CITY OF BEACON, NEW YORK
COURTROOM, CITY HALL
1 MUNICIPAL PLAZA
BEACON, NY 12508

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

December 14, 2020
7:00 PM
City Council Agenda

Roll Call

Workshop Agenda Items

1. Notice of Change in Public Meeting Location December 14
2. Climate Smart Coordinator: Electric Vehicle Policy and Environmental Purchasing Policy
3. Human Resources Director: Policies and Inclusion Update
4. Viewsheds
5. Special Use Permit Application 416-420 Main Street
6. 248 Tioronda Avenue Greenway Trail Easement
7. Capital Planning
8. Memorandum of Agreement with the Beacon Firefighter's Association
9. Dutchess County SPCA Agreement Renewal
10. Proposed Board and Committee Reappointments
11. Local Law Regarding Records Retention
12. Contract: Royal Carting and City of Beacon

Executive Session Items:

1. Personnel

City of Beacon City Council Agenda
12/14/2020

Title:

Notice of Change in Public Meeting Location December 14

ATTACHMENTS

Notice of Change in Public Notice of Change in Public Meeting Location December 14Location December 14.docx

NOTICE OF CHANGE IN PUBLIC MEETING LOCATION

PLEASE TAKE NOTICE, that effective immediately and based upon notices and health advisories issued by Federal, State and Local officials related to the COVID-19 virus, the City Council will not hold in-person meetings. Until further notice, all future City Council meetings (including public hearings) will be held via videoconferencing, as permitted by the NYS Open Meetings Law. Due to public health and safety concerns, the public will not be permitted to attend at the remote locations where the City Council members will be situated. The public, however, will be able to fully observe the videoconference meeting at https://us02web.zoom.us/j/81453187493?pwd=ZmxiK3JkZnp3RWdJVCtIQmNpTWVqQT09 Webinar ID: 814 5318 7493 Passcode: 804062. To the extent internet access is not available, the public can attend via telephone by dialing + 1 929 205 6099 and entering Webinar ID: 814 5318 7493

Passcode: 804062. The City Council's agenda is available online in advance of meetings at http://www.cityofbeacon.org/index.php/agendas-minutes/.

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

PLEASE TAKE FURTHER NOTICE, that the City Council Workshop of Monday, December 14, 2020 at 7:00pm can be accessed live at https://www.youtube.com/channel/UCvPpigGwZDeR7WYmw-SuDxg

City of Beacon City Council Agenda
12/14/2020

Title:

Climate Smart Coordinator: Electric Vehicle Policy and Environmental Purchasing Policy

ATTACHMENTS

Draft Green Fleet Policy

Draft Purchasing Procedure Amendment

City of Beacon Green Fleet and Equipment Policy

A. Basis for Policy
    a. Energy costs represent a significant amount of spending for the City of Beacon government and the City desires to be a leader in environmental stewardship.
    b. The transportation sector makes up nearly 70% of Beacon's community-wide greenhouse gas emissions according to a GHG inventory conducted by the City. The City wishes to lead by example when it comes to climate action and contribute to community-wide greenhouse gas reductions through its own operations.
    c. The City's vehicle fleet consumes approximately 35,320 gallons of gasoline and 27,070 gallons of diesel annually, amounting to the equivalent of 586 metric tons of carbon dioxide.
    d. The City recognizes that improving the efficiency of its fleet can lead to significant long-term monetary savings.
    e. The City has already purchased one plug-in hybrid electric vehicle and installed multiple electric vehicle charging stations with plans for more underway.
    f. The City wishes to establish a green City vehicle fleet and equipment policy, which would support the objectives of fuel-efficient, low- emission and low-cost fleet and equipment operations.
B. Fleet Inventory
    a. In order to establish a baseline of data so that the Green Fleet and Equipment Policy can be established, implemented, and monitored, the Highway Superintendent, in conjunction with the Climate Smart Coordinator, shall develop an inventory and analysis of the fleet vehicles and equipment within each department or agency. This inventory shall be based off of the current inventory in the asset management plan and include:
        i. Number of vehicles classified by model year, make, model, engine size, VIN, drivetrain type (2-wheel drive or 4-wheel drive), and the rated vehicle weight and classification (light-duty, medium duty, heavy-duty);
        ii. Miles per gallon (or gallon equivalent) per vehicle;
        iii. Type of fuel (or power source) used;
        iv. Average cost per gallon (or gallon equivalent) of fuel;
        v. Average fuel cost per mile;
        vi. Annual miles driven per vehicle;
        vii. Total fuel (or power consumption) per vehicle; and
        viii. Vehicle function (tasks associated with vehicle's use).
    b. Once the Fleet and Equipment Inventory from each dept. is submitted, an analysis on vehicular use will be performed by the Highway Superintendent, in conjunction with the Climate Smart Coordinator. The analysis will examine:
        i. Is vehicular use necessary
        ii. Is the smallest, most efficient vehicle being used to carry out tasks; and

DRAFT

iii. Can sustainable fuel vehicles adequately replace existing vehicles and accomplish substantially the same tasks?

C. Green Fleet and Equipment Policy
   a. It shall be the policy of the City of Beacon to require the purchase of Electric Vehicles (EV) for Light-Duty Vehicles (sedans, vans, SUVs)
      i. The City shall procure only EV models of light-duty vehicles.
      ii. Waivers for this requirement are to be considered only where an EV option for a given application is unavailable or cost prohibitive.
      iii. Waiver requests must be made in writing to City Council
   b. It shall be the policy of the City of Beacon to prioritize the purchase of electric vehicles for Medium and Heavy-Duty Vehicles
      i. The City shall prioritize the procurement of EV models of medium-duty and heavy-duty vehicles when such an option is available for the given application at a cost of purchase and operation comparable to conventional (gasoline or diesel) fuel vehicles and where service levels are not negatively impacted.
   c. It shall be the policy of the City of Beacon to prioritize the procurement of electric equipment
      i. The City shall prioritize the procurement of electric equipment when such an option is available for the given application at a cost of purchase and operation comparable to conventional (gasoline or diesel) equipment and where service levels are not negatively impacted.
   d. It shall be the policy of the City of Beacon to prioritize the development of further Green Fleet Infrastructure
      i. To support the growth of its EV fleet, the City will work to broaden its EV charging network over time, taking advantage of grant opportunities and incentives.

