8 | 0 | 96.6 | 99.4 | 99.5 | 98.9 | 0 | 96.8 | 97.6 |
| Buses | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 7 |
| % Buses | 0 | 0.4 | 0 | 0 | 0.2 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 0.3 | 0 | 0 | 0.2 | 0.6 | 0 | 0 | 0 | 0.1 | 0.2 |
| Trucks | 3 | 1 | 2 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 0 | 13 | 2 | 0 | 15 | 0 | 2 | 5 | 0 | 7 | 30 |
| % Trucks | 0.8 | 0.1 | 4.2 | 0 | 0.5 | 3.1 | 0.4 | 0 | 0 | 0.6 | 0 | 2 | 1.2 | 0 | 1.7 | 0 | 0.5 | 1.1 | 0 | 0.7 | 0.9 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.8 | 0.1 | 0 |
| Pedestrians | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 25 | 25 | 46 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.5 | 0 | 0 | 0 | 100 | 1 | 0 | 0 | 0 | 100 | 1.4 | 0 | 0 | 0 | 96.2 | 2.4 | 1.3 |

# Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595
*Accelerating Success*


File Name : 2-_FISHKILL_AVE_&_WERPLANK_AVE-SAT_1027115_12-10-2022
Site Code :
Start Date : 12/10/2022
Page No : 2

| | FISHKILL AVE From North | | | | | VERPLANK AVE From East | | | | | FISHKILL AVE From South | | | | | VERPLANK AVE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:30 PM | 27 | 58 | **6** | **2** | 93 | **5** | 18 | 1 | 0 | 24 | 2 | **48** | **11** | 0 | **61** | 14 | 22 | 30 | **3** | 69 | **247** |
| 12:45 PM | 24 | 55 | 2 | 0 | 81 | 1 | **25** | 0 | 0 | **26** | 1 | 38 | 11 | 0 | 50 | 14 | 20 | 29 | 2 | 65 | 222 |
| 01:00 PM | 25 | 54 | 2 | 0 | 81 | 1 | 15 | **5** | 0 | 21 | 3 | 46 | 8 | 0 | 57 | **17** | **25** | **32** | 1 | **75** | 234 |
| 01:15 PM | **29** | **63** | 4 | 0 | **96** | 2 | 16 | 0 | 0 | 18 | **4** | 36 | 11 | **3** | 54 | 15 | 25 | 32 | 3 | 75 | 243 |
| Total Volume | 105 | 230 | 14 | 2 | 351 | 9 | 74 | 6 | 0 | 89 | 10 | 168 | 41 | 3 | 222 | 60 | 92 | 123 | 9 | 284 | 946 |
| % App. Total | 29.9 | 65.5 | 4 | 0.6 | | 10.1 | 83.1 | 6.7 | 0 | | 4.5 | 75.7 | 18.5 | 1.4 | | 21.1 | 32.4 | 43.3 | 3.2 | | |
| PHF | .905 | .913 | .583 | .250 | .914 | .450 | .740 | .300 | .000 | .856 | .625 | .875 | .932 | .250 | .910 | .882 | .920 | .961 | .750 | .947 | .957 |
| Lights | 104 | 230 | 13 | 0 | 347 | 8 | 73 | 6 | 0 | 87 | 10 | 164 | 41 | 0 | 215 | 59 | 92 | 121 | 0 | 272 | 921 |
| % Lights | 99.0 | 100 | 92.9 | 0 | 98.9 | 88.9 | 98.6 | 100 | 0 | 97.8 | 100 | 97.6 | 100 | 0 | 96.8 | 98.3 | 100 | 98.4 | 0 | 95.8 | 97.4 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.5 | 1.7 | 0 | 0 | 0 | 0.4 | 0.2 |
| Trucks | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 9 |
| % Trucks | 1.0 | 0 | 7.1 | 0 | 0.6 | 11.1 | 1.4 | 0 | 0 | 2.2 | 0 | 1.8 | 0 | 0 | 1.4 | 0 | 0 | 1.6 | 0 | 0.7 | 1.0 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 9 | 9 | 14 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1.4 | 0 | 0 | 0 | 100 | 3.2 | 1.5 |

## NYSDOT VOLUME DATA SUMMARY

**ROADWAY:** FISHKILL AVENUE
**SEGMENT:** FROM MAIN STREET TO VERPLANK AVENUE
**LOCATION:** 390' N OF MAIN ST
**START DATE OF COUNT:** Tuesday, May 14, 2019
**NYSDOT COUNT STATION:** 828611
**FUNCTIONAL CLASS:** 16 - URBAN MINOR ARTERIAL
**FACTOR GROUP:** 30
**SEASONAL FACTOR:** 1.089

| TIME PERIOD | | DIRECTIONAL VOLUMES | | TOTAL VOLUME |
|---|---|---|---|---|
| START | FINISH | NORTHBOUND | SOUTHBOUND | |
| 12:00 AM | 1:00 AM | 18 | 21 | 39 |
| 1:00 AM | 2:00 AM | 11 | 12 | 23 |
| 2:00 AM | 3:00 AM | 7 | 6 | 13 |
| 3:00 AM | 4:00 AM | 9 | 4 | 13 |
| 4:00 AM | 5:00 AM | 16 | 12 | 28 |
| 5:00 AM | 6:00 AM | 43 | 42 | 85 |
| 6:00 AM | 7:00 AM | 95 | 89 | 184 |
| 7:00 AM | 8:00 AM | 200 | 198 | 398 |
| 8:00 AM | 9:00 AM | 226 | 265 | 491 |
| 9:00 AM | 10:00 AM | 196 | 200 | 396 |
| 10:00 AM | 11:00 AM | 184 | 230 | 414 |
| 11:00 AM | 12:00 PM | 197 | 244 | 441 |
| 12:00 PM | 1:00 PM | 231 | 248 | 479 |
| 1:00 PM | 2:00 PM | 210 | 241 | 451 |
| 2:00 PM | 3:00 PM | 215 | 275 | 490 |
| 3:00 PM | 4:00 PM | 277 | 282 | 559 |
| 4:00 PM | 5:00 PM | 283 | 301 | 584 |
| 5:00 PM | 6:00 PM | 302 | 308 | 610 |
| 6:00 PM | 7:00 PM | 260 | 255 | 515 |
| 7:00 PM | 8:00 PM | 240 | 212 | 452 |
| 8:00 PM | 9:00 PM | 141 | 168 | 309 |
| 9:00 PM | 10:00 PM | 97 | 112 | 209 |
| 10:00 PM | 11:00 PM | 65 | 71 | 136 |
| 11:00 PM | 12:00 AM | 35 | 37 | 72 |
| **AVERAGE WEEKDAY DAILY TRAFFIC** | | **3558** | **3833** | **7391** |
| | **AADT** | **3267** | **3520** | **6787** |

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

## NYSDOT CLASSIFICATION DATA SUMMARY

**ROADWAY:** FISHKILL AVENUE
**SEGMENT:** FROM MAIN STREET TO VERPLANK AVENUE
**LOCATION:** 390' N OF MAIN ST
**START DATE OF COUNT:** Tuesday, May 14, 2019
**NYSDOT COUNT STATION:** 828611
**FUNCTIONAL CLASS:** 16 - URBAN MINOR ARTERIAL
**FACTOR GROUP:** 30

| VEHICLE CLASS | DIRECTIONAL VOLUMES | | TOTAL VEHICLES | TOTAL AXLES |
|---|---|---|---|---|
| | NORTHBOUND | SOUTHBOUND | | |
| F1 | 8 | 10 | 18 | 36 |
| F2 | 2996 | 3379 | 6375 | 12750 |
| F3 | 390 | 387 | 777 | 1554 |
| F4 | 28 | 20 | 48 | 120 |
| F5 | 74 | 65 | 139 | 278 |
| F6 | 8 | 3 | 11 | 33 |
| F7 | 0 | 0 | 0 | 0 |
| F8 | 2 | 0 | 2 | 7 |
| F9 | 2 | 0 | 2 | 10 |
| F10 | 0 | 0 | 0 | 0 |
| F11 | 0 | 0 | 0 | 0 |
| F12 | 0 | 0 | 0 | 0 |
| F13 | 0 | 0 | 0 | 0 |
| **AVERAGE WEEKDAY TOTAL** | **3508** | **3864** | **7372** | **14788** |

| | NORTHBOUND | SOUTHBOUND | TOTAL |
|---|---|---|---|
| **% TRUCKS & BUSES (F3 - F13)** | 14% | 12% | 13% |
| **% HEAVY VEHICLES (F4 - F13)** | 3% | 2% | 3% |
| **% F3 - F7** | 3% | 2% | 3% |
| **% F8 - F13** | 0% | 0% | 0% |
| **% F1** | 0% | 0% | 0% |
| **% F2** | 85% | 87% | 86% |
| **% F3** | 11% | 10% | 11% |
| **% F4** | 1% | 1% | 1% |
| **% F5 - F7** | 2% | 2% | 2% |

**VEHICLE CLASSIFICATION CODES:**

- **F1** MOTORCYCLES
- **F2** AUTOS (INCLUDING THOSE HAULING TRAILERS)
- **F3** 2 AXLE, 4-TIRE PICKUPS, VANS, MOTORHOMES (INCLUDING THOSE HAULING TRAILERS)
- **F4** BUSES
- **F5** 2 AXLE, 6-TIRE SINGLE UNIT TRUCKS
- **F6** 3 AXLE SINGLE UNIT TRUCKS
- **F7** 4 OR MORE AXLE SINGLE UNIT TRUCKS
- **F8** 4 OR LESS AXLE VEHICLES, ONE UNIT IS A TRUCK
- **F9** 5 AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- **F10** 6 OR MORE AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- **F11** 5 OR LESS AXLE MULTI-UNIT TRUCKS
- **F12** 6 AXLE MULTI UNIT TRUCKS
- **F13** 7 OR MORE AXLE MULTI-UNIT TRUCKS

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

## NYSDOT SPEED DATA SUMMARY

**ROADWAY:** FISHKILL AVENUE
**SEGMENT:** FROM MAIN STREET TO VERPLANK AVENUE
**LOCATION:** 390' N OF MAIN ST
**START DATE OF COUNT:** Tuesday, May 14, 2019
**NYSDOT COUNT STATION:** 828611
**FUNCTIONAL CLASS:** 16 - URBAN MINOR ARTERIAL
**POSTED SPEED LIMIT:** 30
**FACTOR GROUP:** 30

| SPEEDS (MPH) | DIRECTIONAL VOLUMES | | TOTAL VOLUME |
|---|---|---|---|
| | NORTHBOUND | SOUTHBOUND | |
| 0 - 20.0 | 65 | 327 | 392 |
| 20.1 - 25.0 | 388 | 881 | 1269 |
| 25.1 - 30.0 | 1443 | 1710 | 3153 |
| 30.1 - 35.0 | 1302 | 827 | 2129 |
| 35.1 - 40.0 | 280 | 113 | 393 |
| 40.1 - 45.0 | 30 | 5 | 35 |
| 45.1 - 50.0 | 1 | 0 | 1 |
| 50.1 - 55.0 | 0 | 0 | 0 |
| 55.1 - 60.0 | 0 | 0 | 0 |
| 60.1 - 65.0 | 0 | 0 | 0 |
| 65.1 - 70.0 | 0 | 0 | 0 |
| 70.1 - 75.0 | 0 | 0 | 0 |
| 75.1 - 80.0 | 0 | 0 | 0 |
| 80.1+ | 0 | 0 | 0 |
| UNCLASSIFIED | 0 | 0 | 0 |
| **AVERAGE SPEED (MPH)** | **29** | **25** | **27** |
| **50TH PERCENTILE SPEED (MPH)** | **30** | **27** | **28** |
| **85TH PERCENTILE SPEED (MPH)** | **34** | **32** | **34** |

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

Colliers Engineering & Design

## NYSDOT VOLUME DATA SUMMARY

**ROADWAY:** MAIN STREET
**SEGMENT:** FROM S CHESTNUT STREET TO TELLER AVENUE
**LOCATION:** 40' E OF VETERANS PL
**START DATE OF COUNT:** Tuesday, May 14, 2019
**NYSDOT COUNT STATION:** 828692
**FUNCTIONAL CLASS:** 17 - URBAN MAJOR COLLECTOR
**FACTOR GROUP:** 30
**SEASONAL FACTOR:** 1.089

| TIME PERIOD | | DIRECTIONAL VOLUMES | | TOTAL VOLUME |
|---|---|---|---|---|
| START | FINISH | EASTBOUND | WESTBOUND | |
| 12:00 AM | 1:00 AM | 28 | 20 | 48 |
| 1:00 AM | 2:00 AM | 11 | 7 | 18 |
| 2:00 AM | 3:00 AM | 7 | 10 | 17 |
| 3:00 AM | 4:00 AM | 6 | 4 | 10 |
| 4:00 AM | 5:00 AM | 12 | 15 | 27 |
| 5:00 AM | 6:00 AM | 22 | 24 | 46 |
| 6:00 AM | 7:00 AM | 51 | 70 | 121 |
| 7:00 AM | 8:00 AM | 100 | 123 | 223 |
| 8:00 AM | 9:00 AM | 137 | 165 | 302 |
| 9:00 AM | 10:00 AM | 153 | 185 | 338 |
| 10:00 AM | 11:00 AM | 167 | 195 | 362 |
| 11:00 AM | 12:00 PM | 170 | 204 | 374 |
| 12:00 PM | 1:00 PM | 185 | 227 | 412 |
| 1:00 PM | 2:00 PM | 162 | 219 | 381 |
| 2:00 PM | 3:00 PM | 175 | 241 | 416 |
| 3:00 PM | 4:00 PM | 205 | 230 | 435 |
| 4:00 PM | 5:00 PM | 175 | 253 | 428 |
| 5:00 PM | 6:00 PM | 207 | 250 | 457 |
| 6:00 PM | 7:00 PM | 196 | 233 | 429 |
| 7:00 PM | 8:00 PM | 189 | 191 | 380 |
| 8:00 PM | 9:00 PM | 157 | 156 | 313 |
| 9:00 PM | 10:00 PM | 78 | 102 | 180 |
| 10:00 PM | 11:00 PM | 55 | 61 | 116 |
| 11:00 PM | 12:00 AM | 37 | 29 | 66 |
| **AVERAGE WEEKDAY DAILY TRAFFIC** | | **2685** | **3214** | **5899** |
| | **AADT** | **2466** | **2951** | **5417** |

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

## NYSDOT CLASSIFICATION DATA SUMMARY

**ROADWAY:** MAIN STREET
**SEGMENT:** FROM S CHESTNUT STREET TO TELLER AVENUE
**LOCATION:** 40' E OF VETERANS PL
**START DATE OF COUNT:** Tuesday, May 14, 2019
**NYSDOT COUNT STATION:** 828692
**FUNCTIONAL CLASS:** 17 - URBAN MAJOR COLLECTOR
**FACTOR GROUP:** 30

| VEHICLE CLASS | DIRECTIONAL VOLUMES | | TOTAL VEHICLES | TOTAL AXLES |
|---|---|---|---|---|
| | EASTBOUND | WESTBOUND | | |
| F1 | 8 | 13 | 21 | 42 |
| F2 | 2583 | 3456 | 6039 | 12078 |
| F3 | 224 | 295 | 519 | 1038 |
| F4 | 2 | 5 | 7 | 18 |
| F5 | 33 | 25 | 58 | 116 |
| F6 | 4 | 2 | 6 | 18 |
| F7 | 2 | 0 | 2 | 8 |
| F8 | 0 | 0 | 0 | 0 |
| F9 | 0 | 0 | 0 | 0 |
| F10 | 0 | 0 | 0 | 0 |
| F11 | 0 | 0 | 0 | 0 |
| F12 | 0 | 0 | 0 | 0 |
| F13 | 0 | 0 | 0 | 0 |
| **AVERAGE WEEKDAY TOTAL** | **2856** | **3796** | **6652** | **13318** |

| | EASTBOUND | WESTBOUND | TOTAL |
|---|---|---|---|
| **% TRUCKS & BUSES (F3 - F13)** | 9% | 9% | 9% |
| **% HEAVY VEHICLES (F4 - F13)** | 1% | 1% | 1% |
| **% F3 - F7** | 1% | 1% | 1% |
| **% F8 - F13** | 0% | 0% | 0% |
| **% F1** | 0% | 0% | 0% |
| **% F2** | 90% | 91% | 91% |
| **% F3** | 8% | 8% | 8% |
| **% F4** | 0% | 0% | 0% |
| **% F5 - F7** | 1% | 1% | 1% |

**VEHICLE CLASSIFICATION CODES:**

- **F1** MOTORCYCLES
- **F2** AUTOS (INCLUDING THOSE HAULING TRAILERS)
- **F3** 2 AXLE, 4-TIRE PICKUPS, VANS, MOTORHOMES (INCLUDING THOSE HAULING TRAILERS)
- **F4** BUSES
- **F5** 2 AXLE, 6-TIRE SINGLE UNIT TRUCKS
- **F6** 3 AXLE SINGLE UNIT TRUCKS
- **F7** 4 OR MORE AXLE SINGLE UNIT TRUCKS
- **F8** 4 OR LESS AXLE VEHICLES, ONE UNIT IS A TRUCK
- **F9** 5 AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- **F10** 6 OR MORE AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- **F11** 5 OR LESS AXLE MULTI-UNIT TRUCKS
- **F12** 6 AXLE MULTI UNIT TRUCKS
- **F13** 7 OR MORE AXLE MULTI-UNIT TRUCKS

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

## NYSDOT SPEED DATA SUMMARY

**ROADWAY:** MAIN STREET
**SEGMENT:** FROM S CHESTNUT STREET TO TELLER AVENUE
**LOCATION:** 40' E OF VETERANS PL
**START DATE OF COUNT:** Tuesday, May 14, 2019
**NYSDOT COUNT STATION:** 828692
**FUNCTIONAL CLASS:** 17 - URBAN MAJOR COLLECTOR
**POSTED SPEED LIMIT:** 30
**FACTOR GROUP:** 30

| SPEEDS (MPH) | DIRECTIONAL VOLUMES | | TOTAL VOLUME |
|---|---|---|---|
| | EASTBOUND | WESTBOUND | |
| 0 - 20.0 | 2596 | 3193 | 5789 |
| 20.1 - 25.0 | 241 | 545 | 786 |
| 25.1 - 30.0 | 33 | 62 | 95 |
| 30.1 - 35.0 | 1 | 1 | 2 |
| 35.1 - 40.0 | 0 | 0 | 0 |
| 40.1 - 45.0 | 0 | 0 | 0 |
| 45.1 - 50.0 | 0 | 0 | 0 |
| 50.1 - 55.0 | 1 | 0 | 1 |
| 55.1 - 60.0 | 0 | 0 | 0 |
| 60.1 - 65.0 | 0 | 0 | 0 |
| 65.1 - 70.0 | 0 | 0 | 0 |
| 70.1 - 75.0 | 0 | 0 | 0 |
| 75.1 - 80.0 | 0 | 0 | 0 |
| 80.1+ | 0 | 0 | 0 |
| UNCLASSIFIED | 0 | 0 | 0 |
| **AVERAGE SPEED (MPH)** | **14** | **14** | **14** |
| **50TH PERCENTILE SPEED (MPH)** | **11** | **12** | **12** |
| **85TH PERCENTILE SPEED (MPH)** | **19** | **20** | **20** |

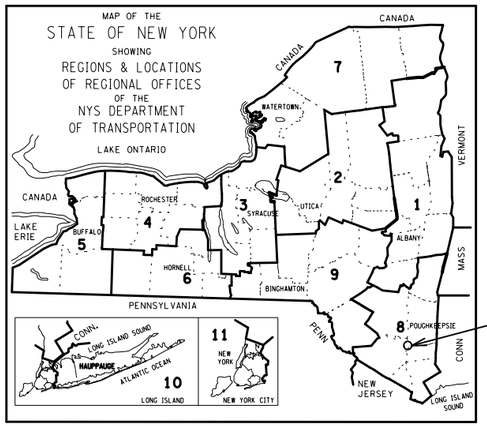
NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

Colliers Engineering & Design

# Traffic Impact Study

## Appendix F | REHABILITATION OF TELLER AVENUE AND FISHKILL AVENUE PLANS




NEW YORK STATE OF OPPORTUNITY.

# Department of Transportation

THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY THE DEPARTMENT, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS REFERENCED IN THE CONTRACT PROJECT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR BY CHANGES SET FORTH IN THE CONTRACT PROJECT "PROPOSAL."

CONTRACT PLANS HAVE BEEN DESIGNED IN ACCORDANCE WITH NYSDOT POLICIES AND GUIDELINES AND THE FINAL DESIGN REPORT APPROVED ON 05/17/2011.

STANDARD SHEETS

| | | | | | | |
|---|---|---|---|---|---|---|
| 203-1 | 606-55R1 | 608-29 | 619-20 | 646-11R1 | 680-4 | 685-8 |
| 203-2 | 606-56 | 608-30 | 619-21 | 655-6 | 680-6 | 685-9 |
| 203-4R2 | 606-57 | 608-31 | 619-50 | 655-8R3 | 680-7 | |
| 209-1R1 | 606-58 | 608-32 | 619-51 | 655-9R2 | 680-8R3 | |
| 209-4R1 | 607-2 | 608-33 | 619-60 | 655-10R3 | 680-9 | |
| 209-5R1 | 608-14R1 | 608-34 | 619-61 | 655-11R2 | 680-12 | |
| 209-7R1 | 608-15R1 | 608-35 | 619-63 | 655-12R1 | 680-13R3 | |
| 402-1R1 | 608-16R1 | 609-3R3 | 619-64 | 655-13R2 | 680-14R1 | |
| 554-01 | 608-17R1 | 609-4R2 | 619-66 | 655-14 | 680-15R1 | |
| 554-02 | 608-18R1 | 609-5 | 625-1R1 | 663-1R2 | 680-16 | |
| 554-03 | 608-19R1 | 611-1R1 | 645-50R1 | 663-2R1 | 680-17 | |
| 554-04 | 608-20R1 | 611-2 | 645-51 | 663-3R1 | 680-23 | |
| 554-05 | 608-21R1 | 619-4R2 | 645-52R2 | 663-4 | 685-1R2 | |
| 603-1R1 | 608-22R1 | 619-5R2 | 645-53 | 663-5 | 685-2R4 | |
| 604-5R3 | 608-23R1 | 619-8 | 645-55R1 | 663-6 | 685-3R3 | |
| 604-6R1 | 608-24 | 619-10 | 645-56R1 | 663-7 | 685-4R3 | |
| 604-7 | 608-25 | 619-11 | 645-72 | 664-1R1 | 685-5R2 | |
| 604-8R1 | 608-27 | 619-12R1 | 645-73 | 680-1R1 | 685-6 | |
| 606-5R1 | 608-28 | 619-13R1 | 645-76R1 | 680-3R4 | 685-7 | |

RESURFACING, RESTORATION AND REHABILITATION

TELLER AVENUE AND FISHKILL AVENUE
(WOLCOTT AVENUE/NYS ROUTE 9D TO BEACON CITY LINE)

FEDERAL AID PROJECT

# FINAL PLANS

CONTRACT: D017347 AND D017290

COUNTY: DUTCHESS COUNTY

**RECOMMENDED BY:**

MICHAEL MANZI — DATE
HIGHWAY SUPERINTENDENT

**PREPARED BY:**

NICOLE C. SHUTE, P.E.
N.Y.S.P.E. LIC. NO. 079079

CONTRACTOR'S NAME _____

AWARD DATE _____

COMPLETION DATE _____

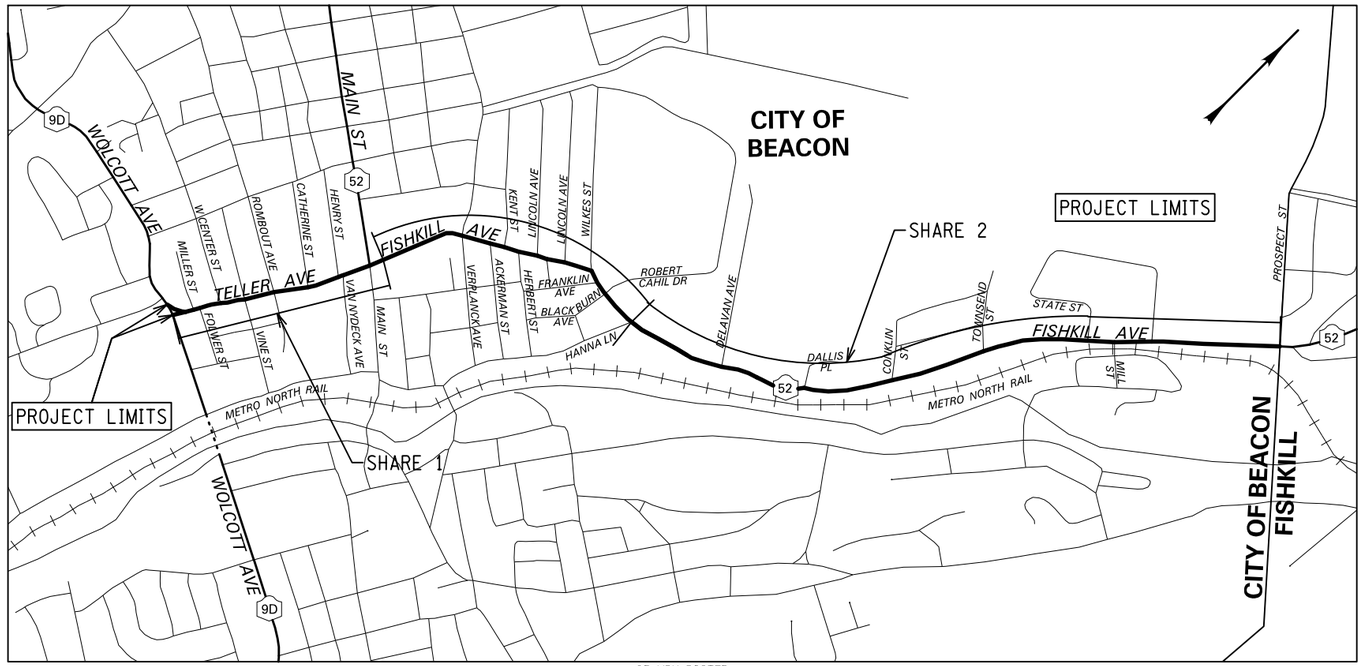
FINAL ACCEPTANCE DATE _____

REGIONAL DIRECTOR _____

ENGINEER IN CHARGE _____

FINAL COST TOTAL _____

FISCAL SHARE — COST(S)




30 MPH POSTED
PROJECT LOCATION
MAP NOT TO SCALE

TELLER AVENUE AND FISHKILL AVENUE
CITY OF BEACON, DUTCHESS COUNTY

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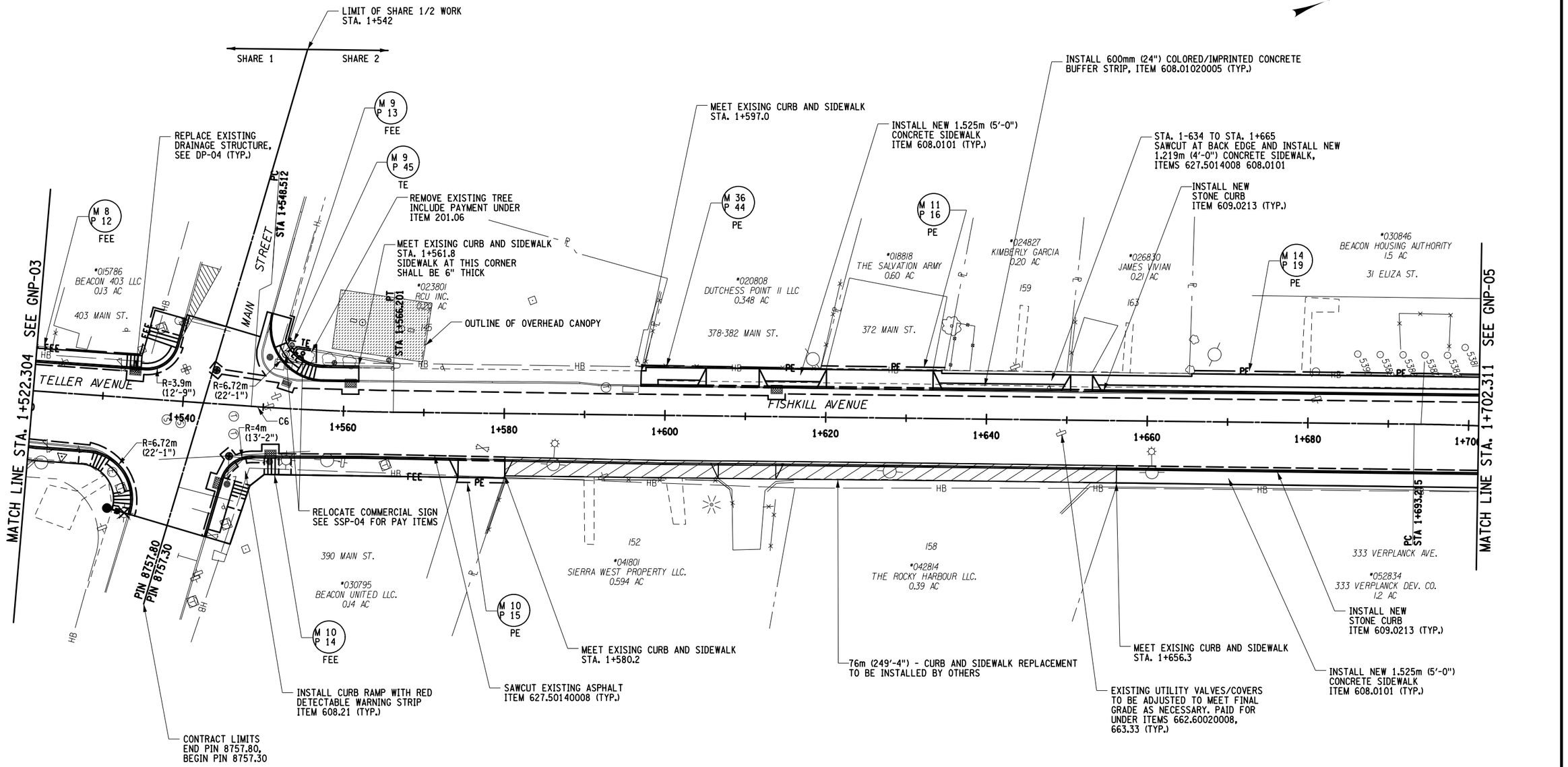
DATE/TIME = DGN$SYSTIME01234567
USER = DGN$USERNAME

| | | | | | |
|---|---|---|---|---|---|
| wsp | | | | CITY OF BEACON | |
| DATE: MAY 2022 | | | PROJECT: PIN 8757.80 & PIN 8757.30 REHABILITATION OF TELLER & FISHKILL AVENUES | | NO: COV-01 |
| PE DB | DE SM | PM DW | COVER | SCALE: AS SHOWN | SHEET 1 OF 101 |




NOTES:

1. TRAFFIC SIGNAL AT MAIN STREET AND FISHKILL/TELLER AVENUES PREVIOUSLY UPGRADED UNDER PIN 8758.44

| CURVE 6 | |
|---|---|
| R | 300m (984'-3") |
| 'e' | MATCH EXIST. |
| PC | 1+548.512 |
| PT | 1+566.201 |

5 0 5 10 15 m
SCALE

wsp

CITY OF BEACON

| DATE: | PROJECT: | NO: |
|---|---|---|
| MAY 2022 | PIN 8757.80 & PIN 8757.30 REHABILITATION OF TELLER & FISHKILL AVENUES | GNP-04 |
| PE DB / DE SM / PM DW | GENERAL PLANS | SCALE: AS SHOWN / SHEET OF 104 |

FILE NAME = DGN$SPEC0123456789012345678901234567890123456789012345678901234
DATE/TIME = DGN$SYSTIME0123456
USER = DGN$USERNAME

NOTES:

1. VERPLANCK AVE INTERSECTION PREVIOUSLY UPGRADED UNDER PINS 8757.55 AND 8758.44
2. ANY DAMAGE TO THE EXISTING FENCE AS A RESULT OF THE CONTRACTORS OPERATIONS IS TO BE REPAIRED AT THE CONTRACTORS EXPENSE.

INSTALL 600mm (24") COLORED/IMPRINTED CONCRETE BUFFER STRIP, ITEM 608.01020005 (TYP.)

CONTRACTOR TO PERFORM ALL SIDEWALK RECONSTRUCTION WITHIN HIGHWAY BOUNDARY. ADDITIONAL FORMWORK OR SPECIAL CONSTRUCTION OPERATIONS TO ACCOMODATE THIS RESTRICTION SHALL BE INCLUDED IN THE SIDEWALK UNIT BID PRICE

INSTALL NEW 1.525m (5'-0") CONCRETE SIDEWALK ITEM 608.0101 (TYP.)

INSTALL NEW COLORED/IMPRINTED CONCRETE, ITEM 608.01020005

INSTALL CURB RAMP WITH RED DETECTABLE WARNING STRIP ITEM 608.21 (TYP.)

INSTALL 600mm (24") COLORED/IMPRINTED CONCRETE BUFFER STRIP, ITEM 608.01020005 (TYP.)

INSTALL CURB RAMP WITH RED DETECTABLE WARNING STRIP ITEM 608.21 (TYP.)

INSTALL NEW STONE CURB ITEM 609.0213 (TYP.)

INSTALL NEW STONE CURB ITEM 609.0213 (TYP.)

SAWCUT ASPHALT PAVEMENT ITEM 627.50140008 (TYP.)

EXISTING UTILITY VALVES/COVERS TO BE ADJUSTED TO MEET FINAL GRADE AS NECESSARY. PAID FOR UNDER ITEMS 662.60020008, 663.33 (TYP.)

REPLACE EXISTING DRAINAGE STRUCTURE, SEE DP-05 (TYP.)

REPLACE EXISTING DRAINAGE STRUCTURE, SEE DP-05 (TYP.)

INSTALL NEW 1.525m (5'-0") CONCRETE SIDEWALK ITEM 608.0101 (TYP.)

SEE NOTE 2

FISHKILL AVENUE

VERPLANCK AVENUE

ACKERMAN AVENUE

MATCH LINE STA. 1+702.311 SEE GNP-04

MATCH LINE STA. 1+893.203 SEE GNP-06

M 14 P 19 PE

M 15 P 20 PE

M 16 P 21 PE

M 18 P 23 FEE

M 19 P 24 FEE

*030846 BEACON HOUSING AUTHORITY 1.5 AC 31 ELIZA ST.

*041858 SANDRA AHERN 0.26 AC 183

*047864 EMILY DECORDOVA 0.30 AC 189

*050874 195 FISHKILL AVE. LLC 0.26 AC 195

*065896 211 FISHKILL DEVELOP. CO. 2.5 AC 211

*062856 JESSICA JELLIFFE 0.23 AC 194

331 VERPLANCK AVE.

333 VERPLANCK AVE.

*056850 BEACON HEBREW ALLIANCE 0.19 AC

*052834 333 VERPLANCK DEV. CO. 1.2 AC

*077861 PATRICIA MANSPERGER 0.48 AC 202

*076868 LUIS ALFONSO YANQUI 0.11 AC 210-212

*080871 KIRAN R SHETH 0.10 AC 218

C7 R=14m (45'-11")

C8 R=12.5m (41'-0")

C9 R=4m (13'-2")

R=12.7m (41'-8")

R=4m (13'-2")

R=4m (13'-1½")

R=2m (6'-6")

PC STA 1+756.358

PT STA 1+761.438

PC STA 1+767.438

PT STA 1+790.962

PC STA 1+842.098

PT STA 1+852.479

1+720 1+740 1+760 1+780 1+800 1+820 1+840 1+860 1+880

| CURVE 7 | |
|---|---|
| R | 300m (984'-3") |
| 'e' | MATCH EXIST. |
| PC | 1+693.215 |
| PT | 1+756.358 |

| CURVE 8 | |
|---|---|
| R | 50m (164'-1") |
| 'e' | MATCH EXIST. |
| PC | 1+767.438 |
| PT | 1+790.962 |

| CURVE 9 | |
|---|---|
| R | 1000m (3280'-10") |
| 'e' | MATCH EXIST. |
| PC | 1+842.098 |
| PT | 1+852.479 |

5 0 5 10 15 m
SCALE

WSP

# CITY OF BEACON

DATE: MAY 2022

PROJECT: PIN 8757.80 & PIN 8757.30
REHABILITATION OF TELLER & FISHKILL AVENUES

NO: GNP-05

PE DB | DE SM | PM DW

GENERAL PLANS

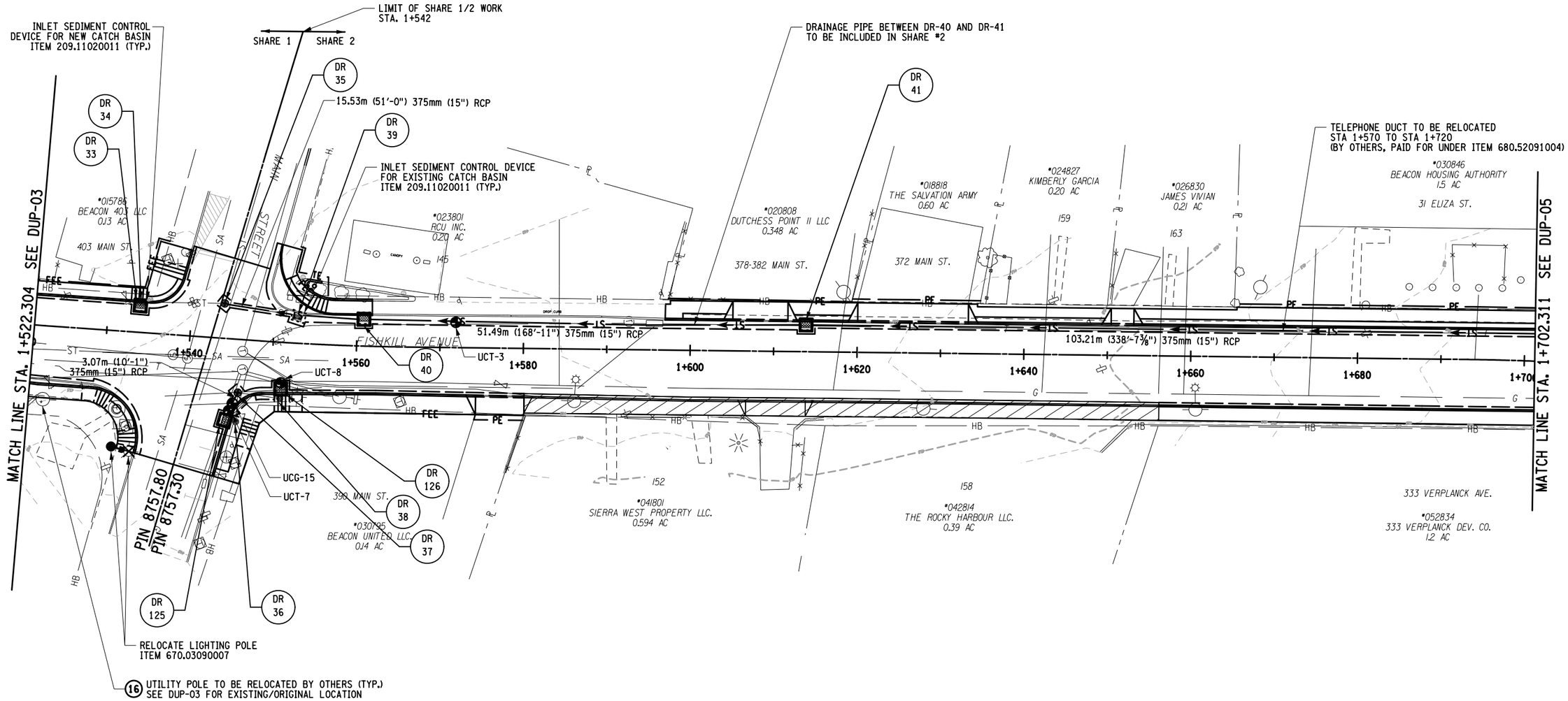
SCALE: AS SHOWN

SHEET OF 104

561

FILE NAME = DGN$SPEC\0123456789\0123456789\0123456789\0123456789\1234
DATE/TIME = DGN$STIME\0123456
USER = DGN$USERNAME

| DRAIN ID | | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
|---|---|---|---|---|---|---|---|---|---|---|
| STR. TYPE | | REMOVE | R | ALTER | ALTER | ALTER | ALTER | REMOVE | R | R |
| PIPE SIZE | | 450mm (18") | 450mm (18") | 450mm (18") | N/A | N/A | N/A | N/A | N/A | 375mm (15") |
| PIPE LENGTH | | | | | | | | | | 51.49m (168'-11") |
| T.G. ELEV. | | 43.35 (142.22') | 43.35 (142.22') | 43.54 (142.85') | 43.75 (143.54') | 43.64 (143.18') | 43.75 (143.54') | 43.52 (142.78') | 43.50 (147.72') | 43.50 (147.72') |
| PIPE INVERT ELEVS. | N | 42.24 (138.58') | 42.24 (138.58') | N/A | N/A | N/A | N/A | N/A | 42.50 (139.44') | 42.75 (140.26') |
| | S | | | 42.06 (137.99') | N/A | N/A | N/A | | N/A | 42.75 (140.26') |
| | E | | | | N/A | N/A | N/A | | | |
| | W | | | 42.06 (137.99') | N/A | N/A | N/A | | | |
| | E.S. | | | | N/A | N/A | N/A | | | |