D. Goals
   a. It is the goal of this policy to reduce the greenhouse gas emissions from the City of Beacon fleet by more than New York State's emission reduction goal of 40% by 2030 through the combination of procurement, operations and technology, relative to the baseline established for year 2012 in the City's greenhouse gas inventory.

   b. After the request has been reviewed, the Fleet Manager in conjunction with the Coordinator of the Department of the Environment will issue a recommendation for vehicle procurement and will forward the recommendation to the requesting department and the County Executive.
   c. The Fleet Manager, in conjunction with the Coordinator of the Department of the Environment will review the fleet inventory taken in Section II above to identify older vehicles that are used infrequently (or not at all), as well as those vehicles that are disproportionately inefficient, and schedule their elimination or replacement.

E. Applicability

a. New emergency vehicles purchased under this policy must provide comparable performance, safety, and fuel availability during emergencies as conventionally powered emergency vehicles
b. The additional cost of purchasing an electric or other lower emission vehicle that complies with this requirement of this policy will be analyzed against the reduction of fuel, maintenance requirement, and other costs incurred during the operating life of such vehicle.
c. Wherever possible, grant funding will be used to help pay for the purchase of vehicles or equipment that complies with this policy, or that supports the deployment of appropriate sustainable technologies across the City fleet.

F. Reporting
   a. Annually, the Highway Superintendent, in conjunction with the Climate Smart Coordinator, will provide a report to the Mayor and City Administrator documenting the fuel use and emissions associated with the City of Beacon fleet and will include measured performance against stated goals.
   b. The report will summarize any activities related to the implementation of this policy.

PURCHASING PROCEDURES

GREEN PURCHASING POLICY

The City of Beacon recognizes the necessity of local governments leading the way to reduce or limit the environmental impacts of our operations and conserve our resources, therefore, the City hereby adopts the following general policy on purchasing:

Energy Use: Priority shall be given to products which consume the least amount of energy in their manufacture, use and disposal. Where possible, Energy Star qualification and/or an equivalent elevated measure of efficiency should be a minimum requirement in any energy consuming equipment, device, vehicle or appliance purchase. Please see vehicle purchase policy for further details on vehicle requirements.

Sustainability of Materials: Priority shall be given to products which are made from sustainable materials, and/or contain a significant level of recycled or reprocessed material and which are manufactured locally, and/or which are packaged to reduce transportation costs.

Packaging: Priority shall be given to products which are minimally packaged using recycled, recyclable or biodegradable packaging materials.

Environmental Impacts: Priority shall be given to products which reduce impacts on the environment during manufacture, use or disposal.

Health Impacts: Priority shall be given to products which reduce or eliminate health risks to employees and/or citizens in their manufacture, use or disposal. In particular, products that contain Chlorine, PVC, and/or emit unhealthy levels of chemical emissions during use should be avoided.

In addition, bid documents and requests for proposals shall be drafted to encourage environmentally preferable purchases and service by incorporating bidding specifications that procure goods and services with a reduced environmental impact where appropriate.

Nothing in this policy shall be construed as requiring the procurement of products or services that do not perform adequately for the intended use or not available at a reasonable price in a reasonable period of time.

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City of Beacon City Council Agenda
12/14/2020

Title:

Human Resources Director: Policies and Inclusion Update

ATTACHMENTS

Diversity & Inclusion Update

Domestic Violence Policy - Draft

Firearms Policy- Draft

Vehicle Use Policy - Draft

Whistleblower Policy - Draft

Diversity & Inclusion Update

December 14, 2020



Promoting Diversity and Inclusion is a priority of the City of Beacon

In my 4 months as HR Director …

- Held a Meet and Greet with all Department Heads individually.
- Held a Meet and Greet with the Highway Department.
- Scheduled Meet and Greets with the Fire Department.
- Met with Community members from:
  - Beacon 4 Black Lives
- Maintain an open door policy.
- Had many discussions with our employees about how they feel about working for the City.

- Overall Themes
  - Concerns surrounding diversity and equality.
  - Concerns regarding our Hiring Practices.
  - Growing Tensions in the Workplace.
  - Lack of clarity in intra-departmental policies and inconsistency in their enforcement.

How do we address the concerns?

- Diversity and Inclusion Statement
- New Hiring Procedures
- Standardizing the Promotion Process
- Diversity and Inclusion Certification Program
- Diversity and Inclusion Training for ALL Employees
  - Multi year plan
- Open Door Policy/Investigate All Concerns
- Streamlining Policies and Procedures throughout the City
- Third Party Involvement
- Open, Community Based Chief of Police Search Committee

Three Main Components

- Needs Assessment
- Trainings
- Policies and Procedures

- Tonight, we will be discussing the needs assessment

The "Big Picture"

- I have heard employee concerns about discrimination, inequality, and growing tensions.
- We need to address these issues head on, and policies and procedures are only the beginning.
- We need a long term plan on how to address these issues.

- Recruited the assistance of our Employee Assistance Program (EAP) provider The Work Place.
- We need a third, neutral party to help us develop a plan on how we move forward.
- They assigned 4 of their counselors to assist the City of Beacon.
- Based on need, we began with the Highway Department.