NOTES:

1. SEE DWG. NO. DUP-01 FOR NOTES.

LEGEND

- INSTALL INLET SEDIMENT CONTROL DEVICE FOR NEW CATCH BASIN, ITEM 209.11020011
- INSTALL INLET SEDIMENT CONTROL DEVICE FOR EXISTING CATCH BASIN, ITEM 209.11020011

5 0 5 10 15 m
SCALE

wsp

CITY OF BEACON

| DATE: | | | PROJECT: | NO: |
|---|---|---|---|---|
| MAY 2022 | | | PIN 8757.80 & PIN 8757.30 REHABILITATION OF TELLER & FISHKILL AVENUES | DUP-04 |
| PE DB | DE SM | PM DW | DRAINAGE AND UTILITY PLANS | SCALE: AS SHOWN / SHEET OF 104 |

FILE NAME = DGN$SPEC\0123456789\0123456789\0123456789\1234
DATE/TIME = DGN$SYSTIME\0123456
USER = DGN$USERNAME

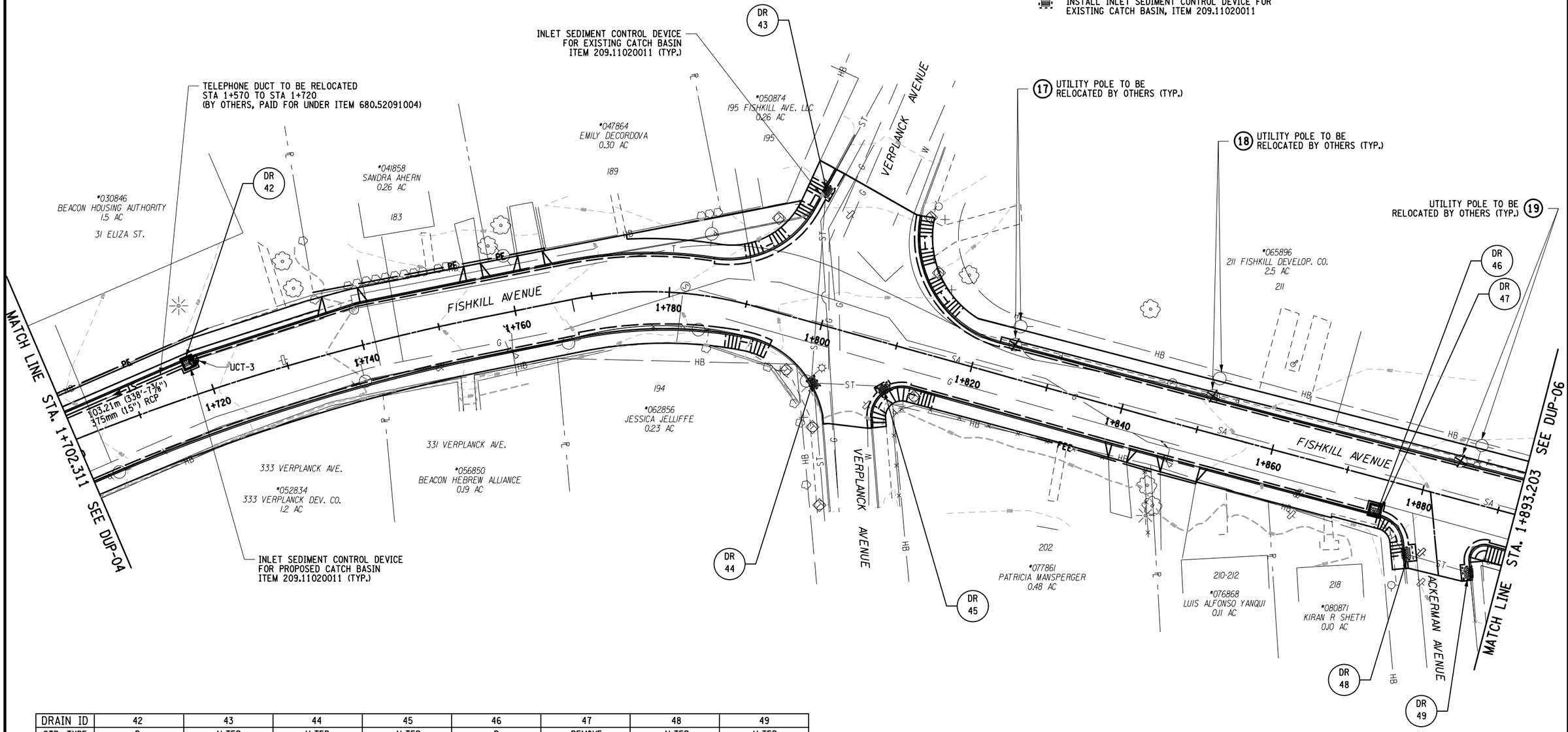
NOTES:

1. SEE DWG. NO. DUP-01 FOR NOTES.

LEGEND

INSTALL INLET SEDIMENT CONTROL DEVICE FOR NEW CATCH BASIN, ITEM 209.11020011

INSTALL INLET SEDIMENT CONTROL DEVICE FOR EXISTING CATCH BASIN, ITEM 209.11020011




| DRAIN ID | | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
|---|---|---|---|---|---|---|---|---|---|
| STR. TYPE | | R | ALTER | ALTER | ALTER | R | REMOVE | ALTER | ALTER |
| PIPE SIZE | | 375mm (15") | 300mm (12") | 300mm (12") | 300mm (12") | 300mm (12") | 300mm (12") | 300mm (12") | 300mm (12") |
| PIPE LENGTH | | 103.21m (338'-7⅜") | | | | | | | |
| T.G. ELEV. | | 46.75 (153.38') | 49.89 (163.68') | 49.89 (163.68') | 49.89 (163.68') | 49.00 (160.76') | 49.10 (161.10') | 48.98 (160.70') | 48.70 (159.78') |
| PIPE INVERT ELEVS. | N | | | 49.12 (161.15') | | | | 47.51 (155.87') | |
| | S | 45.00 (147.64') | 49.24 (161.55') | | 49.24 (161.55') | | | | 47.48 (155.77') |
| | E | | | 49.12 (161.15') | | 47.90 (157.15') | 47.88 (157.09') | | 47.45 (155.68') |
| | W | | | N/A | | | | 47.71 (156.53') | |
| | E.S. | | | | | | | | |

5 0 5 10 15 m
SCALE

wsp

CITY OF BEACON

| DATE: | PROJECT: | NO: |
|---|---|---|
| MAY 2022 | PIN 8757.80 & PIN 8757.30 REHABILITATION OF TELLER & FISHKILL AVENUES | DUP-05 |
| PE DB / DE SM / PM DW | DRAINAGE AND UTILITY PLANS | SCALE: AS SHOWN / SHEET OF 104 |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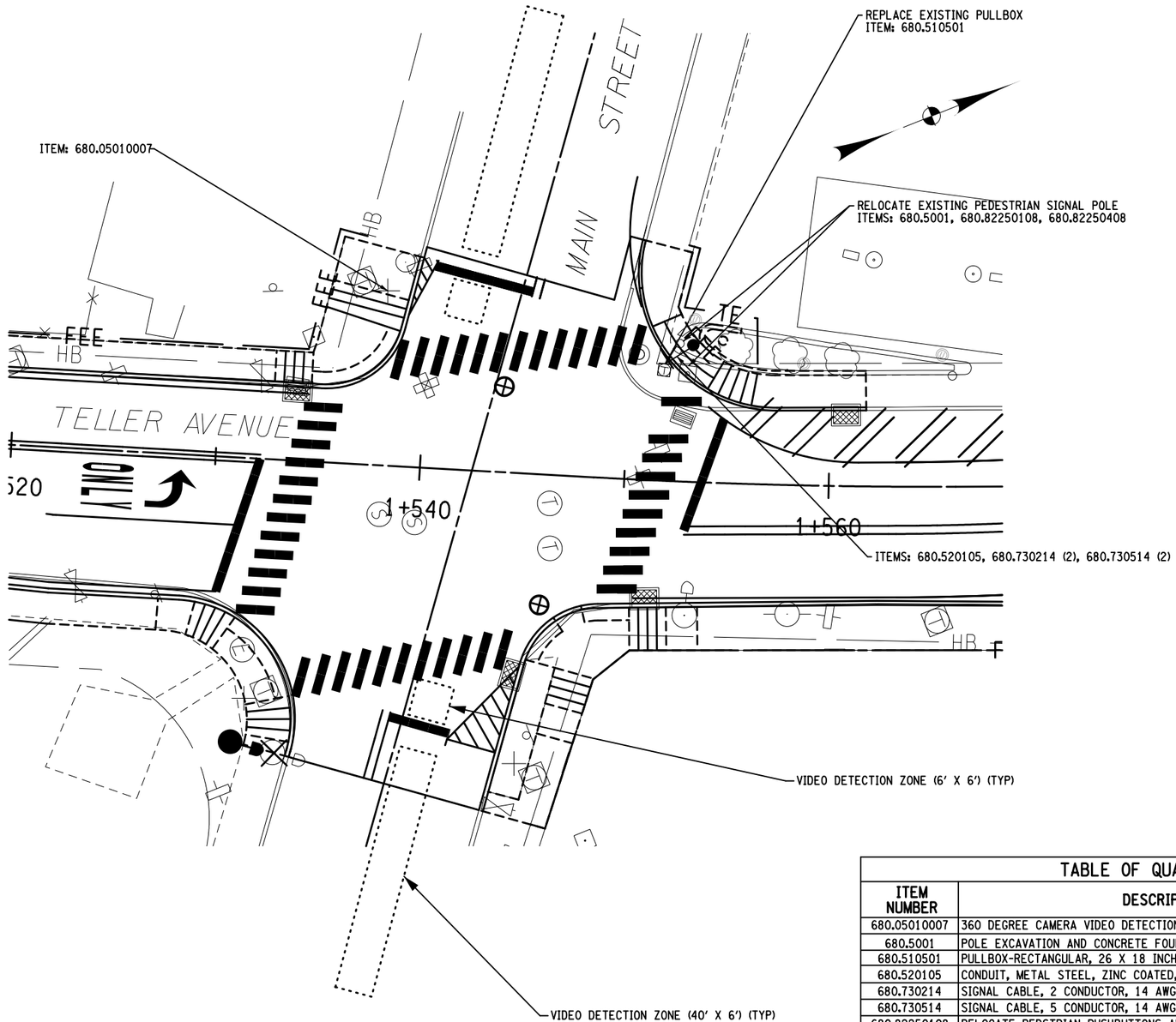


NOTES:

1. VIDEO DETECTION INPUTS USE SDLC PORT (INPUTS 33 TO 64).
2. CAMERAS MOUNTING HARDWARE HAS A HEIGHT OF APPROX. 10'.
3. DETECTION RANGE EQUATES TO APPROXIMATELY 6.5 FEET OF HORIZONTAL RANGE FOR EVERY 1 FOOT OF VERTICAL CAMERA ELEVATION. FOR EXAMPLE, SPAN POLE HEIGHT OF 30 FT + 10 FT MOUNTING HARDWARE = 40 FT X 6.5 FT = 260 FT RANGE.
4. DETECTION ZONE PLACEMENT IS APPROXIMATE. CONTRACTOR SHALL MODIFY ZONES AS NEEDED TO ENSURE VEHICLE ACTUATION BASED ON TURNING PATHS.

TABLE OF QUANTITIES MAIN STREET

| ITEM NUMBER | DESCRIPTION | UNIT | ESTIMATED QUANTITY | FINAL QUANTITY |
|---|---|---|---|---|
| 680.05010007 | 360 DEGREE CAMERA VIDEO DETECTION SYSTEM | EA | 1 | |
| 680.5001 | POLE EXCAVATION AND CONCRETE FOUNDATION | CM | 5 | |
| 680.510501 | PULLBOX-RECTANGULAR, 26 X 18 INCH, REINFORCED CONCRETE | EA | 1 | |
| 680.520105 | CONDUIT, METAL STEEL, ZINC COATED, 1 1/2" | M | 3 | |
| 680.730214 | SIGNAL CABLE, 2 CONDUCTOR, 14 AWG | M | 10 | |
| 680.730514 | SIGNAL CABLE, 5 CONDUCTOR, 14 AWG | M | 10 | |
| 680.82250108 | RELOCATE PEDSTRIAN PUSHBUTTONS AND SIGNS | LS | 1 | |
| 680.82250408 | RELOCATE PEDSTRIAN POLE | LS | 1 | |

5 0 5 10 15 m
SCALE

wsp

CITY OF BEACON

DATE: MAY 2022

PROJECT: PIN 8757.80 & PIN 8757.30
REHABILITATION OF TELLER & FISHKILL AVENUES

NO: TSP-3

PE DB | DE SM | PM DW

SIGNAL PLAN

SCALE: AS SHOWN

SHEET OF 104

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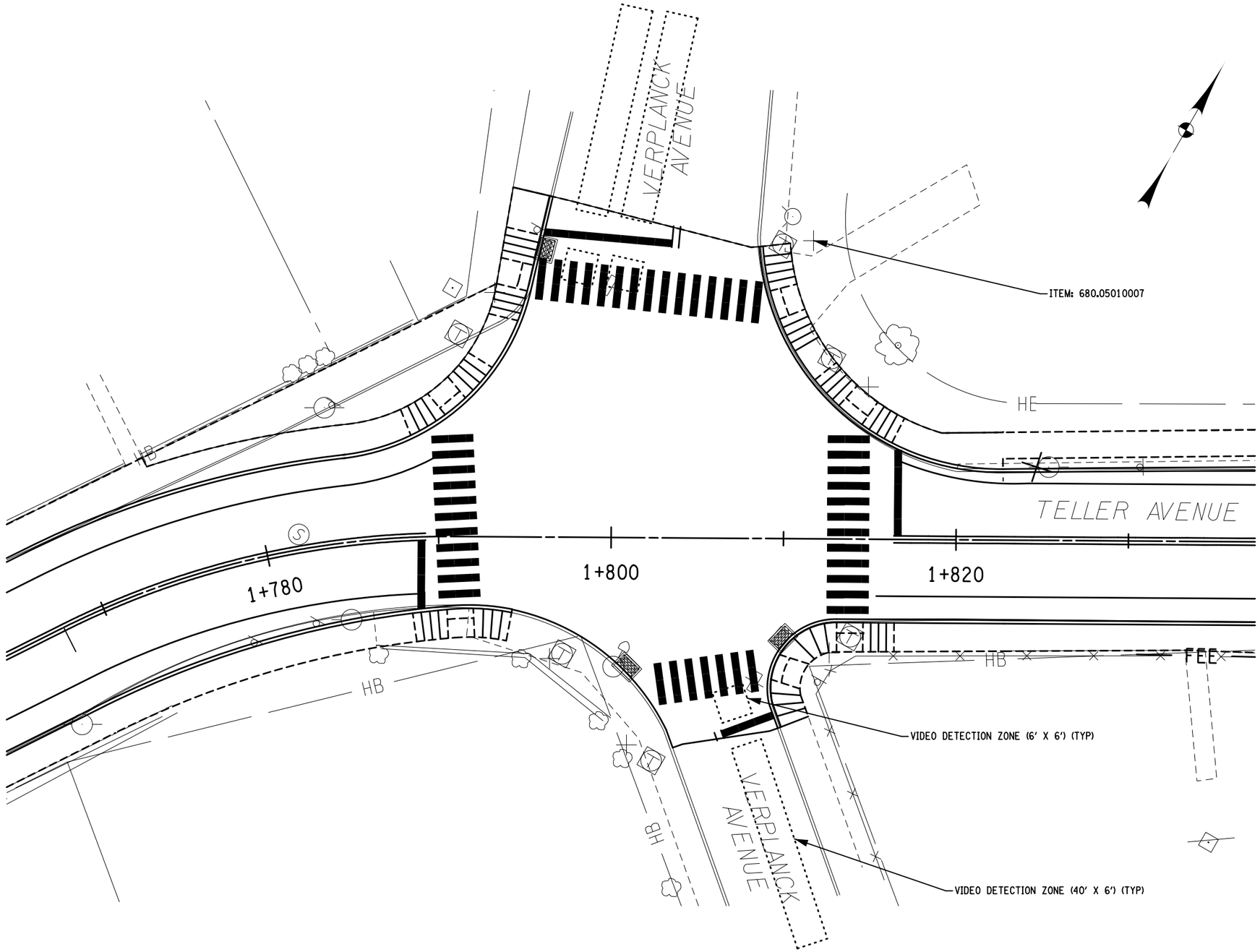
USER = DGN$USERNAME




NOTES:

1. VIDEO DETECTION INPUTS USE SDLC PORT (INPUTS 33 TO 64).
2. CAMERAS MOUNTING HARDWARE HAS A HEIGHT OF APPROX. 10'.
3. DETECTION RANGE EQUATES TO APPROXIMATELY 6.5 FEET OF HORIZONTAL RANGE FOR EVERY 1 FOOT OF VERTICAL CAMERA ELEVATION. FOR EXAMPLE, SPAN POLE HEIGHT OF 30 FT + 10 FT MOUNTING HARDWARE = 40 FT X 6.5 FT = 260 FT RANGE.
4. DETECTION ZONE PLACEMENT IS APPROXIMATE. CONTRACTOR SHALL MODIFY ZONES AS NEEDED TO ENSURE VEHICLE ACTUATION BASED ON TURNING PATHS.

5 0 5 10 15 m
SCALE

wsp

CITY OF BEACON

| | | | | | |
|---|---|---|---|---|---|
| DATE: MAY 2022 | | | PROJECT: PIN 8757.80 & PIN 8757.30 REHABILITATION OF TELLER & FISHKILL AVENUES | | NO: TSP-4 |
| PE DB | DE SM | PM DW | SIGNAL PLAN | SCALE: AS SHOWN | SHEET OF 104 |



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USER = DGN$USERNAME

71 D3-1(305)

MAIN ST. — 10/72 D3-1(305) ITEM 645.5101 (0.23 SQ.M.)

TELLER AVE. — 2/72 D3-1(305) ITEM 645.5101 (0.23 SQ.M.) ITEM 645.81 (1)

458mm (18") STOP BAR ITEM 685.11

102mm (4") WHITE SOLID EDGE AND LANE LINES, ITEM 685.11 (TYP.)

LANE CONTROL ARROW ITEM 685.14

LANE CONTROL TEXT ITEM 685.13

102mm (4") DOUBLE YELLOW FULL BARRIER CENTERLINE ITEM 685.12 (TYP.)

102mm (4") YELLOW SOLID EDGE AND HATCH LINES ITEM 685.12 (TYP.) TIE INTO EXISTING PAVEMENT MARKINGS (TYP.)

458mm (18") STOP BAR ITEM 685.11

LIMIT OF SHARE 1/2 WORK STA. 1+542

SHARE 1 | SHARE 2

102mm (4") DOUBLE YELLOW FULL BARRIER CENTERLINE ITEM 685.12 (TYP.) TIE INTO EXISTING PAVEMENT MARKINGS (TYP.)

610mm (24") CROSSWALK LINES ITEM 685.11 (TYP.)

PIN 8757.80 STREET PIN 8751.30

MAIN

75/180 COMMERCIAL SIGN D3-1(305) ITEM 647.51 D3-1(305) ITEM 647.18010108

458mm (18") STOP BAR ITEM 685.11

77 RS-031(305)

102mm (4") WHITE SOLID EDGE AND HATCH LINES ITEM 685.11 (TYP.)

NO PARKING ANY TIME ↔ — 4/174 R7-1(305) ITEM 645.5101 (0.14 SQ.M.) ITEM 645.81 (1)

NO PARKING ANY TIME ↔ — R7-1(305) ITEM 645.5101 (0.14 SQ.M.) 4/79 ITEM 645.81 (1)

102mm (4") WHITE SOLID EDGE LINES ITEM 685.11 (TYP.)

SIGN POSTS WITH Z-BARS ITEM 647.51 78

102mm (4") WHITE PARKING LINES ITEM 685.11 (TYP.)

*015786 BEACON 403 LLC 0.13 AC — 403 MAIN ST.

*023801 RCU INC. 0.20 AC — 145

*020808 DUTCHESS POINT II LLC 0.348 AC — 378-382 MAIN ST.

*018818 THE SALVATION ARMY 0.60 AC — 372 MAIN ST.

*024827 KIMBERLY GARCIA 0.20 AC — 159

*026830 JAMES VIVIAN 0.21 AC — 163

*030846 BEACON HOUSING AUTHORITY 1.5 AC — 31 ELIZA ST.

SEE SSP-03

MATCH LINE STA. 1+522.304

SEE SSP-05

MATCH LINE STA. 1+702.311

1+540 | 1+560 | 1+580 | 1+600 | 1+620 | 1+640 | 1+660 | 1+680 | 1+700

3.3m (10'-10") | 6.1(TYP.) (20'-0") | 0.3 (1'-0") MIN. | 2.44m (8'-0") | 2.6m (8'-6") | 2.4384m (8'-0") | 6.096m (20'-0")

HB | PE | FCE | TF | BH | CANOPY

390 MAIN ST.

*030795 BEACON UNITED LLC. 0.14 AC

152

*041801 SIERRA WEST PROPERTY LLC. 0.594 AC

158

*042814 THE ROCKY HARBOUR LLC. 0.39 AC

333 VERPLANCK AVE.

*052834 333 VERPLANCK DEV. CO. 1.2 AC

74 RS-031(305)

73 D9-10(726)

102mm (4") WHITE SOLID EDGE, PARKING, AND HATCH LINES ITEM 685.11 (TYP.)

458mm (18") STOP BAR ITEM 685.11

102mm (4") DOUBLE YELLOW FULL BARRIER CENTERLINE ITEM 685.12 (TYP.) TIE INTO EXISTING PAVEMENT MARKINGS (TYP.)

610mm (24") CROSSWALK LINES ITEM 685.11 (TYP.)

102mm (4") WHITE SOLID EDGE AND HATCH LINES ITEM 685.11 (TYP.)

102mm (4") DOUBLE YELLOW FULL BARRIER CENTERLINE ITEM 685.12 (TYP.)

NO PARKING ANY TIME ↔ — 4/76 R7-1(305) ITEM 645.5101 (0.14 SQ.M.) ITEM 645.85 (1)

NO PARKING ANY TIME ← — 5/177 R7-1L(305) ITEM 645.5101 (0.14 SQ.M.) ITEM 645.81 (1)

NO PARKING ANY TIME → — 6/176 R7-1R(305) ITEM 645.5101 (0.14 SQ.M.) ITEM 645.81 (1)

102mm (4") DOUBLE YELLOW FULL BARRIER CENTERLINE ITEM 685.12 (TYP.)

NO PARKING ANY TIME → — 6/178 R7-1R(305) ITEM 645.5101 (0.14 SQ.M.) ITEM 645.81 (1)

102mm (4") WHITE PARKING LINES ITEM 685.11 (TYP.)

102mm (4") WHITE SOLID EDGE AND PARKING LINES ITEM 685.11 (TYP.)

NO PARKING ANY TIME ← — 5/80 R7-1L(305) ITEM 645.5101 (0.14 SQ.M.) ITEM 645.81 (1)

69/70 D9-10(726) M6-1(458) D9-10(726) ITEM 647.51

ANTIQUE DISTRICT

## LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| GR MTD | GROUND MOUNTED |
| OH MTD | OVERHEAD MOUNTED |
| BR MTD | BRIDGE MOUNTED |
| PO MTD | POLE MOUNTED |
| B-B | BACK TO BACK |
| L/T | NEW SIGN LOCATION NUMBER TEXT NUMBER |
| L | SIGN REMOVAL |
| L/T | RELOCATE TO POSITION SHOWN |
| R | TO REMAIN |

SCALE 5 0 5 10 15 m

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DATE/TIME = DGN$SYSTIME0123456
USER = DGN$USERNAME

wsp

CITY OF BEACON

DATE: MAY 2022

PROJECT: PIN 8757.80 & PIN 8757.30 REHABILITATION OF TELLER & FISHKILL AVENUES

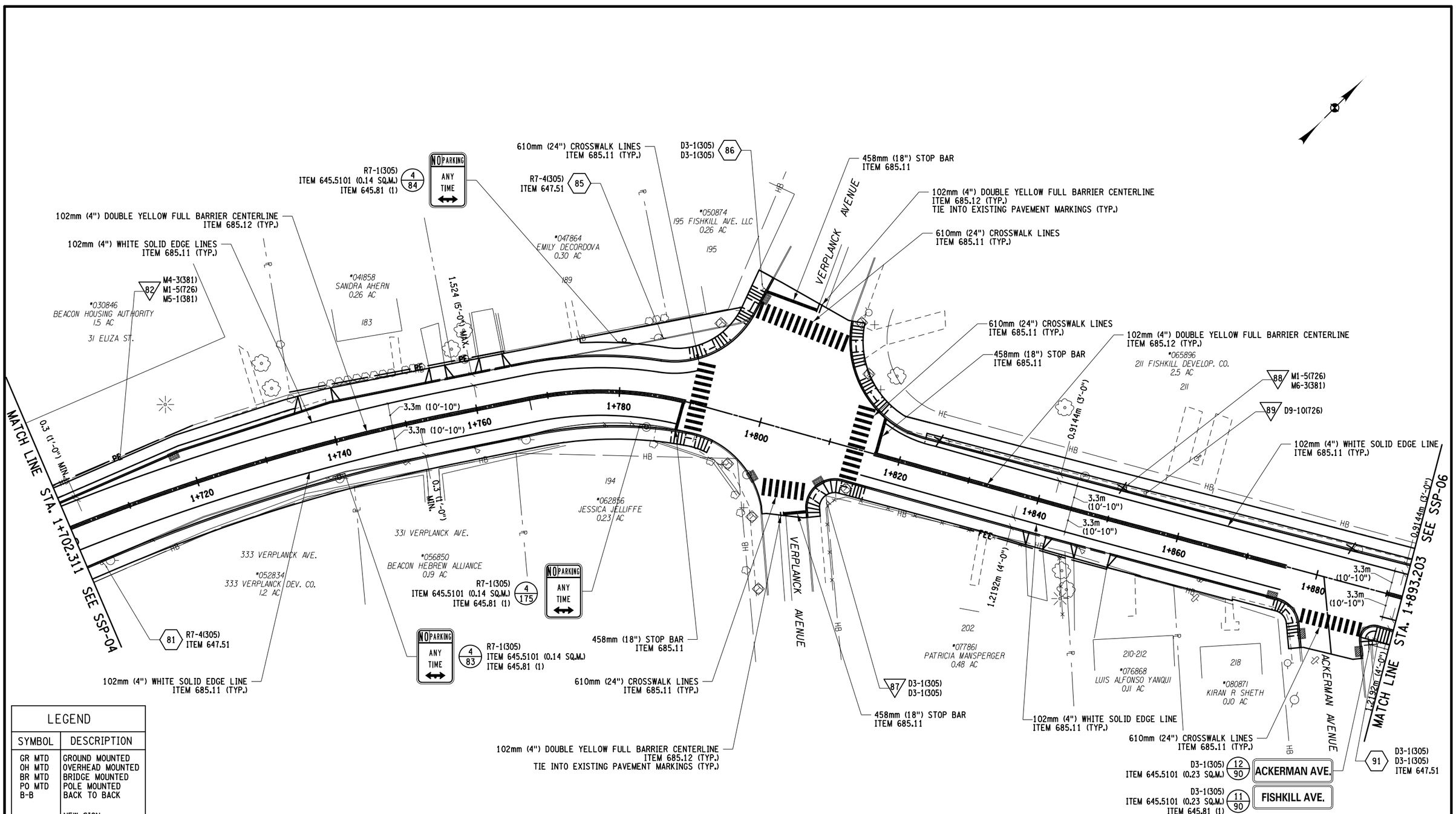
NO: SSP-04

PE DB | DE SM | PM DW

SIGNING & STRIPING PLANS

SCALE: AS SHOWN

SHEET OF 104




| LEGEND | |
|---|---|
| SYMBOL | DESCRIPTION |
| GR MTD | GROUND MOUNTED |
| OH MTD | OVERHEAD MOUNTED |
| BR MTD | BRIDGE MOUNTED |
| PO MTD | POLE MOUNTED |
| B-B | BACK TO BACK |
| L / T | NEW SIGN LOCATION NUMBER TEXT NUMBER |
| L | SIGN REMOVAL |
| L / T | RELOCATE TO POSITION SHOWN |
| R | TO REMAIN |

5 0 5 10 15 m
SCALE

FILE NAME = DGN$SPEC01234567890123456789012345678901234
DATE/TIME = DGN$STIME0123456
USER = DGN$USERNAME

| | | | | |
|---|---|---|---|---|
| wsp | | | CITY OF BEACON | |
| DATE: MAY 2022 | | | PROJECT: PIN 8757.80 & PIN 8757.30 REHABILITATION OF TELLER & FISHKILL AVENUES | NO: SSP-05 |
| PE DB | DE SM | PM DW | SIGNING & STRIPING PLANS | SCALE: AS SHOWN / SHEET OF 104 |

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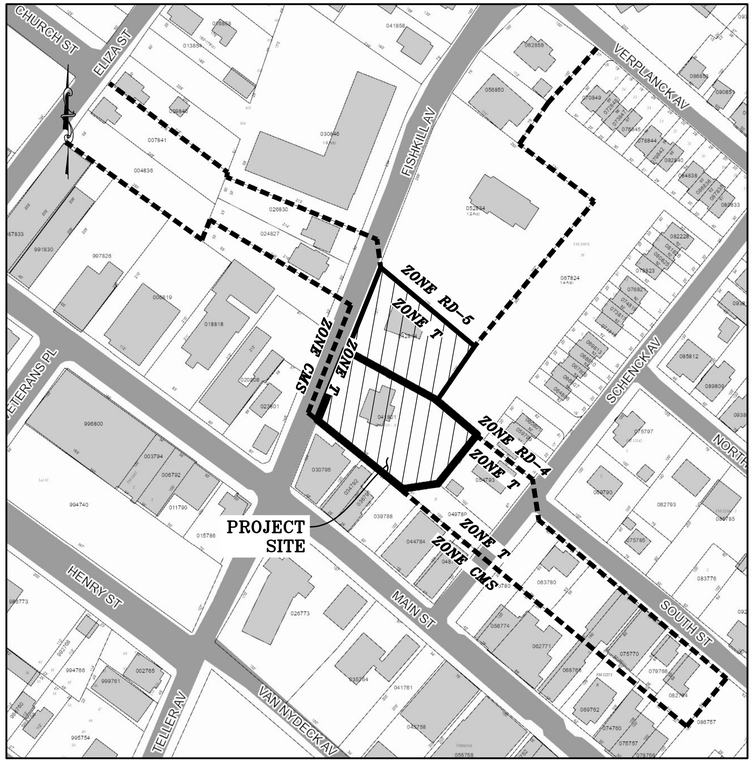
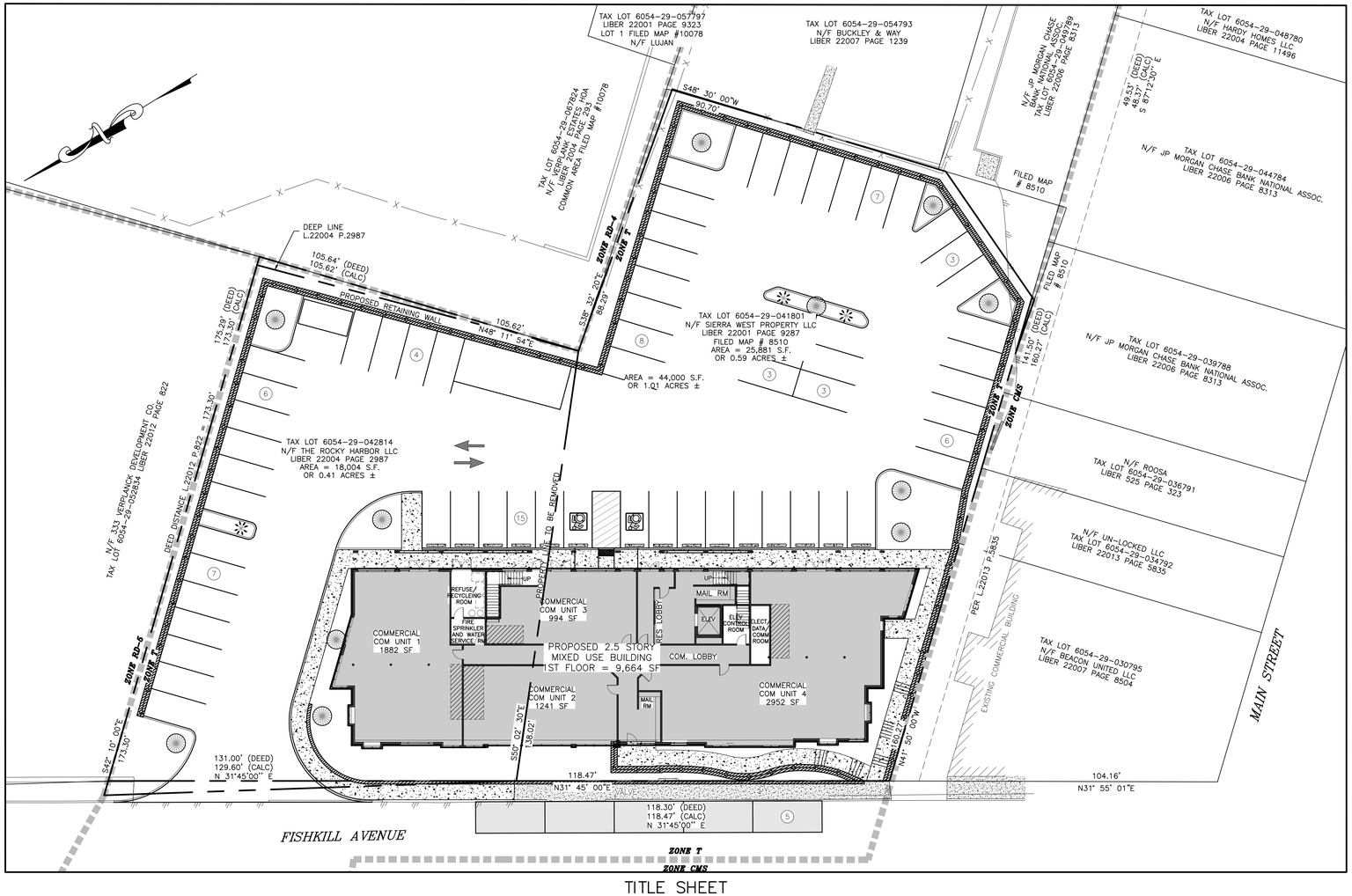
# Site Plan Drawings

# SITE PLAN & LOT MERGER FOR
# 152–158 FISHKILL AVENUE
# CITY OF BEACON, DUTCHESS COUNTY, NY.




LOCATION MAP
SCALE: 1"=100'
SOURCE: DUTCHESS COUNTY GIS




TITLE SHEET
SCALE: 1"=20'

SCALE
20 0 10 20 40
SCALE FEET

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## TAX MAP NUMBER

SECTION: 6054
BLOCK: 29
LOT: 041801, 042814

## DEED REFERENCE

LIBER: 22017
PAGE: 3012

## TOTAL TRACT AREA

43,885± S.F.
=1.0± ACRES

## OWNER & APPLICANT

152–158 FISHKILL AVENUE, LLC
316 MAIN STREET
STE 6
POUGHKEEPSIE, NY 12601

## DRAWING LIST

| SHEET # | SHEET TITLE | ORIGINAL DATE / LAST REVISED DATE |
|---|---|---|
| 01 OF 05 | TITLE SHEET | 02-27-2023 |
| 02 OF 05 | EXISTING CONDITIONS MAP | 02-27-2023 |
| 03 OF 05 | DEMOLITION PLAN | 02-27-2023 |
| 04 OF 05 | SITE PLAN | 02-27-2023 |
| 05 OF 05 | GRADING PLAN | 02-27-2023 |

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**OWNER'S CONSENT NOTE:**
THE UNDERSIGNED OWNERS OF THE PROPERTY HEREON STATE THAT THEY ARE FAMILIAR WITH THIS PLAN, ITS CONTENTS AND ITS LEGENDS AND HEREBY CONSENT TO ALL SAID TERMS AND CONDITIONS AS STATED HEREON AND TO THE FILING OF THIS PLAN IN THE OFFICE OF THE CLERK OF THE COUNTY OF ORANGE, IF SO REQUIRED.

SIGNATURE OF OWNER(S) DATE

| REVISION | BY | DATE | DESCRIPTION |
|---|---|---|---|
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*WWW.ARDENCONSULTING.NET*

STATE OF NEW YORK
MICHAEL A. MORGANTE
LICENSED PROFESSIONAL ENGINEER
078577
MICHAEL A. MORGANTE, P.E.
LIC. NO. 78577

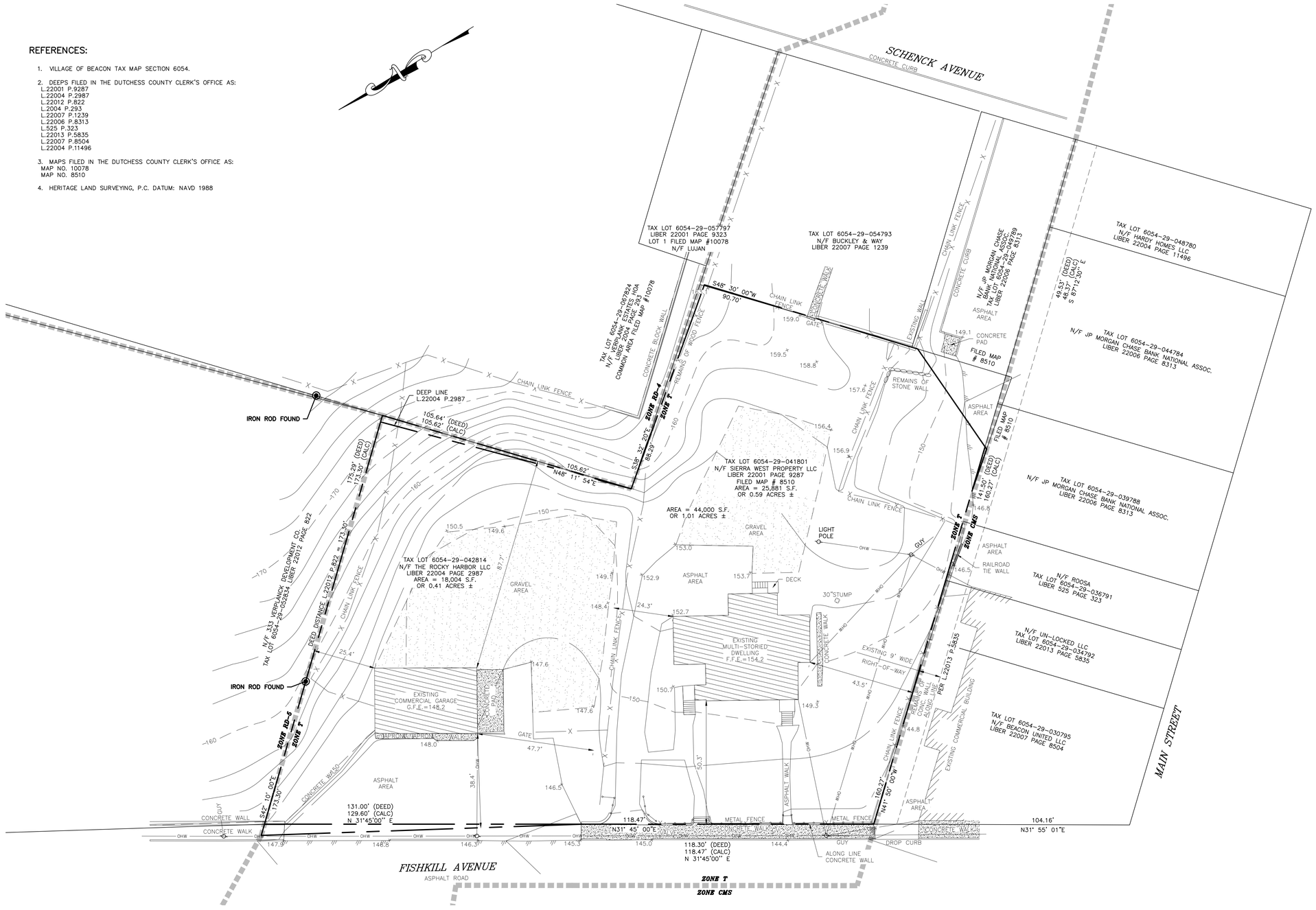
SITE PLAN & LOT MERGER FOR
152–158 FISHKILL AVENUE
CITY OF BEACON – DUTCHESS COUNTY, N.Y.