The Work Place EAP

WMC Health | MidHudson Regional Hospital
Westchester Medical Center Health Network

- Needs Assessment
  - Counselors met virtually with all Highway Department Employees one on one to ask questions about working for the City of Beacon, their Work Environment, and to hear any concerns they want to bring forward.
    - The virtual meetings were held in the conference room in the Highway Department, and I was present in the building so employees knew their confidentiality is maintained.

The Counselors have presented us with <u>Overall Themes</u> that they heard from our employees.

- They did not tell us what a specific employee said.



The Plan

- The Work Place:
  - Recommended group and individual training.
  - Provided suggestions on how to improve our work environment.
  - Recommended and will provide Individual counseling.
  - Recommended development of policies and procedures.
  - Provided us tools on how to handle issues as they arise.
  - Will Guide future group and individual conversations that my be difficult, and uncomfortable at times, but are necessary.

We acknowledge that this will take time, and this is something that is going to take commitment and a lot of work.

We have a long road ahead, but working together, we can overcome our challenges.

We must be dedicated to making a change, keep an open mind, and be willing to invest our time, and ourselves in this very important matter.



Next Step

- Meet with the Highway Department
  - Review the findings of the needs assessment
  - Outline our next steps, and discuss the kind of improvements we will be making
  - Ask everyone to be a part of the process and part of the solution.
  - Thank the Highway employees for taking part in this process, and helping us identify issues, and develop a plan to move forward.

Domestic Violence Policy

a. **Policy Statement.** The purpose of this policy is to identify and prescribe City of Beacon (City) practices that will promote safety in the workplace and respond effectively to the needs of victims of domestic violence.

b. **Definitions.** For purposes of this policy, the following terms will be defined as follows:

- **i.** **Domestic Violence:** A pattern of coercive tactics which can include physical, psychological, sexual, economic and emotional abuse, perpetrated by one person against a Family or Household Member with the goal of establishing and maintaining power and control over the victim.
- **ii.** **Family or Household Member:** Includes persons related by consanguinity or affinity; persons legally married to one another; persons formerly married to one another; persons who have a child in common, regardless of whether such persons are married or have lived together at any time; and unrelated persons who are continually or at regular intervals living in the same household or who have in the past continually or at regular intervals lived in the same household.
- **iii.** **Abuser:** A person who perpetrates this pattern of coercive tactics.
- **iv.** **Victim:** The person against whom an abuser directs coercive and/or violent acts and/or their child.
- **v.** **Domestic Violence Service Provider:** Agency or staff member of an agency that primarily or exclusively provides comprehensive services to victims of domestic violence, including residential programs licensed by the NYS Office of Children and Family Services.

c. **Guidelines.** Employee Awareness**:** The City shall increase awareness of domestic violence and inform employees of available sources of assistance i.e. The Employee Assistance Program, local domestic violence service providers, the NYS Domestic Violence and Sexual Assault hotline, and/or trained Human Resources personnel who are available to serve as confidential sources of information, support, and referral (Domestic Violence Liaison).

d. **Non-Discriminatory and Responsive Personnel Policies for Victimized Employees.** The City will ensure that personnel policies and procedures do not discriminate against victims of domestic violence and are responsive to the needs of victims of domestic violence.

- ~~**i.**~~ In Accordance with Executive Law §§292(34), 296(1), 296(22) employees will be allowed reasonable time off for the following reasons:
  - To seek medical attention for injuries caused by domestic violence;
  - To obtain services from a domestic violence shelter, program or rape crisis center;

- To obtain psychological counseling related to an incident of domestic violence;
- To participate in safety planning or to take other actions to increase safety from future incidents of domestic violence; or
- To obtain legal services, assist in the prosecution of the offense, or appear in court in relation to the incident of domestic violence.

An employee who requires reasonable accommodations must give advanced notice to the employer if possible. If it is not possible to give notice, the employer may request that the employee certify their victim status after the time off with either a police report, court order or other evidence from a court or prosecutor, medical records, or service provider records. Acceptable forms of notification are:

- A police report indicating that the employee or their child was a victim of domestic violence;
- A court order protecting or separating the employee or their child from the perpetrator of an act of domestic violence;
- Other evidence from the court or prosecuting attorney that the employee appeared in court;
- Documentation from a medical professional, domestic violence advocate, healthcare provider, or counselor that the employee or their child was undergoing counseling or treatment for physical or mental injuries or abuse resulting in victimization from an act of domestic violence.

ii. Employees who are victims of domestic violence and who separate from a spouse (or terminate a relationship with a domestic partner, if covered), shall be allowed to make reasonable changes in benefits at any time during the calendar year where possible, in accordance with statute, regulation, contract and policy.

iii. In cases in which it is identified that an employee's work performance difficulties are a result of being a victim of domestic violence, said employee shall be afforded all of the proactive measures outlined in this policy, and shall be provided clear information about performance expectations, priorities, and performance evaluation. If a disciplinary process is initiated, special care will be taken to consider all aspects of the victimized employee's situation, and all available options in trying to resolve the performance problems should be exhausted, including making a referral to the Employee Assistance Program, consistent with existing collective bargaining unit agreements, statute, regulations and City policy.

iv. If reasonable measures have been taken to resolve domestic violence-related performance problems of victimized employees, but the performance problems persist and the employee is terminated or voluntarily separates from employment, the employee will be informed of their potential eligibility for unemployment insurance and other separation benefits.

e. <u>Workplace Safety Plans</u>.

i. The City shall have a Domestic Violence Workplace Safety Response Plan in place and provide reasonable means to assist victimized employees in developing and implementing individualized domestic violence workplace safety plans, consistent with existing collective bargaining agreements, statutes and regulations.