TITLE SHEET

| | |
|---|---|
| JOB#: | 17-001 |
| SCALE: | AS NOTED |
| DATE: | 02-27-2023 |
| DRAWN: | MM |
| CHECKED: | MM |
| SHEET NO. | 01 of 05 |

## REFERENCES:

1. VILLAGE OF BEACON TAX MAP SECTION 6054.
2. DEEPS FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE AS:
   L.22001 P.9287
   L.22004 P.2987
   L.22012 P.822
   L.2004 P.293
   L.22007 P.1239
   L.22006 P.8313
   L.525 P.323
   L.22013 P.5835
   L.22007 P.8504
   L.22004 P.11496
3. MAPS FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE AS:
   MAP NO. 10078
   MAP NO. 8510
4. HERITAGE LAND SURVEYING, P.C. DATUM: NAVD 1988




**LEGEND:**

- EXISTING MAJOR CONTOUR (490)
- EXISTING MINOR CONTOUR
- EXISTING EDGE OF PAVEMENT
- EXISTING PROPERTY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING STONE WALL
- EXISTING OVERHEAD LINE (OHW)
- EXISTING BUILDING
- EXISTING GRAVEL
- EXISTING CHAINLINK FENCE
- EXISTING CONCRETE WALL
- ZONING DISTRICT BOUNDARIES
- EXISTING UTILITY POLE

SCALE
20 0 10 20 40
SCALE FEET

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## EXISTING CONDITIONS MAP

SCALE: 1"=20'

| REVISION | BY | DATE | DESCRIPTION |
|---|---|---|---|
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MICHAEL A. MORGANTE, P.E.
LIC. NO. 78577

SITE PLAN & LOT MERGER FOR
152-158 FISHKILL AVENUE
CITY OF BEACON – DUTCHESS COUNTY, N.Y.

EXISTING CONDITIONS MAP

| | |
|---|---|
| JOB#: | 17-001 |
| SCALE: | AS NOTED |
| DATE: | 02-27-2023 |
| DRAWN: | MM |
| CHECKED: | MM |
| SHEET NO. | 02 of 05 |

## DEMOLITION PLAN

SCALE: 1"=20'

**LEGEND:**

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING EDGE OF PAVEMENT
- EXISTING PROPERTY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING STONE WALL
- EXISTING OVERHEAD LINE
- EXISTING BUILDING
- EXISTING GRAVEL
- EXISTING CHAINLINK FENCE
- EXISTING CONCRETE WALL
- ZONING DISTRICT BOUNDARIES
- EXISTING UTILITY POLE

SCALE
20 0 10 20 40
SCALE FEET

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| REVISION | BY | DATE | DESCRIPTION |
|---|---|---|---|
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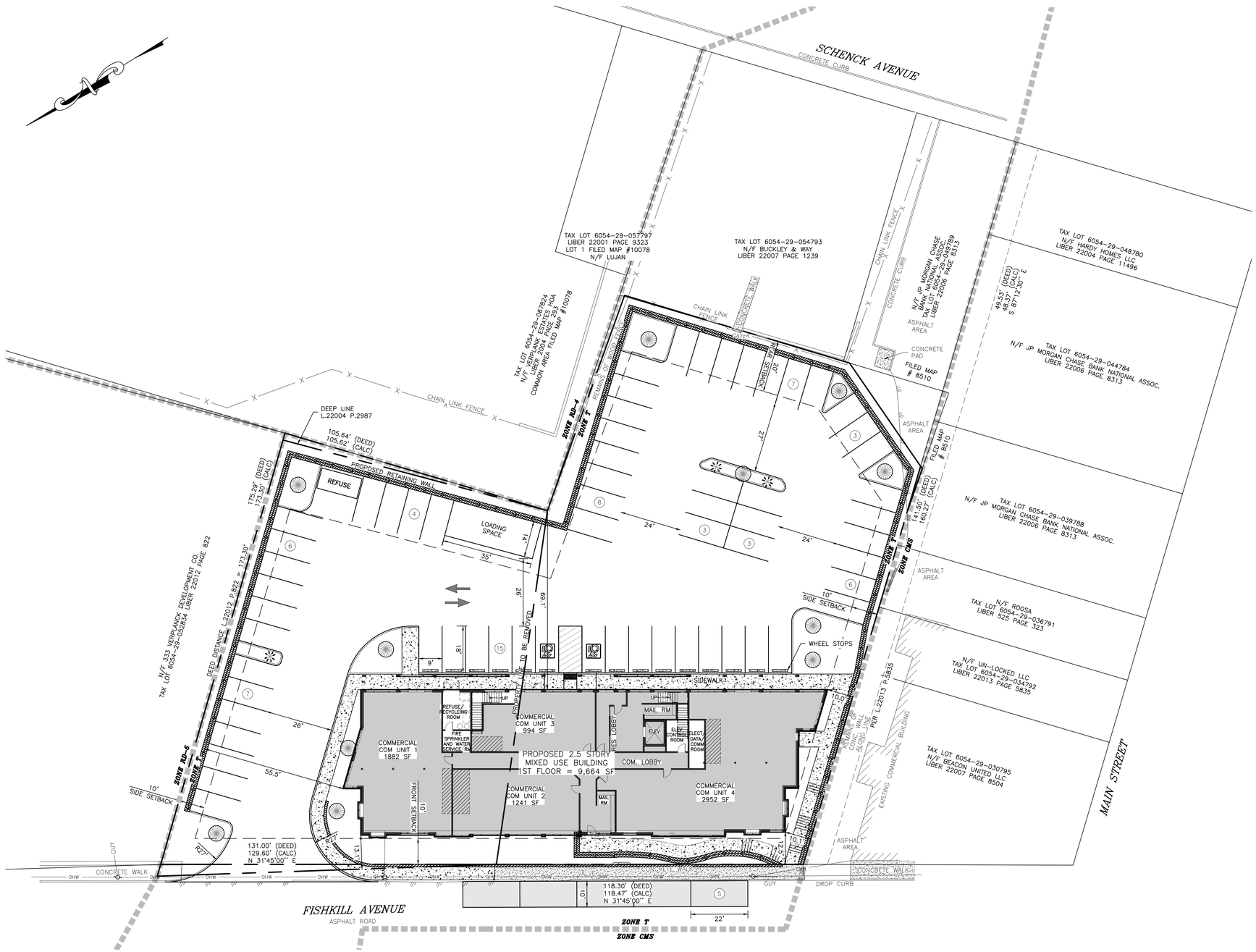
LIC. NO. 78577

SITE PLAN & LOT MERGER FOR
152-158 FISHKILL AVENUE
CITY OF BEACON – DUTCHESS COUNTY, N.Y.

DEMOLITION PLAN

JOB#: 17-001
SCALE: AS NOTED
DATE: 02-27-2023
DRAWN: MM
CHECKED: MM
SHEET NO. 03 of 05




SITE PLAN

SCALE: 1"=20'

## TABLE OF ZONING REQUIREMENTS:

T ZONING DISTRICT

| BULK TABLE: (MINIMUMS) | | PROPOSED: | |
|---|---|---|---|
| LOT AREA: | 5,000 SF | LOT AREA: | 43,885 SF |
| LOT AREA PER DWELLING UNIT: | 2,000 SF [i] | LOT AREA PER DWELLING UNIT: | 2,742.81 SF |
| LOT WIDTH: | 50' | LOT WIDTH: | 249' |
| LOT DEPTH: | 100' | LOT DEPTH: | 204' |
| FRONT YARD: | 10' | FRONT YARD: | 12.5' |
| SIDE YARD: | 10' | SIDE YARD: | 10' |
| TOTAL SIDE YARD: | 20' | TOTAL SIDE YARD: | 65.5' |
| REAR YARD: | 20' d,e | REAR YARD: | 69.1' |
| **BULK TABLE: (MAXIMUMS)** | | **BULK TABLE: (MAXIMUMS)** | |
| BUILDING HEIGHT | 2.5 STORIES/35' | BUILDING HEIGHT | 2.5 STORIES/37'* |
| MAXIMUM NUMBER OF UNITS: | 21 | MAXIMUM NUMBER OF UNITS: | 16 |
| RETAINING WALL: | 6' | RETAINING WALL: | 17* |

* VARIANCES ARE REQUIRED TO PERMIT A 37' TALL BUILDING AND A 17' TALL RETAINING WALL IN THE WEST SIDE YARD (WITH FOUR FOOT FENCE ON TOP OF RETAINING WALL).

ZONING NOTES:

d: FOR MULTIFAMILY DEVELOPMENTS, A WELL-DESIGNED AND LANDSCAPED RECREATION OR USABLE OPEN SPACE AREA, APPROVED BY THE PLANNING BOARD, OF 2,000 SQUARE FEET FOR THE FIRST 20 DWELLING UNITS OR PART THEREOF, PLUS 100 SQUARE FEET FOR EACH ADDITIONAL DWELLING UNIT WILL BE REQUIRED.

e: IN ANY RD DISTRICT, THE PLANNING BOARD MAY APPROVE A SUBDIVISION OF LAND INTO INDIVIDUAL BUILDING LOTS CONTAINING A MINIMUM OF 1,800 SQUARE FEET OF AREA EACH AND DESIGNED FOR ATTACHED OR SEMI-ATTACHED SINGLE-FAMILY DWELLINGS (TOWNHOUSES), PROVIDED THAT THE DESIGN IS SUCH THAT THE GROSS DWELLING UNIT DENSITY FOR THE ENTIRE TRACT DOES NOT EXCEED THAT WHICH CAN NORMALLY BE PERMITTED FOR MULTIPLE DWELLINGS IN THE DISTRICT IN WHICH THE PROPERTY IS LOCATED AND FURTHER PROVIDED THAT THE PLANNING BOARD ATTACHES SUCH CONDITIONS AND SAFEGUARDS TO ITS APPROVAL AS, IN ITS OPINION, ARE NECESSARY TO ASSURE THAT THE ENTIRE PROPERTY, INCLUDING ANY DESIGNATED COMMON AREAS FOR OPEN SPACE.

i: ONE-HALF THE MINIMUM LOT SIZE AREA PER DWELLING UNIT AS THE LEAST RESTRICTIVE ADJOINING RESIDENTIAL DISTRICT.

RD-4 ZONING DISTRICT IS THE LEAST RESTRICTIVE LOT SIZE AREA PER DWELLING UNIT.
RD-4 MINIMUM LOT SIZE AREA PER UNIT=4,000 SF
½ RD-4 MINIMUM LOT SIZE AREA PER UNIT=2,000 SF
43,885 SF / 2,000 SF PER UNIT = 21 UNITS

## PARKING REQUIREMENTS:

MULTIFAMILY DWELLING AND/OR APARTMENT OR ARTIST LIVE/WORK SPACE:
1 SPACE FOR EACH DWELLING UNIT, PLUS ¼ SPACE FOR EACH BEDROOM,
PLUS ¼ SPACE FOR EACH LIVE/WORK SPACE CONTAINING RETAIL AREA.

16 UNITS x 1 SPACE/UNIT = 16 SPACES
24 BEDROOMS x 0.25 SPACE/BEDROOM = 6 SPACES

OFFICE FOR BUSINESS OR PROFESSIONAL USE (OTHER THAN ACCESSORY TO RESIDENTIAL USE):
[AMENDED 6-21-1999 BY L.L. NO. 14-1999]
1 SPACE FOR EACH 200 SQUARE FEET OF GROSS FLOOR AREA, EXCLUDING UTILITY AREAS.

GROSS OFFICE SPACE = 8,213.59 SF
8,213.59 SF / 1 SPACE/200 SF = 42 SPACES

64 TOTAL OFF-STREET PARKING SPACES ARE REQUIRED
62 OFF-STREET PARKING SPACES ARE PROVIDED
5 ON-STREET PARKING SPACES ARE PROVIDED ALONG THE FRONTAGE

**LEGEND:**

- EXISTING EDGE OF PAVEMENT
- EXISTING PROPERTY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING STONE WALL
- EXISTING OVERHEAD LINE
- EXISTING BUILDING
- EXISTING GRAVEL
- EXISTING CHAINLINK FENCE
- EXISTING CONCRETE WALL
- ZONING DISTRICT BOUNDARIES
- EXISTING UTILITY POLE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BUILDING
- PROPOSED SIDEWALK
- PROPOSED REFUSE AREA
- PROPOSED SETBACK
- PROPOSED TREES
- PROPOSED WALL
- PROPOSED FENCE

SCALE
20 0 10 20 40
SCALE FEET

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ARDEN CONSULTING ENGINEERS, PLLC
P.O. BOX 340 MONROE, N.Y.
TEL: (845) 782-8114 FAX: (845) 782-2946
WWW.ARDENCONSULTING.NET

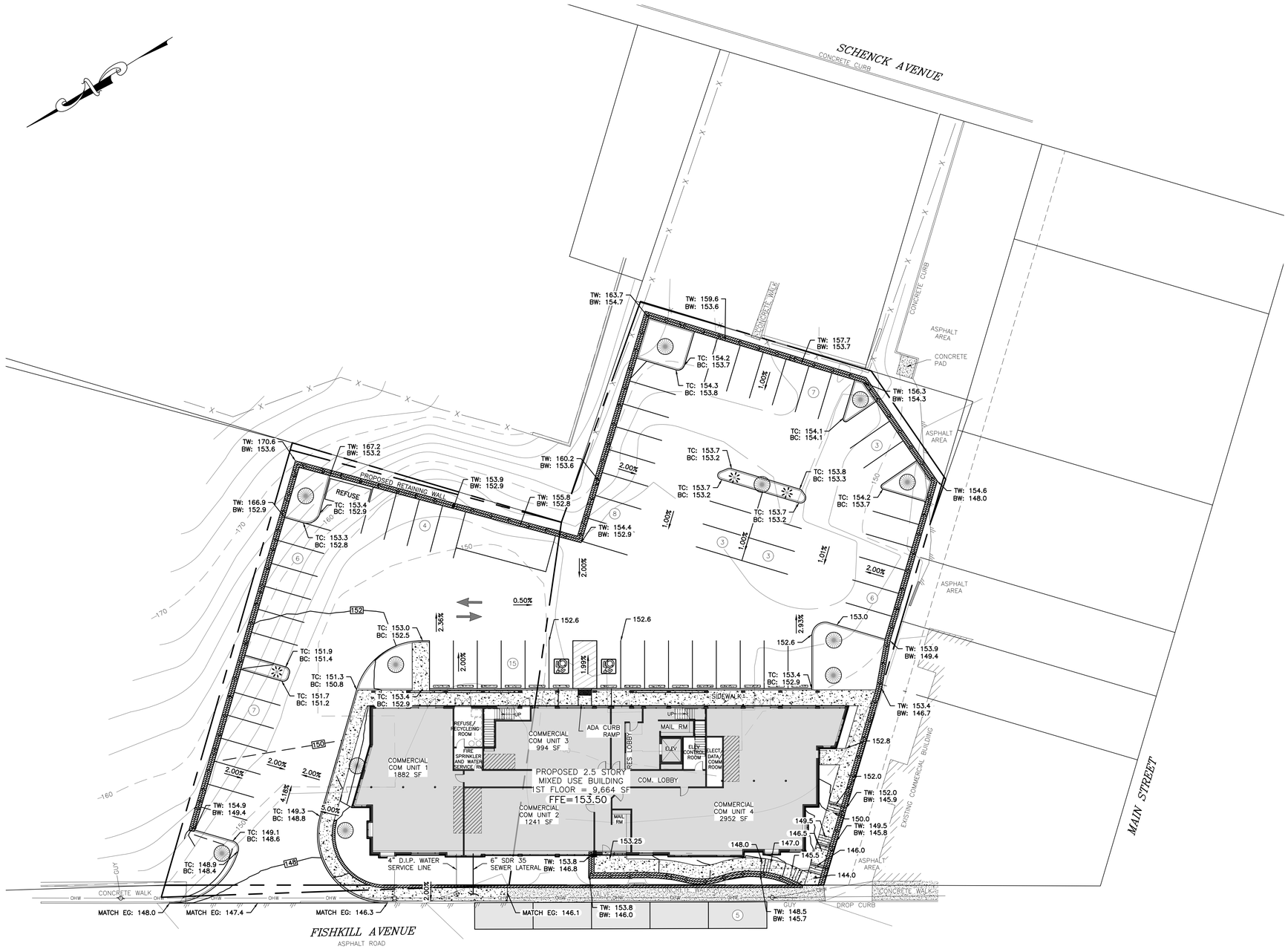
STATE OF NEW YORK · MICHAEL A. MORGANTE · LICENSED PROFESSIONAL ENGINEER · 078577

MICHAEL A. MORGANTE, P.E.
LIC. NO. 78577

SITE PLAN & LOT MERGER FOR
152-158 FISHKILL AVENUE
CITY OF BEACON – DUTCHESS COUNTY, N.Y.

SITE PLAN

| | |
|---|---|
| JOB#: | 17-001 |
| SCALE: | AS NOTED |
| DATE: | 02-27-2023 |
| DRAWN: | MM |
| CHECKED: | MM |
| SHEET NO. | 04 of 05 |




## GRADING PLAN

SCALE: 1"=20'

**LEGEND:**

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING EDGE OF PAVEMENT
- EXISTING PROPERTY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING STONE WALL
- EXISTING OVERHEAD LINE
- EXISTING BUILDING
- EXISTING GRAVEL
- EXISTING CHAINLINK FENCE
- EXISTING CONCRETE WALL
- EXISTING UTILITY POLE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BUILDING
- PROPOSED SIDEWALK
- PROPOSED REFUSE AREA
- PROPOSED SETBACK
- PROPOSED TREES
- PROPOSED WALL
- PROPOSED CONTOURS MAJOR
- PROPOSED CONTOURS MINOR
- PROPOSED FENCE
- PROPOSED 4" D.I.P. WATER SERVICE LINE
- PROPOSED 6" SDR 35 SEWER LATERAL

SCALE
20 0 10 20 40
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| REVISION | BY | DATE | DESCRIPTION |
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LIC. NO. 78577

SITE PLAN & LOT MERGER FOR

152-158 FISHKILL AVENUE

CITY OF BEACON – DUTCHESS COUNTY, N.Y.