ii. The City's response plan consists of alerting the appropriate law enforcement agency by dialing 911, with subsequent notification given to the Director of Human Resources, and City Administrator. Such a plan will allow appropriate actions to be taken if an abuser gains unauthorized access to the work site, or if an abuser engages in any acts that threaten the safety of employees or public.

iii. Employees are responsible for providing a written report of any incidents of domestic violence in the workplace, including any threats which they have witnessed, received, or have been told that another person has witnessed or received. These reports should be submitted to the Director of Human Resources. Any employee who obtains a protective or restraining order which includes City-owned or leased premises as a protected area shall provide a copy of such order to the Director of Human Resources.

iv. The City shall comply and assist with enforcement of all known court orders of protection, particularly orders in which abusers have been ordered to stay away from the work site. If requested by the victim of domestic violence or law enforcement, the City shall provide information in its possession concerning an alleged violation of an order of protection.

v. Employees are encouraged to bring their orders of protection (OP) to the attention of the Director of Human Resources, who will secure the document, along with any other confidential information. The Director of Human Resources will discuss with the employee a plan on how best to proceed to ensure the safest possible work environment for the employee and the rest of the staff. With the permission of the employee, this may include providing a copy of the OP and/or photo of the perpetrator to Department Supervisors, the Police Department and/or front desk personnel. The employee is responsible for notifying the Director of Human Resources if there are any changes to the OP.

vi. Information related to an employee being a victim of domestic violence shall not be divulged without the express written consent of the victimized employee, unless it is determined that maintaining said confidentiality puts the victim or other employees at risk of physical harm. In such circumstances, where possible, the victimized employee should be given advanced notification of the intent to provide information to third parties.

f. Accountability for Employees Who Are Offenders.

The City shall hold accountable employees who engage in the following behavior: (1) using City resources to commit an act of domestic violence; (2) committing an act of domestic violence from or at the workplace, or from any other location while on official City business; or (3) using their job-related City resources in order to negatively affect victims and/or assist perpetrators in locating a victim and/or in perpetrating an act of domestic violence.

i. In cases in which the City has found that an employee has threatened, harassed, or abused an intimate partner at the workplace using City resources such as work time, workplace telephones, FAX machines, mail, e-mail or other means, said employee may be subject to corrective or disciplinary action , up to and including termination.

ii. In cases in which the City has verification that an employee is responsible for a domestic violence-related offense, or is the subject of any order of protection, including temporary, final or out-of-state order, as a result of domestic violence, and said employee has job functions that include the authority to take actions that directly impact victims of domestic violence and/or actions that may protect abusers from appropriate consequences for their behavior, the City shall determine if corrective action is warranted.

iii. In cases in which any employee intentionally uses their job-related authority and/or intentionally uses City resources in order to negatively impact a victim of domestic violence, assist an abuser in locating a victim, assist an abuser in perpetrating acts of domestic violence, or protect an abuser from appropriate consequences for their behavior, said employee may be subject to corrective or disciplinary action, , up to and including termination.

Firearms Policy

a. **Policy.** City of Beacon personnel, employees, contractors, vendors and all other persons on City of Beacon property, for any purpose, shall not carry or possess any firearm unless used in the performance of one's official City work duties and approved by a supervisor, knife over four (4) inches in length, knife four (4) inches or less in length unless used in the performance of one's official City work duties and approved by a supervisor, or any other device that may be characterized as a weapon, as defined in Section 265 of the Penal Law of the State of New York, capable of causing death or serious injury. Weapons and ammunition are not to be kept or stored anywhere on City of Beacon premises, including in personal vehicles on City of Beacon property, or stored or transported in City of Beacon vehicles. This prohibition applies regardless of whether the individual has a weapon permit or is otherwise authorized by law to possess, carry, or use the weapon.

b. **Reporting Violations**. Under no circumstances should any employee, contractor or vendor take any unnecessary risk or compromise their safety by confronting an individual who may be carrying a firearm or other deadly weapon. If an employee, contractor or vendor suspects an individual to be concealing a weapon in violation of this policy, he/she should not confront the individual. Instead, contact the Director of Human Resources and explain the reasons behind your suspicions. If an employee, contractor or vendor becomes aware of an imminent violent act or threat of an imminent violent act, immediately contact the Beacon Police Department, then contact the Director of Human Resources.

The following applies to violators of this policy:

i. Employees: Any employee who violates this policy may be subject to disciplinary action, including, but not limited to termination.

ii. Vendors and Contractors: Any vendor or contractor who violates this policy may be barred from doing business with the City of Beacon.

Vehicle Use Policy

a. Assignment of City Vehicles

i. General

i. The assignment of municipal vehicles during work time is based upon the job description consistent with departmental workload and employee function. Such assignment of vehicles may be rescinded at any time by the City Administrator.

ii. Assignment of City Vehicles for 24-hour use

i. The assignment of vehicles for 24-hour use will be made in writing by the City Administrator and will only be considered for employees who require a vehicle for the ordinary and necessary discharge of their job functions. Criteria which will be used in the determination of eligibility for 24-hour vehicle use include:

1. Officially designated on call status
2. Requirement for frequent emergency availability
3. Emergency or other equipment contained in the vehicle.

ii. Such assignment of vehicles may be rescinded at any time by the City Administrator.

iii. Vehicle use is limited to travel to and from the residence and place of work. The vehicle should be driven over the most direct route taking into account road and traffic conditions. The vehicle should not be utilized for travel outside a direct commuting route for personal reasons, however, incidental or deminimus personal use on the direct route may be permitted. Such incidental use may include, but not be limited to, stopping for a cup of coffee on the way, stopping at a store along the way, dropping off dry cleaning, etc.

iv. Whenever a position becomes vacant, the authorization for 24-hour use shall be re-evaluated.