GRADING PLAN

JOB#: 17-001
SCALE: AS NOTED
DATE: 02-27-2023
DRAWN: MM
CHECKED: MM
SHEET NO. 05 of 05

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# Architectural Drawings

PROPOSED RETAINING WALL

7 PARKING SPACES

8 PARKING SPACES

6 PARKING SPACES

3 PARKING SPACES

6 PARKING SPACES

4 PARKING SPACES

13 PARKING SPACES

15 PARKING SPACES

20.0' REAR SETBACK

10.0' SIDE SETBACK

25'

UP

2' H. LANDSCAPE WALL

CONCRETE WALK

DROP CURB

PROPOSED STREET PARKING

FISHKILL AVE

576


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Architecture Planning Design
a collaborative network alliance
Central St.udio 100 White Plains Road Tarrytown, New York 10591
914-740-4774 | imagine@nexuscreative.design



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Date Issued:
02.27.23 INITIAL P.B. SUBMISSION

Project Title:
**152-158 FISHKILL AVE.**
**BEACON NY**

Drawing Title:
**SITE PLAN**

Owner:
**152-158 FISHKILL AVENUE LLC**
**316 MAIN STREET, SUITE 6**
**POUGHKEEPSIE, NY 12601**

Scale:
0 10 20 30

Date:
02.27.23

Project No:
22-26

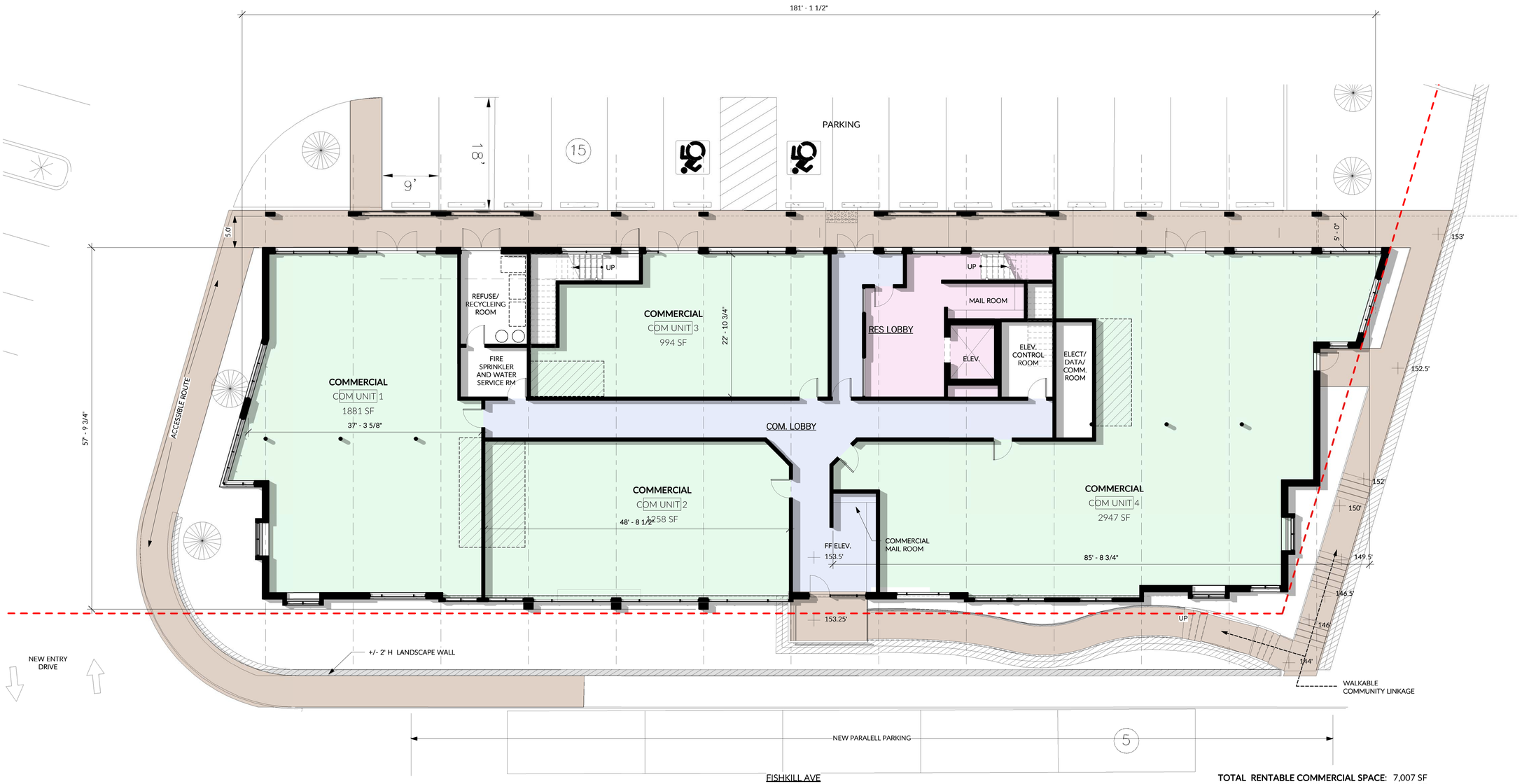
Drawing By:
LH/SB

Checked By:
JT

Seal:
REGISTERED ARCHITECT
JACQUELYN ANNE THOMAS
036224
STATE OF NEW YORK

Drawing No:
SK0

sheet 1 of 9




**TOTAL RENTABLE COMMERCIAL SPACE:** 7,007 SF
**GROSS COMMERCIAL SPACE :** 8,213 SF
**GROSS FLOOR AREA:** 9,341 SF

COMMERCIAL SPACE
UTILITY ROUGH AREA

1 FIRST FLOOR PLAN
1/8" = 1'-0"

| FLOORS | GROSS AREA | NET AREA |
|---|---|---|
| 1ST FL | 9,341 SF | 9,251 SF |
| 2ND FL | 10,446 SF | 10,210 SF |
| HALF STORY | 8, 052 SF | 8,007 SF |
| LOFT | 2,200 SF | 2,200 SF |

NOTE: THE NET ATE IS THE HEATED / COOLED AREA, THE LOFT AREA IS THE ESTIMATED AS THE SPACE IS NOT YET DESIGNED

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**Date Issued:**
02.27.23 INITIAL P.B. SUBMISSION

**Project Title:**
152-158 FISHKILL AVE.
BEACON NY

**Drawing Title:**
FIRST FLOOR

**Owner:**
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

**Scale:** 1/8" = 1'-0"
0 8 16 24

**Date:** 02.27.23
**Project No:** 22-26
**Drawing By:** KG/JT
**Checked By:** JT

**Seal:**
REGISTERED ARCHITECT
JASMIN ANNE TAYLOR
036224
STATE OF NEW YORK

**Drawing No:**
SK1

sheet 2 of 9

2 BR: 1 (2 ROOMS)
2 BR+: 1 (2 ROOMS + STUDY)
1 BR: 8 (8 ROOMS)

1 SECOND FLOOR
1/8" = 1'-0"


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Date Issued:
02.27.23 INITIAL P.B. SUBMISSION

Project Title:
152-158 FISHKILL AVE.
BEACON NY

Drawing Title:
SECOND FLOOR

Owner:
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

Scale: 1/8" = 1'-0"
0 8 16 24

Date:
02.27.23

Project No:
22-26

Drawing By:
KG/JT

Checked By:
JT

Seal:
REGISTERED ARCHITECT
JACLYN ANNE TIFFANY
036234
STATE OF NEW YORK

Drawing No:
SK2

sheet 3 of 9

1 HALF STORY
1/8" = 1'-0"


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Date Issued:
02.27.23 INITIAL P.B. SUBMISSION

Project Title:
152-158 FISHKILL AVE.
BEACON NY

Drawing Title:
HALF STORY

Owner:
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

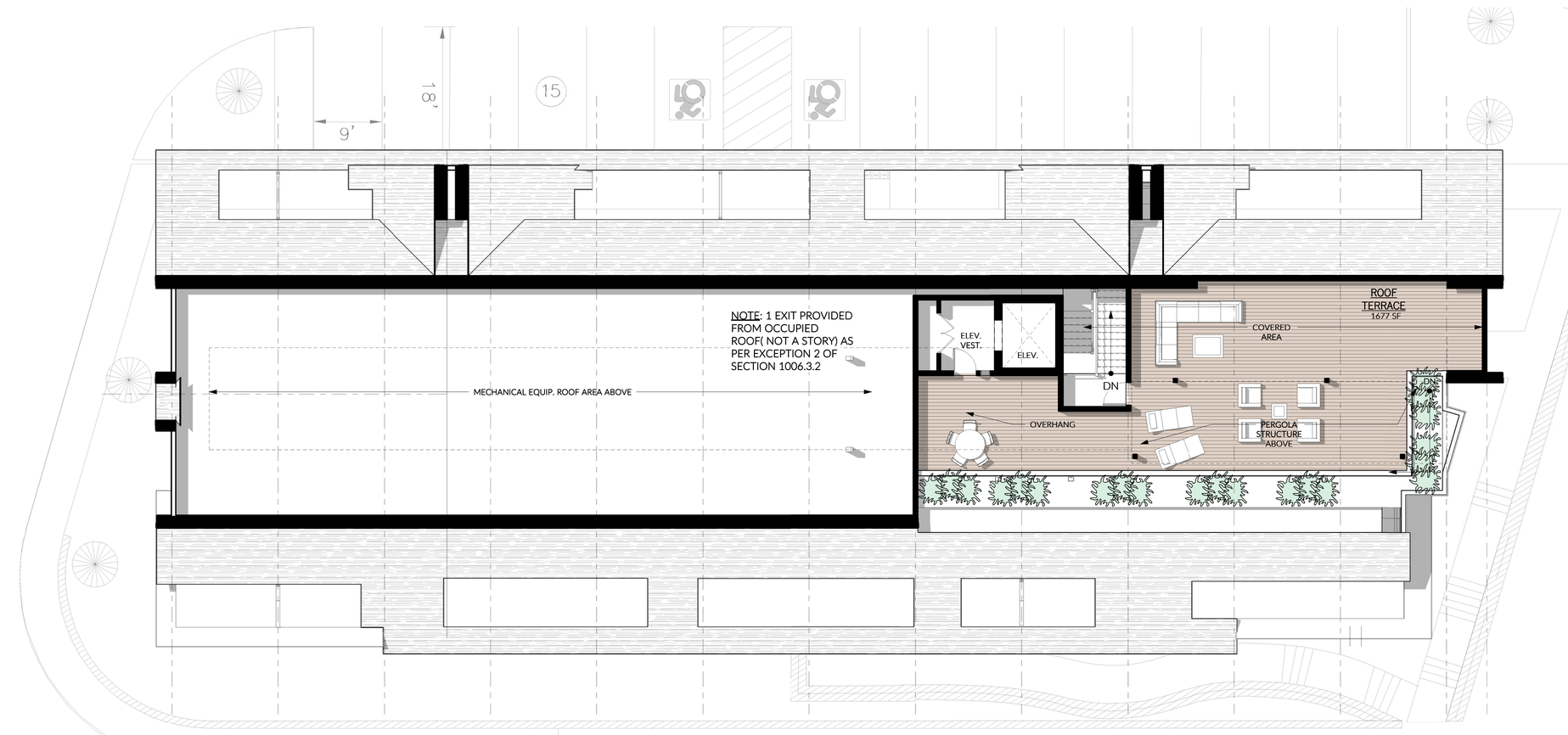
Scale: 1/8" = 1'-0"
0 8 16 24

Date: 02.27.23
Project No: 22-26
Drawing By: KG
Checked By: JT

Seal: REGISTERED ARCHITECT JASMIN ANNE THOMAS 036224 STATE OF NEW YORK

Drawing No: SK3

sheet 4 of 9




1 ROOF TERRACE
1/8" = 1'-0"

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**Date Issued:**
02.27.23 INITIAL P.B. SUBMISSION

**Project Title:**
152-158 FISHKILL AVE.
BEACON NY

**Drawing Title:**
ROOF TERRACE

**Owner:**
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

**Scale:** 1/8" = 1'-0"

0 8 16 24

**Date:** 02.27.23

**Project No:** 22-26

**Drawing By:** KG

**Checked By:** JT

**Seal:**
REGISTERED ARCHITECT
JUSTIN ANNE TYLER
036224
STATE OF NEW YORK

**Drawing No:** SK4

sheet 5 of 9

2 WEST ELEVATION (FISHKILL AVE)
1/8" = 1'-0"

4 EAST ELEVATION
1/8" = 1'-0"


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**Date Issued:**
02.27.23 INITIAL P.B. SUBMISSION

**Project Title:**
152-158 FISHKILL AVE.
BEACON NY

**Drawing Title:**
EAST AND WEST ELEVATIONS

**Owner:**
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

**Scale:** 1/8" = 1'-0"
0 8 16 24

**Date:** 02.27.23
**Project No:** 22-26
**Drawing By:** LH/JT
**Checked By:** JT

**Seal:**
REGISTERED ARCHITECT
JESSYN ANNE TAYLOR
036224
STATE OF NEW YORK

**Drawing No:**
SK5

sheet 6 of 9

S01

1 SOUTH ELEVATION
1/8" = 1'-0"

2 NORTH ELEVATION
1/8" = 1'-0"

3 Section 1
1/8" = 1'-0"

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**Date Issued:**
02.27.23 INITIAL P.B. SUBMISSION

**Project Title:**
152-158 FISHKILL AVE.
BEACON NY

**Drawing Title:**
NORTH AND SOUTH ELEVATIONS

**Owner:**
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

**Scale:** 1/8" = 1'-0"
0 8 16 24

**Date:** 02.27.23
**Project No:** 22-26
**Drawing By:** LH/SB
**Checked By:** JT

**Seal:**
REGISTERED ARCHITECT
JACQUELINE ANNE THOMAS
036224
STATE OF NEW YORK

**Drawing No:**
SK6

sheet 7 of 9

VIEW LOOKING NORTHWEST FROM FISHKILL AVE.

VIEW OF ROOF TERRACE

VIEW LOOKING EAST FROM PARKING

VIEW OF ROOF TERRACE LOOKING TOWARD MT BEACON

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Date Issued:
02.27.23 INITIAL P.B. SUBMISSION

Project Title:
152-158 FISHKILL AVE.
BEACON NY

Drawing Title:
3D

Owner:
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

Scale:

Date:
02.27.23

Project No:
22-26

Drawing By:
LH

Checked By:
JT

Seal:
REGISTERED ARCHITECT
JACQUELYN ANNE THIELE
036224
STATE OF NEW YORK

Drawing No:
SK7

sheet 8 of 9

EXISTING

PROPOSED

1 STREETSCAPE
1" = 20'-0"


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Date Issued:
02.27.23 INITIAL P.B. SUBMISSION

Project Title:
152-158 FISHKILL AVE.
BEACON NY

Drawing Title:
STREETSCAPE DIAGRAMS

Owner:
152-158 FISHKILL AVENUE LLC
316 MAIN STREET, SUITE 6
POUGHKEEPSIE, NY 12601

Scale: 1" = 20'-0"
0 20 40 60

Date:
02.27.23

Project No:
22-26

Drawing By:
SB

Checked By:
JT

Seal:
REGISTERED ARCHITECT
JACLYN ANNE THIEL
036224
STATE OF NEW YORK

Drawing No:
SK8

sheet 9 of 9

LANC & TULLY
Engineering and Surveying, P.C.

March 9, 2023

Mr. John Gunn
Beacon Planning Board Chair
City of Beacon
1 Municipal Plaza
Beacon, NY 12508

RE: 152-158 Fishkill Ave.
Mixed-Use Building
Tax No. 6054-29-042814 & 041801
City of Beacon

Dear Mr. Gunn:

My office has received the following regarding a mixed-use building to be located at 152-158 Fishkill Avenue:

- Correspondence dated February 27, 2023, from Cuddy & Feder.
- Application for site plan approval, dated February 27, 2023.
- Application for subdivision approval, dated February 27, 2023.
- Full Environmental Assessment Form dated February 23, 2023.
- Traffic Impact Study titled "Proposed Mixed-Use Development – 152-158 Fishkill Avenue", dated February 24, 2023, as prepared by Colliers Engineering & Design.
- Architectural plan set of Renderings and Floor Plans, consisting of 9 sheets dated February 27, 2023, as prepared by Nexus Architecture Planning Design.
- Engineering plan set titled "152-158 Fishkill Avenue", consisting of sheets 1 of 5 through 5, dated February 27, 2023, as prepared by Arden Consulting Engineers, PLLC.

The proposed project entails the demolition of the existing structures located at 152 and 158 Fishkill Avenue; the merging of the two parcels into a single parcel; and the construction of a mixed-use building consisting of 8,213 square feet of office space on the first floor and 16 residential units on the 2nd and 3rd floors, consisting of 8 one-bedroom units and 8 two-bedroom units. The applicant is also proposing roof-top terrace in the southern corner of the building. The project site, with the lots merged, has an area of 1.01± acres and is located in the T (Transitional) Zone. The proposed uses, office and residential, are permitted uses within the T Zone. The project will require two (2) variances, with the first for the overall height of the building and the second for the proposed height of the retaining walls to be constructed at the site.

Based on our review of the above documents and plans, we would like to offer the following comments:

SEQRA Comments:

1. The calculations for the proposed water and sewer usage shall be provided.

2. The applicant shall seek a letter from the Beacon Water & Sewer Superintendent to verify that there is sufficient water and sewer to service the project.

3. We would recommend that an environmental site assessment be prepared for the project, as the existing commercial garage site was a repair garage previously, and at one time believed to be a fueling station.

Traffic Impact Study:

1. The traffic study notes the "Weekday PM Peak Hour" to be from 4:00pm – 5:00pm. Based upon a 2020 NYSDOT traffic study and two traffic studies conducted by the Poughkeepsie-Dutchess County Transportation Council in 2019 and 2016, the weekday PM peak hour was between 5pm and 6pm. We would ask that the consultant verify the PM peak hour.

General Comments:

1. A lot-line merger plan shall be prepared for the project.

2. The project requires a variance for the proposed overall height of the building, as it exceeds the maximum building height as listed in the "Schedule of Dimensional Regulations".

3. The project requires a variance for the proposed retaining wall, as it exceeds the maximum 6-foot height as allowed by Section 223-13, Paragraph G(1), of the City Code.

4. The project requires a total of 64 parking spaces but is currently only achieving a total of 62 spaces on the site. The applicant's attorney has noted that a "Shared Parking Study" is currently being prepared to demonstrate that a total of 64 spaces is not required to service the proposed project. Section 223-26(C)(6) of the City Code allows the Planning Board to approve the joint use of parking spaces by two or more establishments on the same lot, when properly demonstrated, in turn allowing the Planning Board to reduce the total number of parking stalls to be constructed for the project. This study should be submitted sooner than later, otherwise the applicant would need to seek a parking variance for the proposed project.

5. A drainage analysis shall be prepared for the project. Based upon the information provided in the Full EAF, the amount of impervious on the site will almost triple.

6. The engineering plans shall be updated to show Fishkill Avenue and the utilities running in and along Fishkill Avenue.

7. The "Existing Conditions" plan shall be updated to include a note as to where the boundary survey information and topography were obtained.

8. The construction of the proposed sidewalks and curbs along the front of the project, as well as the utilities to service the project shall be coordinated with the Fishkill Avenue rehabilitation project which is currently out to bid.

9. As there is significant cut proposed in the north-east corner of the parcel based upon the 17-foot high retaining wall, we would recommend that soil borings or test pits be excavated in this area to determine if any rock exists in this area, and at what depth.

10. As the retaining walls exceed 4-feet in height, the retaining walls shall be designed by a licensed engineer in the State of New York. Design drawings of the wall(s), along with the calculations for the wall design, shall be submitted for review. It is recommended that the type of wall to be used be considered at this time, as the walls are located at the property lines and/or in close proximity.

11. The plans shall be updated to show the water and sewer services for the project, as well as where they will connect to the mains within Fishkill Avenue.

12. The plans shall be updated to reflect how drainage at the site is to be handled.

13. The plans shall take into account snow storage areas for the proposed project.

14. The refuse location is pinched between parking stalls and does not appear to have appropriate access to allow for the maneuvering of a garage truck to allow for the loading and unloading of a dumpster. This should be reviewed further by the engineer, and the plans shall demonstrate that sufficient of maneuvering room is provided to allow for a truck to load and unload a dumpster. A dumpster enclosure shall also be provided for the refuse area.

15. A landscape plan shall be prepared for the project.

16. A lighting plan shall be prepared for the project.

17. An erosion and sediment control plan shall be prepared for the project.

18. The plans shall be updated to include all relevant construction details necessary for the construction of the project.

This completes our review at this time. Further comments may be provided based on future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: John Clarke, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

**John Clarke Planning and Design** jclarkeplandesign@gmail.com
845.797.4152

To: John Gunn, Chair, and the City of Beacon Planning Board
Date: March 10, 2023
Re: **152-158 Fishkill Avenue Site Plan and Subdivision**

I have reviewed the February 27, 2023 cover package from Cuddy+Feder, including images of the site, February 23, 2023 Full EAF Part 1, and February 27, 2023 Site Plan and Subdivision applications, February 24, 2023 Traffic Impact Study by Colliers Engineering and Design, and a 14-sheet Site Plan set by Nexus Architecture and Arden Consulting Engineers, dated February 27, 2023.

**Proposal**

The applicant is proposing to construct a 2½-story, mixed-use building in the Transitional (T) district, including first floor office space and 16 apartments. Two adjoining lots with 43,885 total square feet will be merged through the subdivision approval process.

**Comments and Recommendations**

1. For Sheet 1, the Total Tract Area and the square footage on the adjacent plan should match.

2. The Existing Conditions sheet should show the location and size of any trees over 6 inches in diameter and indicate which trees will be removed.

3. For the Sheet 4 Site Plan, it would be preferred if an ADA compliant ramp could be provided to the front door, perhaps from the higher driveway side.

4. A parking lot with 51-75 spaces should have three ADA parking spaces.

5. There are existing utility poles in the middle of the front sidewalk. Could the retaining wall and sidewalk be modified around these poles to allow a minimum 4-foot clearance?

6. If the proposed on-street parking spaces use the dimensions striped on Main Street (20-feet for interior spaces, 18 feet for end spaces, and only 8 feet wide), six new spaces could be provided.

7. For Sheet 4, The Zoning Table should include compliance with the 40 percent maximum building coverage requirement. The footnotes d and e provisions do not apply in the T district.

8. The Sheet 4 Parking Requirements should base the offices parking count from the gross square feet, minus utility areas. The Building Inspector can provide guidance on what qualifies as a utility area.

9. A note under the Parking Requirements should reference the shared parking deduction under Section 223-26 C(6) and the applicant should provide a written justification based on the different peak parking capacities from the office and residential uses.

10. Unless wider parking aisles are necessary for truck turning, they should be reduced to 24 feet to eliminate excess asphalt and to increase the landscaped areas.

11. Area variances are requested for the height of the rear retaining wall and the height of the building. The applicant should be prepared to explain the need for a building height variance and the possible loft area.

12. When appropriate, the Board should refer the building design to the Architectural Review Subcommittee. Proposed materials and colors should be noted on the building elevations.

13. Future submissions should include a preliminary subdivision plat, landscaping plan with species and planting sizes provided, lighting plan confirming compliance with all the provisions in Section 223-14B, and a turning diagram for any expected large vehicles.

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

John Clarke, Beacon Planning Consultant

c: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
Arthur R. Tully, P.E., City Engineer
John Russo, P.E., City Engineer
Taylor Palmer, Esq., Project Attorney
Michael A. Morgante, P.E., Project Engineer

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

March 10, 2023

**VIA E-MAIL AND OVERNIGHT DELIVERY**
Hon. John Gunn
And Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Application for Subdivision (Lot Merger) & Site Plan Approval
Residential and Office Mixed-Use Development
Premises: 152-158 Fishkill Avenue, Beacon, New York
Tax Parcel IDs: 6054-29-042814 & 6054-29-041801

Dear Chairman Gunn and Members of the Planning Board:

On behalf of 152-158 Fishkill LLC (the "Applicant"), the owner of the above-referenced Premises, we respectfully submit the enclosed Shared Parking Analysis in conjunction with the Applicant's pending Application for Subdivision (Lot Merger) & Site Plan Approval to redevelop the Premises into a mixed-use office and residential development with 16 residential units.[1] The enclosed Shared Parking Analysis, prepared by Colliers Engineering & Design, illustrates that sufficient parking is provided for both the proposed office and residential uses, pursuant to Section 223-26(C)(6) of the City's Zoning Code. Should this Board or City Staff have any questions or comments with regard to the foregoing, please do not hesitate to contact us.

Very truly yours,

Taylor M. Palmer
Enclosure
cc: Jennifer L. Gray, Esq., City Attorney; Nexus Creative Architecture, Design, Planning
Arden Consulting Engineers, PLLC; Colliers Engineering & Design; Client

[1] This Shared Parking Analysis is being submitted ahead of the Board's March 14, 2023 Regular Meeting Agenda, for the Board's convenience. The Applicant acknowledges that it is being submitted past the deadline for said meeting and looks forward to discussing same at the Board's March 14th meeting or at a subsequent meeting, at the Board's preference.

400 Columbus Avenue, Suite 180E
Valhalla, New York 10595
Main: 877 627 3772
colliersengineering.com

Colliers
Engineering
& Design

March 8, 2023

Mr. John Gunn, Chairperson
City of Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

152-158 Fishkill Avenue
City of Beacon, Dutchess County, New York
Colliers Engineering & Design Project No. 22013186A

Dear Mr. Gunn & Planning Board Members,

As a supplement to our February 24, 2023, Traffic Impact Study (TIS), our office has conducted a review of the proposed parking associated with the 152-158 Fishkill Avenue project ("the Project"). As noted in our study, the Project is proposed to consist of 2 ½-story building containing approximately 8,214 sq. ft. of commercial office space on the first floor with 16 apartment units on the upper two floors, including eight (8) one-bedroom units and eight (8) two-bedroom units, for a total of 24-bedrooms. The Project is planned to be developed on the property located along the east side of Fishkill Avenue (NYS Route 52) north of Main Street, which is currently occupied by the existing Double D's Auto Works and a small multi-family residence. The Project will be served by a total of 62 off-street parking spaces as indicated on the Site Plan prepared by Arden Consulting Engineer, PLLC dated February 27, 2023.

The Property is contained within the Transitional District and parking requirements for the Project are specified in the City Code Section 223-26. The City Code indicates a minimum off-street parking requirement of 1 space for each dwelling unit, plus 1/4 space for each bedroom, plus 1/2 space for each live/workspace containing retail area, for the residential units, and a minimum off-street parking requirement of 1 space for each 200 square feet of gross floor area, excluding utility areas for the proposed office space. Based on these parking requirements the below table summarizes the overall parking requirement for the Project.

| Use | Size | Code Minimum Off-Street Parking Requirement | Required Spaces |
|---|---|---|---|
| [Heading] | [Heading] | [Heading] | [Heading] |
| **Residential (Units)** | 16 Units | 1 space per dwelling unit | 16 spaces |
| **Residential (Bedrooms)** | 24 Bedrooms | + 1/4 space per bedroom | 6 spaces |
| **Office** | 8,214 sq. ft. | 1 space per 200 sq. ft of gross floor area | 42 spaces |
| | | **Total** | **64 spaces** |

Colliers Engineering & Design

As indicated in the table and as noted on the Project Site Plan the Project is required to have a total of 64 off-street parking spaces per the City Code. As noted above, the Project currently proposes 62 off-street parking spaces, as indicated on the Site Plan, which will result in the Project being deficient by two (2) parking spaces per the City Code requirements.

City Code Section 223-26.C.(6) indicates…*Where two or more different uses occur on a single lot, the total amount of parking facilities to be provided shall be the sum of the requirements of each individual use on the lot, except that the Planning Board may approve the joint use of parking space 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.*

Pursuant to the above, in order to assess the total parking requirement for the Project based on the variation of time of use of parking spaces for each use proposed within the Project, a shared parking analysis was conducted to determine the total anticipated parking demand on an hourly basis. This analysis accounts for variations in parking demand over the course of the day for each of the proposed uses to determine a total parking demand for the Project. Hourly parking demand distributions for a typical Weekday and Saturday as published by the Institute of Transportation Engineers (ITE) contained in the ***Parking Generation Manual, 5th Edition*** were applied to the City Code required parking requirements to conduct this shared parking analysis. ITE provides parking demand distributions on an hourly bases for Land Use 220 – Multifamily Housing (Low-Rise) and Land Use 710 – General Office Building.

The resulting Shared Parking Analysis is summarized in Tables P-1 and P-2 (attached) for Weekday and Saturday conditions, respectively. As indicated in the tables, the peak parking demand for the Project when accounting for the shared use of parking between the office and residential uses will result in a total parking demand of **52 parking spaces** on a weekday, occurring between 10AM – 11AM and **60 parking spaces** on a Saturday also occurring between 10 AM – 11AM. Therefore, it is anticipated that the 62 proposed on-site parking spaces will satisfy the total anticipate parking demand for the Project.

It should also be noted that it is likely that the office parking demand on a Saturday will actually be much lower than the minimum off-street parking requirement identified in the City Code. ITE data indicates that the average peak parking demand for the office space on a Saturday is 0.28 spaces/1,000 sq. ft. equating to just three (3) parking spaces. The ITE data also provides an 85th percentile peak parking demand of 0.73 spaces/1,000 sq. ft., equating to six (6) spaces required for the office on a Saturday. These lower parking demand ratios identified by ITE are typical since many offices are closed on Saturdays. If this ITE parking demand was utilized on a Saturday rather than the City Code requirement, the total parking demand for the Project when accounting for shared parking would be 24 spaces, as indicated in Table P-2A, attached. Therefore, it can be concluded that the actual peak parking demand for the Project will occur on a Weekday with a total of 52 parking spaces.

It should also be noted that the Site Plan indicates an additional five (5) on-street parking spaces, available for public use, will be provided along the Fishkill Avenue site frontage matching into the proposed on-street parking to be implemented as part of the City's Fishkill Avenue/Teller Avenue Rehabilitation project improvements in this area.

Based on the above summarized analysis and as permitted by City Code Section 223-26.C.(6) the Applicant is requesting that the Planning Board consider approval of the joint use of parking spaces for the Project and grant a waiver for the two (2) parking spaces for which the site is currently deficient. It is our opinion that this request is appropriate given the above summarized analysis, which indicates that sufficient parking capacity is provided on the site as a result of the variation in the times of the maximum parking utilization of the different uses proposed as part of the Project.

Sincerely,

Colliers Engineering & Design CT, P.C.
(DBA Maser Consulting Engineering & Land Surveying)

Richard D'Andrea, P.E., PTOE
Assistant Department Manager

R:\Projects\2022\22013186A\Correspondence\OUT\230308RGD_Shared Parking Analysis_Final.docx

**TABLE NO. P-1**
**SHARED PARKING ANALYSIS**
**WEEKDAY**

| Use | | Office | | Residential | | Residential | | |
|---|---|---|---|---|---|---|---|---|
| Size | | 8,214 Sq. Ft. | | 16 Units | | 24 Bedrooms | | Total Peak |
| Demand Factor | | 1 /200 Sq. Ft. | | 1 /Unit | | 0 /Bedroom | | Demand Per |
| Peak Hour Demand | | 42 Spaces | | 16 Spaces | | 6 Spaces | | Hour |
| Time of Day | | % of Peak | Parking | % of Peak | Parking | % of Peak | Parking | Parking |
| Start | End | Demand | Spaces | Demand | Spaces | Demand | Spaces | Spaces |
| 12:00 AM | 1:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 1:00 AM | 2:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 2:00 AM | 3:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 3:00 AM | 4:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 4:00 AM | 5:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 5:00 AM | 6:00 AM | 0% | - | 97% | 16 | 97% | 6 | 22 |
| 6:00 AM | 7:00 AM | 0% | - | 90% | 15 | 90% | 6 | 21 |
| 7:00 AM | 8:00 AM | 13% | 6 | 77% | 13 | 77% | 5 | 24 |
| 8:00 AM | 9:00 AM | 48% | 21 | 56% | 9 | 56% | 4 | 34 |
| 9:00 AM | 10:00 AM | 88% | 37 | 45% | 8 | 45% | 3 | 48 |
| 10:00 AM | 11:00 AM | 100% | 42 | 40% | 7 | 40% | 3 | 52 |
| 11:00 AM | 12:00 PM | 100% | 42 | 37% | 6 | 37% | 3 | 51 |
| 12:00 PM | 1:00 PM | 85% | 36 | 36% | 6 | 36% | 3 | 45 |
| 1:00 PM | 2:00 PM | 84% | 36 | 36% | 6 | 36% | 3 | 45 |
| 2:00 PM | 3:00 PM | 93% | 40 | 37% | 6 | 37% | 3 | 49 |
| 3:00 PM | 4:00 PM | 94% | 40 | 43% | 7 | 43% | 3 | 50 |
| 4:00 PM | 5:00 PM | 85% | 36 | 45% | 8 | 45% | 3 | 47 |
| 5:00 PM | 6:00 PM | 56% | 24 | 55% | 9 | 55% | 4 | 37 |
| 6:00 PM | 7:00 PM | 20% | 9 | 66% | 11 | 66% | 4 | 24 |
| 7:00 PM | 8:00 PM | 11% | 5 | 73% | 12 | 73% | 5 | 22 |
| 8:00 PM | 9:00 PM | 0% | - | 77% | 13 | 77% | 5 | 18 |
| 9:00 PM | 10:00 PM | 0% | - | 86% | 14 | 86% | 6 | 20 |
| 10:00 PM | 11:00 PM | 0% | - | 92% | 15 | 92% | 6 | 21 |
| 11:00 PM | 12:00 AM | 0% | - | 97% | 16 | 97% | 6 | 22 |
| | | | | | | Peak Parking Demand | | 52 |

Notes:

1) Parking Demand Factors based on City of Beacon Code Section 223-26. Hourly "% of Peak Demand" based on Insitute of Transportation Engineers Parking Generation Manual, 5th Edition for Land Use 220 - Multifamily Housing (Low-Rise) and Land Use 710 - General Office Building.

**TABLE NO.P-2**
**SHARED PARKING ANALYSIS**
**SATURDAY**

| Use | | Office | | Residential | | Residential | | |
|---|---|---|---|---|---|---|---|---|
| Size | | 8,214 Sq. Ft. | | 16 Units | | 24 Units | | Total Peak |
| Demand Factor | | 1 /200 Sq. Ft. | | 1 /Unit | | 0.25 /Unit | | Demand Per |
| Peak Hour Demand | | 42 Spaces | | 16 Spaces | | 6 Spaces | | Hour |
| Time of Day | | % of Peak | Parking | % of Peak | Parking | % of Peak | Parking | Parking |
| Start | End | Demand | Spaces | Demand | Spaces | Demand | Spaces | Spaces |
| 12:00 AM | 1:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 1:00 AM | 2:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 2:00 AM | 3:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 3:00 AM | 4:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 4:00 AM | 5:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 5:00 AM | 6:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 6:00 AM | 7:00 AM | 0% | - | 98% | 16 | 98% | 6 | 22 |
| 7:00 AM | 8:00 AM | 13% | 6 | 96% | 16 | 96% | 6 | 28 |
| 8:00 AM | 9:00 AM | 48% | 21 | 92% | 15 | 92% | 6 | 42 |
| 9:00 AM | 10:00 AM | 88% | 37 | 80% | 13 | 80% | 5 | 55 |
| 10:00 AM | 11:00 AM | 100% | 42 | 78% | 13 | 78% | 5 | 60 |
| 11:00 AM | 12:00 PM | 100% | 42 | 71% | 12 | 71% | 5 | 59 |
| 12:00 PM | 1:00 PM | 85% | 36 | 68% | 11 | 68% | 5 | 52 |
| 1:00 PM | 2:00 PM | 84% | 36 | 66% | 11 | 66% | 4 | 51 |
| 2:00 PM | 3:00 PM | 93% | 40 | 65% | 11 | 65% | 4 | 55 |
| 3:00 PM | 4:00 PM | 94% | 40 | 68% | 11 | 68% | 5 | 56 |
| 4:00 PM | 5:00 PM | 85% | 36 | 70% | 12 | 70% | 5 | 53 |
| 5:00 PM | 6:00 PM | 56% | 24 | 73% | 12 | 73% | 5 | 41 |
| 6:00 PM | 7:00 PM | 20% | 9 | 77% | 13 | 77% | 5 | 27 |
| 7:00 PM | 8:00 PM | 11% | 5 | 81% | 13 | 81% | 5 | 23 |
| 8:00 PM | 9:00 PM | 0% | - | 82% | 14 | 82% | 5 | 19 |
| 9:00 PM | 10:00 PM | 0% | - | 86% | 14 | 86% | 6 | 20 |
| 10:00 PM | 11:00 PM | 0% | - | 87% | 14 | 87% | 6 | 20 |
| 11:00 PM | 12:00 AM | 0% | - | 92% | 15 | 92% | 6 | 21 |
| | | | | | | Peak Parking Demand | | 60 |

Notes:

1) Parking Demand Factors based on City of Beacon Code Section 223-26. Hourly "% of Peak Demand" based on Insitute of Transportation Engineers Parking Generation Manual, 5th Edition for Land Use 220 - Multifamily Housing (Low-Rise) and Land Use 710 - General Office Building.

**TABLE NO.P-2A**
**SHARED PARKING ANALYSIS**
**SATURDAY**

| Use | Office | Residential | Residential | |
|---|---|---|---|---|
| Size | 8,214 Sq. Ft. | 16 Units | 24 Units | Total Peak |
| Demand Factor | 1 /1,000 Sq. Ft. | 1 /Unit | 0.25 /Unit | Demand Per |
| Peak Hour Demand | 6 Spaces | 16 Spaces | 6 Spaces | Hour |

| Time of Day | | % of Peak | Parking | % of Peak | Parking | % of Peak | Parking | Parking |
|---|---|---|---|---|---|---|---|---|
| Start | End | Demand | Spaces | Demand | Spaces | Demand | Spaces | Spaces |
| 12:00 AM | 1:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 1:00 AM | 2:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 2:00 AM | 3:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 3:00 AM | 4:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 4:00 AM | 5:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 5:00 AM | 6:00 AM | 0% | - | 100% | 16 | 100% | 6 | 22 |
| 6:00 AM | 7:00 AM | 0% | - | 98% | 16 | 98% | 6 | 22 |
| 7:00 AM | 8:00 AM | 13% | 1 | 96% | 16 | 96% | 6 | 23 |
| 8:00 AM | 9:00 AM | 48% | 3 | 92% | 15 | 92% | 6 | 24 |
| 9:00 AM | 10:00 AM | 88% | 6 | 80% | 13 | 80% | 5 | 24 |
| 10:00 AM | 11:00 AM | 100% | 6 | 78% | 13 | 78% | 5 | 24 |
| 11:00 AM | 12:00 PM | 100% | 6 | 71% | 12 | 71% | 5 | 23 |
| 12:00 PM | 1:00 PM | 85% | 6 | 68% | 11 | 68% | 5 | 22 |
| 1:00 PM | 2:00 PM | 84% | 6 | 66% | 11 | 66% | 4 | 21 |
| 2:00 PM | 3:00 PM | 93% | 6 | 65% | 11 | 65% | 4 | 21 |
| 3:00 PM | 4:00 PM | 94% | 6 | 68% | 11 | 68% | 5 | 22 |
| 4:00 PM | 5:00 PM | 85% | 6 | 70% | 12 | 70% | 5 | 23 |
| 5:00 PM | 6:00 PM | 56% | 4 | 73% | 12 | 73% | 5 | 21 |
| 6:00 PM | 7:00 PM | 20% | 2 | 77% | 13 | 77% | 5 | 20 |
| 7:00 PM | 8:00 PM | 11% | 1 | 81% | 13 | 81% | 5 | 19 |
| 8:00 PM | 9:00 PM | 0% | - | 82% | 14 | 82% | 5 | 19 |
| 9:00 PM | 10:00 PM | 0% | - | 86% | 14 | 86% | 6 | 20 |
| 10:00 PM | 11:00 PM | 0% | - | 87% | 14 | 87% | 6 | 20 |
| 11:00 PM | 12:00 AM | 0% | - | 92% | 15 | 92% | 6 | 21 |
| | | | | | | **Peak Parking Demand** | | **24** |

Notes:

1) Residential Parking Demand Factor is based on City of Beacon Code Section 223-26. Office Parking Demand Factor based on Insitute of Transportation Engineers Parking Generation Manual, 5th Edition 85th Percentile Parking Demand for Land Use 710 - General Office Building. Hourly "% of Peak Demand" based on Insitute of Transportation Engineers Parking Generation Manual, 5th Edition for Land Use 220 - Multifamily Housing (Low-Rise) and Land Use 710 - General Office Building.