v. Employees assigned vehicles for 24-hour use involving a commute of more than 15 miles one way shall reimburse the City for the additional fuel cost at the IRS mileage reimbursement rate applicable at the time. Employees who have been assigned a City vehicle and have established commuting patterns of more than 15 miles prior to April 15, 2011 shall be exempt from this provision.

b. <u>Policy and Driver Safety Regulations.</u> Employees are expected to operate vehicles safely to prevent accidents which may result in injuries and property loss. It is the policy of the City of Beacon ("City")to provide and maintain a safe working environment, to protect our employees and the citizens of the communities where we conduct business from injury and property loss. The City is responsible for maintaining all vehicles to safe and legal standards. The City is committed to promoting safety awareness and responsible driving behavior in its employees. Its efforts and the commitment of employees will prevent vehicle accidents and reduce personal injury and property loss claims. This goal requires the full cooperation of each driver to operate their vehicle safely and to adhere to the responsibilities outlined in this policy, as well as applicable Federal, State and local regulations. The following section outlines specific requirements to be followed by all those who operate City vehicles.

i. **Policy Acknowledgement:** All drivers must sign a Vehicle Use Policy Acknowledgement prior to operating any City vehicle. This acknowledgement will be kept on file in the Human Resources Department. By signing the Acknowledgement, drivers acknowledge an understanding of, and future compliance with, the directives in the policy. Signing the Acknowledgement is a prerequisite to driving a City vehicle. This can also include acknowledgement of the City's Employee Handbook.

ii. **Vehicle Operators:** Only City employees may drive City vehicles. Prior to operating a City vehicle, all drivers must meet minimum standards, must have read the "Vehicle Use Policy", and must have signed the "Vehicle Use Policy Acknowledgement". All employees operating any type of equipment should be aware of the maintenance items, safety precautions and how to perform routine safety checks.

iii. **Valid Driver's License:** All eligible drivers shall at all times possess a valid driver's license, issued in the United States, applicable to the class of vehicles to be operated. Proof of such license must be on file with the City. Any operation of a City vehicle with a suspended or revoked license will result in disciplinary action. Any operation of a City vehicle with a suspended or revoked license that results in an accident will be subject to disciplinary action, up to and including termination. For the purposes of this section, any hardship privilege or conditional license issued to an employee pursuant to New York's Vehicle and Traffic Law shall constitute a suspended or revoked license. Prior to approving any employee to drive a Town vehicle, the Town will conduct a Department of Motor Vehicles ("DMV") check for the employee. The DMV check, will include, but is not limited to, a driving record check and verification that the employee has a valid driver's license.

iv. **Driving Abstract:** Each employee who regularly operates a City vehicle must annually obtain an abstract of their driver's license from the DMV and provide it to their supervisor. Abstracts will be kept in the City's files. Any violations of the traffic, transportation or motor vehicle laws must be reported to the City Administrator for a determination as to whether that employee shall be permitted continued use of a City vehicle.

v. **Insurance:** The City shall provide liability and vehicle damage coverage for all City vehicles. Individuals who are paid for mileage for personal use of their private vehicle are required to maintain liability insurance on their vehicles in accordance with State insurance guidelines. Proof of such insurance is required upon hire and on an annual basis thereafter. If an employee's liability insurance lapses, the employee's supervisor must be notified immediately. **Random Drug Screenings:** All employees who use a City vehicle as part of their regular work duties will be required to participate in random drug and alcohol screening.

1. The City may conduct a random drug/alcohol testing program designed to achieve not less than, nor substantially above, the minimum testing rate required by the Federal Highway Administration.
2. The selection of covered employees for random drug/alcohol testing shall be made by the City's contractor for drug/alcohol testing and shall result from a scientifically valid method, such as a random number generator that is matched with the Social Security number, payroll identification number, or other comparable identifying number of all covered employees. Under the selection process used, each covered employee shall have an equal chance of being tested each time selections are made.
3. The City shall ensure that random drug/alcohol tests are unannounced and that the dates for administering random drug/alcohol tests are spread reasonably throughout the calendar year.
4. Each employee who is notified of selection for random drug/alcohol testing shall proceed to the test site immediately at the direction of a supervisor. Transportation to and from the testing site will be provided by the City.
5. Sample collection and testing shall be conducted in a manner to ensure confidentiality, a high degree of accuracy and reliability, and using techniques, equipment, and laboratory facilities which have been approved by the U.S. Department of Health and Human Services.

vi. **Safety Belts:** The driver and all occupants of a City vehicle are required to wear safety belts in accordance with applicable laws when the vehicle

is in operation. The driver is responsible for ensuring all passengers wear their safety belts.

vii. **Impaired Driving:** The driver must not operate a City vehicle at any time when their ability to do so is impaired/affected/influenced by alcohol, illegal drugs, prescribed or over-the-counter medications, illness, fatigue or injury. Driving a City vehicle under the influence of drugs/alcohol is strictly prohibited. Possession and/or use of alcohol, illegal drugs, or other intoxicating substances by the operator or any passenger in a City vehicle is strictly prohibited. Violation of this provision may result in disciplinary action, up to and including termination.

viii. **Smoking:** Smoking cigarettes, e-cigarettes and/or vaping in any City vehicle is strictly prohibited. This applies equally to the driver and passengers.

ix. **Traffic Laws:** Operation of City vehicles shall be in full compliance with all Federal, State and local motor vehicle regulations, laws and ordinances. This applies equally to the driver and passengers.

x. **Cell Phones, Electronic Devices and Other Distractions:** Operators shall manage their driving environment to minimize distractions that could have an impact on their ability to safely operate the vehicle. Use of cellular phones and other communication devices (with or without hands free devices) while operating a City vehicle is strictly prohibited. Texting while operating a City vehicle is also strictly prohibited. Violation of this provision may result in disciplinary action, up to and including termination.