March 10, 2023

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

RE: Site Plan, Traffic and Parking Study Review #1 for **Proposed Mixed Use Development,** 152-158 Fishkill Avenue, City of Beacon, Dutchess County, New York; CM Project No. 123-016

Dear Mr. Gunn:

Creighton Manning Engineering, LLP (CM) has performed a review of the documents contained within the Application for Lot Merger prepared by Cuddy and Feder, LLP, dated February 27, 2023. The proposed project consists of a 30,039-square-foot three-story building that will be comprised of 8,213 square feet of office space on the first floor and 16 residential units on the two upper floors. The project will be supported by 62 off-street parking spaces. Additionally, the consolidation of driveways as part of the project could allow for the creation of five additional on-street parallel parking spaces on the east side of Fishkill Avenue along the subject site's frontage. The project will be accessed by one full-movement driveway on Fishkill Avenue approximately 300-ft north of the Fishkill Avenue/Main Street intersection.

We offer the following comments:

1. The Traffic Impact Study prepared by Colliers Engineering & Design follows industry-standard traffic engineering guidelines.
2. CM identified an inconsistency in the Existing PM Peak volume for the Northbound through movement at Teller Ave/Fishkill Ave and Main Street. The correct volume is 127. CM notes that this inconsistency does not affect the substantive results of the study.
3. CM agrees with the trip generation estimates based on data from the Institute for Transportation Engineers. Based on this data, the proposed project will generate 28 total trip during the weekday AM peak hour, 30 total trips during the weekday PM peak hour, and 12 total trips during the Saturday midday peak hour.
4. The level of service analyses account for the improvements to the Fishkill Avenue/Verplanck Avenue and Fishkill Avenue/Main Street intersections that are part of PIN 8757.80 & PIN 8757.30.
5. The level of service analyses indicate that the study intersections will operate at acceptable levels of service in the Build condition during all study peak hours. CM agrees with the methodology and findings of these analyses.
6. CM notes that the proposed number of off-street parking spaces does not meet the number of required parking spaces. CM notes that the peak parking demand for a residential use typically occurs opposite of the peak parking demand for an office use. CM understands that a shared parking analysis evaluating this matter is forthcoming from the applicant's engineer. CM will conduct of a review of this materials once submitted.
7. CM notes that a parking space appears to be obstructing access to the refuse location. Please confirm the accessibility of the refuse area.
8. CM notes that there should be a total of three ADA-accessible parking spaces.
9. CM recommends that the applicant consider the installation of EV-charging stations for a portion of the parking spaces.
10. CM recommends that a bike rack or some form of bike storage be provided.
11. CM recommends that ADA-accessible curb ramps be provided to cross the proposed driveway.
12. CM notes that Fishkill Avenue, which is designated at NYS Route 52, is under the jurisdiction of the City of Beacon. Therefore, a New York State Department of Transportation Highway Work Permit is not needed to complete the work proposed within the right-of-way.

If you have any questions about the above comments, please do not hesitate to contact our office at (914) 800-9201.

Respectfully,
*Creighton Manning Engineering, LLP*

Frank A. Filiciotto, PE
Associate

Starke W. Hipp, PE
Project Engineer

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March 14, 2023

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

RE: Site Plan, Traffic and Parking Study Review #1A for **Proposed Mixed Use Development,** 152-158 Fishkill Avenue, City of Beacon, Dutchess County, New York; CM Project No. 123-016

Dear Mr. Gunn:

Creighton Manning Engineering, LLP (CM) has conducted a review of the Shared Parking Analysis prepared by Colliers Engineering & Design (Colliers), dated March 8, 2023. For the Board's knowledge, a shared parking analysis evaluates how the parking demand of multiple uses on one site fluctuates temporally. In the case of this proposed development, the peak parking demand for the residential use is likely to occur during the overnight and weekend period, whereas the peak peaking demand for the office use is likely to occur at midday on a weekday. When done correctly, a shared parking analysis can help a development avoid over parking. Upon review of the Colliers analysis, we offer the following comments:

1. The Shared Parking Analysis prepared by Colliers follows industry-standard traffic engineering guidelines.
2. Colliers references the time-of-day peak parking demand percentage for the two proposed land uses from the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition, which is an industry standard publication.
3. Based on the ITE data and the City of Beacon parking requirements, the peak shared parking demand for this development is expected to occur on a Saturday between 10:00 AM and 11:00 AM with a demand of 60 spaces. On a weekday, the peak shared parking demand is expected to occur between 10:00 AM and 11:00 AM with a demand 52 spaces.
4. CM agrees that typically office spaces are not fully occupied on weekends with the parking demand being lower on a Saturday and Sunday. Hence, utilizing the parking demand from ITE most closely represents the parking demand of a typical Saturday as shown in Table 2A.
5. Based on the shared parking analysis, the proposed 62 parking spaces is sufficient. Per our initial comment letter, CM maintains that an additional ADA-accessible parking space should be provided and that accessibility to the refuse location be investigated given the location of the adjacent parking space possibly obstructing access.

If you have any questions about the above comments, please do not hesitate to contact our office at (914) 800-9201.

Respectfully,
*Creighton Manning Engineering, LLP*

Frank A. Filiciotto, PE
Associate

Starke W. Hipp, PE
Project Engineer

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**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Certificate of Appropriateness - Glen Avenue - Single Family House

**ATTACHMENTS**

Glen Avenue Arch Review Application.pdf

Glen Avenue Location Map.pdf

Glen Avenue SFH Elevations.pdf

# ARCHITECTURAL REVIEW BOARD APPLICATION

Date: February 28, 2023

Project Address: Glen Avenue

Project Architect/Engineer: Day / Stokosa

Owner/Builder: Timothy & Etha Dexter

Contact Phone No.: 845-235-5831 Email: firedex16@gmail.com

Approval Requested: ____ Certificate of Appropriateness (sign or façade change) X New Single-Family House

Color/Materials:

Siding: Mastic - Quest Natural Slate, Dbl 4" ~~Front Gable Cedar Discovery~~ Perfection

Roofing: Timberland Architectural Shingle - Oyster Gray

Windows: Color: Black Type: Anderson Double Hung w/ 2 over 2 lite

Trim: White

Garage Door: Clopay Canyon Ridge Carriage House Ultra Grain Mahogany finish

Stone/Brick: N/A

Timothy P. Dexter

Signature of Owner

**Applications for sign approval must also submit a sign permit application & supporting documents**

FOR OFFICE USE ONLY:

The Architectural Review Board has reviewed the plans submitted for approval for the project listed above and has determined:

Plan Denied _____ (Date)

Plan Approved _____ (Date)

Subject to the following:

_____

_____

FEE: $100.00

Dutchess County
New York

# Parcel Lines

Dutchess County, NY

Printed By:
ParcelAccess

N

*ParcelAccess*
2/28/2023

NOTES:

1) ALL WINDOW SIZES CALLED OUT ON FLOOR PLANS ARE "ANDERSEN UNIT NUMBERS". IF "ANDERSEN" WINDOWS ARE NOT USED, A WINDOW OF EQUAL TYPE AND UNIT DIMENSION IS TO BE USED
2) ALL GLAZING TO BE DOUBLE INSULATED
3) ALL GLAZING TO BE "HIGH PERFORMANCE", "LOW-E" GLASS
4) ALL GLAZING WITHIN 18" OF FINISHED FLOOR TO BE TEMPERED

ALL OPERABLE WINDOWS THAT HAVE A SILL HEIGHT OF LESS THAN 24" ABOVE THE FINISHED FLOOR AND MORE THAN 72" ABOVE FINISHED GRADE MUST BE PROVIDED WITH WINDOW FALL PREVENTION DEVICES THAT COMPLY WITH ASTM F 2090

| SQUARE FOOTAGE: | |
|---|---|
| FIRST FLOOR: | 2,029 |
| GARAGE: | 582 |

## FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RAILING & STAIR NOTES:

FRONT PORCH RAILINGS, IF REQUIRED, NOT SHOWN ON FRONT ELEVATION

STAIRS WITH (4) OR MORE RISERS SHALL BE PROVIDED WITH HANDRAILS ON AT LEAST ONE SIDE. HANDRAILS SHALL BE A MINIMUM OF 34" IN HEIGHT AND NOT MORE THAN 38" IN HEIGHT. RAILS ARE TO BE MEASURED VERTICALLY FROM THE NOSING OF THE TREADS. CIRCULAR HANDRAILS SHALL HAVE AN OUTSIDE DIAMETER OF AT LEAST 1 1/4" AND NOT GREATER THAT 2". IF THE HANDRAIL IS NOT CIRCULAR IT SHALL HAVE A PERIMETER OF AT LEAST 4" AND NOT MORE THAN 6 1/4".

PORCHES, DECKS, BALCONIES OR RAISED FLOOR SURFACES LOCATED MORE THAN 30" ABOVE THE FLOOR OR GRADE BELOW SHALL HAVE GUARDS A MINIMUM OF 36" HIGH.

RISERS ARE TO BE CLOSED SUCH THAT THE OPENING BETWEEN THE TREADS DOES NOT PERMIT THE PASSAGE OF A 4" DIAMETER SPHERE.

TABLE R301.2(1)
CLIMATE AND GEOGRAPHIC DESIGN CRITERIA

| GROUND SNOW LOAD | WIND DESIGN | | | | SEISMIC DESIGN CATEGORY | SUBJECT TO DAMAGE FROM | | | WINTER DESIGN TEMP | ICE BARRIER UNDERLYMT REQUIRED | FLOOD HAZARDS | AIR FREEZING INDEX | MEAN ANNUAL TEMP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SPEED (mph) | TOPOGRAPHIC EFFECTS | SPECIAL WIND REGION | WIND-BORNE DEBRIS ZONE | | WEATHERING | FROST LINE DEPTH | TERMITE | | | | | |
| 40 | 115 MPH | NO | YES | NO | B | SEVERE | 42" | MOD.-HEAVY | -1 | YES | MAY 2, 2012 | 1500 | 47.4 |

IT IS A VIOLATION OF NEW YORK STATE EDUCATION LAW FOR ANY PERSONS TO ALTER THESE PLANS, SPECIFICATIONS, OR REPORTS IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR.

| | Brian J. Stokosa, PE |
|---|---|
| 02-27-23 | |
| Revised: 02-23-23 | |
| Project No: 2023.027 | License No. 083970 |

DAY|STOKOSA
ENGINEERING P.C.
3 Van Wyck Lane
Wappingers Falls, New York
(845)-223-3202

PROJECT
Lot #2 Fairview Subdivision
City of Beacon
Dutchess County, New York

New Residence For:
Tim Dexter

| SCALE | DRAWN BY | DRAWING No. |
|---|---|---|
| 1/4" = 1'-0" | S.M.M. | E1 |
| DATE | CHECKED BY | |
| 02-02-23 | B.J.S. | |

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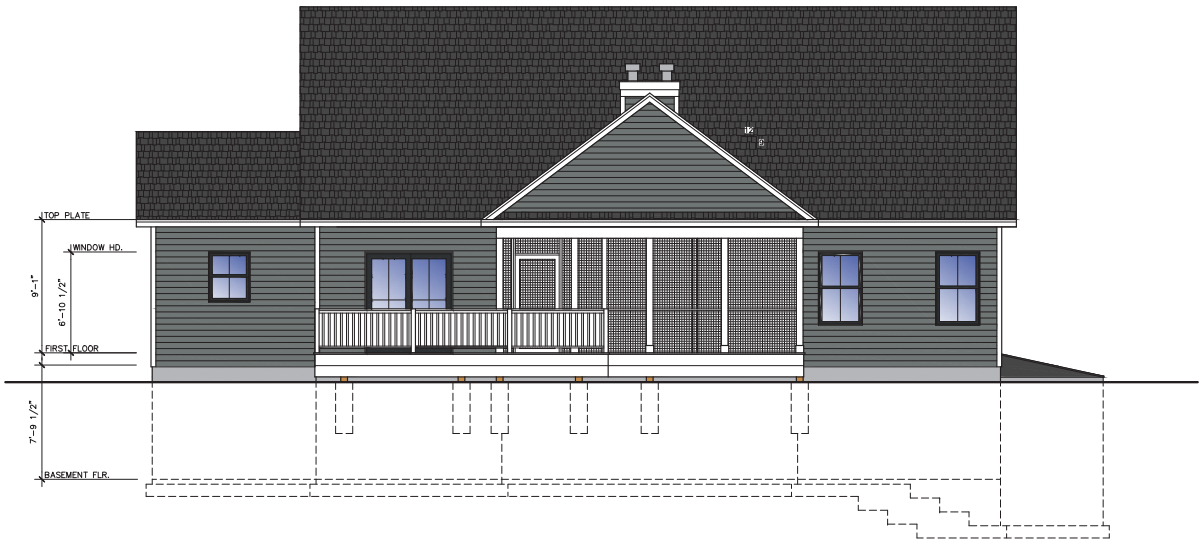


REAR ELEVATION

SCALE: 1/4" = 1'-0"

IT IS A VIOLATION OF NEW YORK STATE EDUCATION LAW FOR ANY PERSONS TO ALTER THESE PLANS, SPECIFICATIONS, OR REPORTS IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR.

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| | Brian J. Stokosa, PE |
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| 02-27-23 | |
| Revised: 02-23-23 | |
| Project No. 2023.027 | License No. 083970 |

DAY|STOKOSA
ENGINEERING P.C.

3 Van Wyck Lane
Wappingers Falls, New York
(845)-223-3202

PROJECT
Lot #2 Fairview Subdivision
City of Beacon
Dutchess County, New York

New Residence For:
Tim Dexter

| | | |
|---|---|---|
| SCALE: 1/4" = 1'-0" | DRAWN BY: S.M.M. | DRAWING No. E2 |
| DATE: 02-02-23 | CHECKED BY: B.J.S. | |

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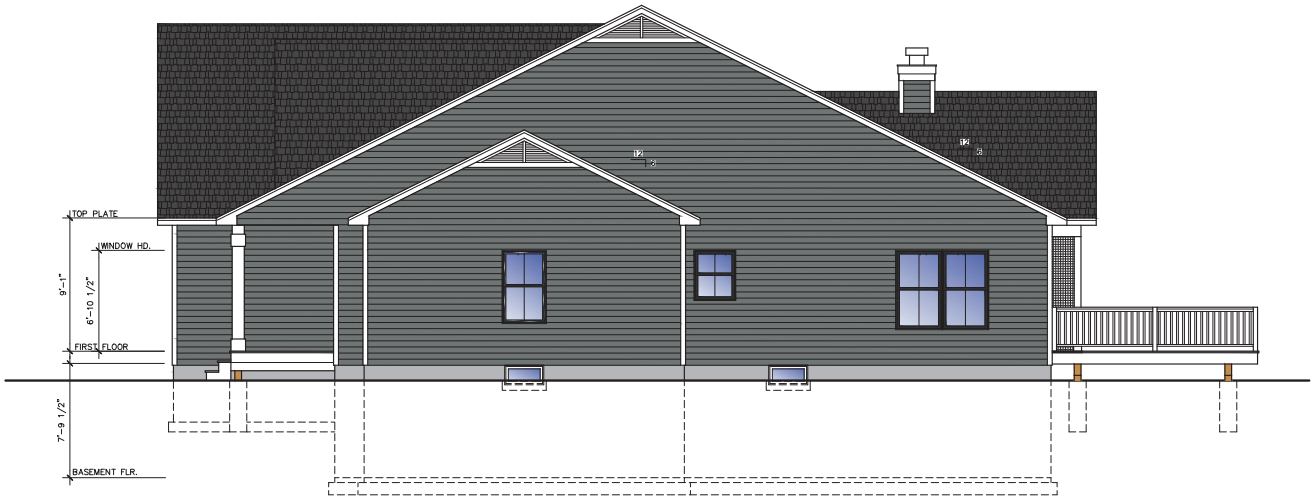
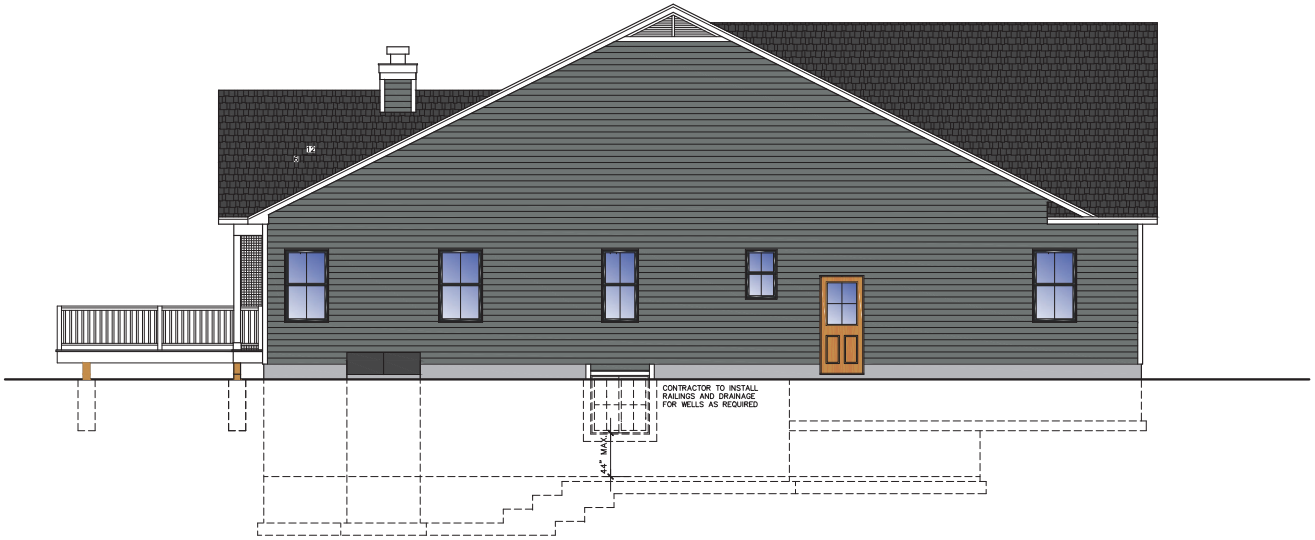



RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"




LEFT SIDE ELEVATION

SCALE: 1/4" = 1'-0"

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PROJECT
Lot #2 Fairview Subdivision
City of Beacon
Dutchess County, New York

New Residence For:
Tim Dexter

| | | |
|---|---|---|
| SCALE: 1/4" = 1'-0" | DRAWN BY: S.M.M. | DRAWING NO. E3 |
| DATE: 02-02-23 | CHECKED BY: B.J.S. | |

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**City of Beacon Planning Board Agenda**
**03/28/2023**

**Title:**

Certificate of Appropriateness - Verplanck Ave - Single Family House

**ATTACHMENTS**

146 Verplanck Ave Subdivision - Architecture Review Board Elevations.pdf

146 Verplanck Ave Subdivision - Architectural-Review-Board-Form-2022.pdf

PS
postscript
studio

646.883.9708
Beacon, New York
ps@postscriptstudio.com

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PROJECT:
Verplanck Ave
Beacon, New York

DATE: 02/15/2023
PROJECT NO 2106

Front Elevation

SCALE: N.T.S.

# A3.1

DRAWN BY: J.Petty

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PROJECT:
Verplanck Ave
Beacon, New York

DATE: 02/15/2023
PROJECT NO 2106

Side Elevation

SCALE: N.T.S.

# A3.2

DRAWN BY: J.Petty

# ARCHITECTURAL REVIEW BOARD APPLICATION

Date: Feb 15, 2023

Project Address: Verplanck Ave (Subdivision from 146 Verplanck Ave.)

Project Architect/Engineer: James Petty, AIA / Postscript Studio

Owner/Builder: James Petty / Postscript Construction

Contact Phone No.: 203. 645. 2616 Email: james@postscriptstudio.com

Approval Requested: ____ Certificate of Appropriateness (sign or façade change) ___X___ New Single-Family House

Color/Materials:

Siding: Board + Batten - White

Roofing: GAF Timberline Shingles - Charcoal

Windows: Color: Black Frame Type: Tilt/Turn

Trim: White / Dark Grey

Garage Door: White

Stone/Brick: None

James Petty
Signature of Owner

**Applications for sign approval must also submit a sign permit application & supporting documents**

FOR OFFICE USE ONLY:

The Architectural Review Board has reviewed the plans submitted for approval for the project listed above and has determined:

Plan Denied _____
(Date)

Plan Approved _____
(Date)

Subject to the following:

_____

_____

FEE: $100.00