xi. **Transportation of Non-City Employees**: When using a City vehicle, passengers must be limited to City employees or travelers engaged in official City business. Family members, friends or any individual without a City business purpose are strictly prohibited from riding in a City vehicle. Employees may not transport animals in City vehicles unless such transportation is in the course of legitimate City business.

xii. **IRS Reporting Requirements:** Employees who are permitted restricted commuting use of a City vehicle shall have an amount reported in the employees' wages that represents the taxable fringe benefit value as defined by the IRS.

xiii. **Citations:** Drivers shall be held personally responsible for paying any and all vehicle and traffic citations, parking fines, and/or lock-out services which occur while in possession of a City vehicle. Employees who are issued violations, citations or infractions for any violation of

the traffic, transportation or motor vehicle laws, while using a City vehicle must notify his or her supervisor immediately, when practicable, but in no case later than twenty-four (24) hours. Additionally, the responsible driver may be subject to discipline, as determined by the City.

xiv. **Employee Accident Reporting:** Upon the occurrence of an accident involving a City vehicle, a law enforcement officer shall be summoned to the scene of any accident involving a City employee. Drivers are responsible for the immediate reporting of all accidents or any damage to City vehicles, City property or private property to their direct Supervisor, who will then notify the Director of Finance and Director of Human Resources immediately. The Driver and/or their Supervisors will be required to file an Employee Vehicle Accident Form and file it with the Director of Finance and Director of Human Resources immediately. Failure to report an accident can result in disciplinary and/or criminal action, up to and including suspension or termination.

xv. **Post-accident Drug Screenings:** Unless otherwise covered by a collective bargaining agreement, an employee who is driving a City vehicle and is involved in an accident shall have a drug and alcohol test administered by a contracted vendor within one (1) hours of said accident.

The employee shall be brought to the testing facility by their Department Head, or their designee.

For the purpose of this section, accident is defined as: 1) any incident involving the loss of human life and/or where bodily injury occurs with immediate medical attention is needed; 2) any incident where there is property damage, whether it be City property or private property; and 3) any incident where the employee receives a citation under state or local law arising from an incident.

An employee subject to post-accident testing shall remain readily available for such testing or may be deemed by the City to have refused to submit to testing.

xvi. **Accident Review Committee:** When an Employee Vehicle Accident form is received by the Director of Finance and the Director of Human Resources, an accident review meeting will be convened as soon as possible. The employee, the Director of Finance, the Director of Human Resources, the City Administrator or designee, and any witnesses to the accident may be interviewed.

xvii. **Employee Reporting Requirement for Loss of Driving Privilege:** Employees who drive City vehicles are responsible for the immediate reporting of a loss of driving privilege in New York State to a direct Supervisor and Human Resources. This includes the issuance of any hardship privilege or conditional license to an employee pursuant to Vehicle and Traffic Law, respectively. Additionally, this applies to instances when "out-of-services-orders" are issued pursuant to local, state and federal law. "Out-of-services-orders" means a declaration by an authorized enforcement officer of Federal, State, Canadian, Mexican, or local jurisdiction that a driver, commercial motor vehicle, or a motor carrier operation is out of service pursuant to 49 CFR 386.72, 392.5, 392.9a, 395.13 or other applicable laws. Further, any employee whose job requires the use of a vehicle for City business must notify the City Administrator by the next business day of any and all moving motor vehicle citations, whether due to driving on or off duty. Failure to report a loss of driving privilege or a vehicle citation can result in disciplinary action, up to and including suspension or termination.

xviii. **Employee Reporting Requirement for Arrest:** Any employee who is assigned a City vehicle and who is arrested for or charged with a motor vehicle offense for which the punishment includes suspension or revocation of the motor vehicle license, whether in his or her personal vehicle or in a City vehicle, must notify his or her supervisor immediately, when practicable, but in no case later than twenty-four (24) hours. Failure to provide the required notice may be grounds for disciplinary action. The employee's supervisor must report the arrest or charge concerning a motor vehicle offense to the City Administrator for a determination as to whether that employee shall be permitted continued use of a City vehicle. Conviction for such offense may be grounds for loss of City vehicle privileges and/or further disciplinary action

xix. **Insurability Standards** – It shall be solely the responsibility of a City employee to meet or exceed all insurability standards, as established from time to time by the City Council or the City's insurance carrier, which are required for the use or operation of a City vehicle. Any City employee who has any of the following during the most recent three-year period will be deemed to have violated the insurability standard and will not be allowed to operate any City vehicles:

- Conviction of DWI / DWAI;
- Conviction of Reckless Driving;
- Suspended or Revoked Driver's License;
- Conviction of Speeding 25 MPH or more above the speed limit;
- Conviction of a Drug or Alcohol offense which would materially affect one's ability to operate a vehicle;
- Conviction of Hit and Run/Leaving the scene of an accident;

- Conviction of Two or more at-fault accidents;
- Conviction of three (3) or more moving violations in the past three (3) years; or
- Less than two (2) years driving experience.

xx. **Cleaning:** Drivers are responsible to ensure that vehicles are kept clean and neat at all times and that all personal items and trash are removed from the vehicles at the end of each use. No advertisements, signs, bumper stickers or other markings (which are not related to official City business)may be displayed on City vehicles at any time.

xxi. **Unauthorized Use of Vehicles:** Drivers and other authorized employees shall not allow an unauthorized individual to operate a City vehicle. Violations may be subject to disciplinary action, up to and including termination. If unauthorized use results in an accident, the responsible employee may be required to make restitution for any damages. (NOTE: The only exception to this directive is in an emergency situation where the vehicle is deemed to interfere with individual or public safety, and no authorized driver is capable or available to move the vehicle.)

xxii. **Security:** Drivers are responsible for maintaining the security of the City vehicle and its contents at all times that it is in their possession. The vehicle shall not be driven unless it is safe for the road.

xxiii. **Off Duty Usage**: Employees may only use City vehicles for legitimate City business. Employees may only take home a City vehicle, or use a City vehicle for non-business purposes, if they have prior written authorization, as outlined above. Further, any employee who operates or uses a City vehicle on or off duty shall exercise discretion to avoid, when possible, any situation which may tend to convey an impression to the public that the vehicle operator is using the vehicle for unofficial purposes.

xxiv. Employees who operate or use City vehicles may claim reimbursement for parking fees (not fines) and tolls actually incurred. In addition, employees driving City vehicles may claim reimbursement for fuel and other expenses directly incurred for business purposes. All requests for reimbursement must be approved by the employee's supervisor and the City Administrator.

xxv. Employees utilizing or operating a City vehicle are not permitted to take the vehicle outside the boundaries of the City of Beacon for any purpose, business or otherwise, without the prior written or verbal approval of the City Administrator, in each instance first obtained, with the exception of

vehicles used by members of the Highway Department, wherein such approval must be first obtained and approved by the Highway Superintendent, and vehicles used by members of the Parks and Recreation Department, wherein such approval must be first obtained and approved by the Recreation Director.

c. <u>Expense Reimbursement – Personal Vehicles</u>

i. Expense reimbursement is intended for travel outside the City of Beacon. Employees will not be reimbursed for personal automobile use within the City without advanced approval of the City Administrator unless specifically authorized by a collective bargaining agreement.

ii. When an employee is authorized to use a personal automobile for work-related travel, he or she shall be reimbursed at the IRS rate applicable at the time and is intended to include the costs of gasoline, repairs, insurance, and general wear and tear on the automobile.

iii. In addition to the mileage rate, the city will reimburse employees authorized to travel outside of the City, driving personal or municipal vehicles, for tolls and reasonable parking expenses, when receipts are provided.

iv. An employee who uses his or her personal automobile to travel from home to a temporary assignment, rather than his or her regularly assigned work location, shall be allowed personal automobile expenses between home and the temporary assignment, or between the temporary assignment and the regular work location, whichever is less.

v. Employees will not be reimbursed for commuting between their homes and offices or other regular work locations.

vi. Mileage reimbursement is measured from the place of normal work assignment to the assigned location to which the employee has been sent and the return trip. The employee cannot use the mileage from their residence to the assigned location if this mileage is greater than it would be from the place of normal work assignment. If the employee's residence is nearer to the assigned work location and as a practical matter it is easier to go directly to the assigned location and then return to the place of normal work assignment, this is permitted as long as the total mileage does not exceed the mileage to and from the assigned location from the normal work location.

vii. In order to be reimbursed for personal automobile use, employees must complete the personal automobile travel expense form. This form should

be submitted through the department head for approval prior to submission for payment.

d. **Compliance Requirement.** Any failure to comply with the Vehicle Use Policy contained herein shall be reviewed by the Director of Human Resources and may be considered a violation of work rules resulting in a loss of driving privileges and possible disciplinary action, up to and including termination.

Whistleblower Policy

a. Purpose. It is the policy of the City of Beacon to afford certain protections to individuals who, in good faith, report violations of ethics or other instances of potential wrongdoing within the City. The Whistleblower Policy set forth below is intended to encourage and enable employees to raise concerns in good faith within the City of Beacon Administration, and without fear of retaliation or adverse employment action.

b. Definitions.

i. **Good Faith:** When the individual making the disclosure reasonably believes such information to be true and reasonably believes that it constitutes potential Wrongdoing.

ii. **Employee:** All Elected Officials, board members, officers and staff employed at the City of Beacon, whether full-time, part-time, employed pursuant to contract or appointment, employees on probation or temporary employees.

iii. **Personnel Action:** Any action affecting compensation, appointment, promotion, transfer, assignment, reassignment, reinstatement or evaluation of performance.

iv. **Whistleblower:** Any City of Beacon Employee who, in Good Faith, discloses information concerning potential Wrongdoing by another City of Beacon Employee, or concerning the business of the City of Beacon itself.

v. **Wrongdoing:** Any alleged corruption, fraud, criminal or unethical activity, misconduct, waste, conflict of interest, intentional reporting of false or misleading information, or abuse of authority engaged in by a City of Beacon Employee that relates to the City of Beacon.

c. Reporting Wrongdoing. All City of Beacon Employees who discover or have knowledge of potential Wrongdoing concerning elected officials, board members, officers, or Employees of this City, or a person having business dealings with this City, or concerning the City itself, shall report such activity in accordance with the following procedures:

i. The City of Beacon Employee shall disclose any information concerning Wrongdoing, either orally or in a written report, to his/her supervisor, or to the Authority's City Administrator of Director of Human Resources.

ii. All City of Beacon Employees who discover or have knowledge of Wrongdoing shall report such Wrongdoing in a prompt and timely manner.

iii. The identity of the Whistleblower and the substance of their allegations will be kept confidential to the extent possible.

iv. The individual to whom the potential Wrongdoing is reported shall investigate and handle the claim in a timely and reasonable manner, which may include referring such information to City of Beacon Counsel or an appropriate law enforcement agency where applicable.

v. After investigation, the individual to whom the potential Wrongdoing is reported shall recommend appropriate corrective action, if any.

d. False Complaints. Any unfounded allegation that proves to have been made maliciously, recklessly, or knowingly to be false will be viewed as a serious offense and result in disciplinary action, up to and including termination of employment.

e. <u>No Retaliation or Interference.</u> No City of Beacon Employee shall retaliate against any Whistleblower for the disclosure of potential Wrongdoing, whether through threat, coercion, or abuse of authority; and no City of Beacon Employee shall interfere with any other City Employee by any improper means aimed at deterring disclosure of potential Wrongdoing. Any attempts at retaliation or interference are strictly prohibited; also:

i. No City of Beacon Employee who in Good Faith discloses potential violations of ethics, or other instances of potential Wrongdoing, shall be the subject of harassment, retaliation or adverse Personnel Action.

ii. All allegations of retaliation against a Whistleblower, or interference with an individual seeking to disclose potential Wrongdoing, will be thoroughly investigated by the City of Beacon.

iii. Any City of Beacon Employee who retaliates against, or attempts to interfere with, any individual for having in Good Faith disclosed potential violations of ethics or other instances of potential Wrongdoing may be subject to discipline, which may include termination of employment.

iv. Any allegation of retaliation or interference will be taken seriously and, irrespective of the outcome of the initial complaint, will be treated as a separate matter.

f. <u>Other Legal Rights Not Impaired.</u> The Whistleblower Policy set forth herein is not intended to limit, diminish or impair any other rights or remedies that an individual may have under the law with respect to disclosing potential Wrongdoing, free from retaliation or adverse Personnel Action.

i. Specifically, this Whistleblower Policy is not intended to limit any rights or remedies that an individual may have under the laws of the State of New York including, but not limited to, the following provisions: Civil Service Law § 75-b, Labor Law § 740, State Finance Law § 191 (commonly known as the "False Claims Act"), and Executive Law § 55(1).

ii. With respect to any rights or remedies that an individual may have pursuant to Civil Service Law § 75-b or Labor Law § 740, any Employee

who wishes to preserve such rights shall, prior to disclosing information to a government body, have made a good faith effort to provide the appointing authority or his/her designee the information to be disclosed, and shall provide the appointing authority or designee a reasonable time to take appropriate action, unless there is imminent and serious danger to public health or safety. (See Civil Service Law § 75-b[2][b]; Labor Law § 740[3]).

Title:

Viewsheds

ATTACHMENTS

Scenic Viewsheds Protection Draft 11.6.20

Views Conceptual Examples

Views Citywide

Views LWRP

Views Main St

Scenic Viewsheds Protection

Draft 11/6/20

A. Statutory Authority

Pursuant to the General Municipal Law § 96-a of the State of New York and the General City Law of the State of New York, the Beacon City Council hereby enacts a Scenic Viewsheds Protection Law.

B. Purposes

The City of Beacon finds that certain public view locations and viewsheds, as herein defined, have a special scenic, historic, or aesthetic value and any future obstruction of such viewsheds would constitute an irreplaceable loss to the people of the City. It is hereby declared as a matter of public policy that the protection, enhancement, perpetuation, and scenic use of designated view locations is a public necessity and is required in the interest of health, safety and general welfare. The purposes of this section are to:

(1) Safeguard the City's scenic and aesthetic resources, as embodied in designated viewpoints and viewsheds.

(2) Stabilize and improve property values in such scenic resource areas.

(3) Foster civic pride in the beauty of the City.

(4) Implement the objectives and policies of the City's Comprehensive Plan, Local Waterfront Revitalization Program, and Natural Resources Inventory.

C. Policy Intentions

(1) It the intent of the City of Beacon to protect and preserve the scenic resources of the City, to ensure that the benefits provided by the scenic resource will not be lost for present and future generations, and to protect the broader public interest.

(2) These regulations are enacted with the intent of providing an equitable balance between the rights of the individual property owners to the use of their property and the rights of present and future generations. Therefore, this section recognizes the rights of the property owners that may be affected by a designated scenic resource to use their property for reasonable purposes consistent with these and other regulations and controls, provided that such use does not result in a significant loss or impairment to public scenic viewsheds.

(3) It is not the intent of this regulation to protect views from private properties or to affect property development constructed prior to the designation of the scenic view locations.

D. Definitions

Unless specifically defined below, words or phrases in this section shall be interpreted so as to give them the same meaning as they have in common usage and so as to give this section its most reasonable application.

(1) Scenic View Location – a position from a public street, public sidewalk, public property, or publicly accessible easement at standing height in a designated direction that overlooks a scenic viewshed.

(2) Scenic Viewshed – areas of land, water, or other scenic, historic, or environmental features visible from a view location that are considered valuable and worth protecting for aesthetic reasons.

E. Designation process
The procedures for designation shall be as follows:

(1) When the City Council identifies a scenic view or multiple such locations for possible designation, a ~~report~~ justification assessment shall be prepared using maps, photographs, and a written description to fully describe the potential scenic view location and viewshed.

(2) The City Council shall request comments regarding the potential designation from the Planning Board and Conservation Advisory Committee, as well as other officials and committees when appropriate.

(3) After the City Council has identified a specific view location and viewshed for protection, it shall hold a public hearing at which time the general public, interested parties, and property owners in the area shall have the opportunity to be heard regarding the proposed scenic view location designation. Notice of the public hearing shall be published in the City's official newspapers no less than 10 days in advance of the scheduled date of the public hearing.

(4) After conducting the public hearing on the intent to designate a scenic resource, the City Council shall approve or disapprove the designation according to its regular voting procedures and include any designated view location on the City of Beacon Zoning Map.

(5) The designation of a scenic view location may be amended or rescinded by the City Council, after a public hearing.

F. Criteria for designation
Scenic viewsheds should possess a unique overall quality of scenic beauty. If multiple nearby locations have similar views, the best view locations should be designated. Designation should consider foreground elements and the longer-distance viewshed, as well as whether the view will be available in both summer and winter. Prior to designating a scenic viewshed, the City Council must find that at least one of the following criteria is met:

(1) The view represents a key view location for which public sensitivity to a view alteration will be the highest, such as at gateway entrances to the City, public parks, and major intersections.

(2) The view is illustrative of a natural landscape, water body, or geologic feature important to the natural character of the City. The City's Natural Resources Inventory identified three primary scenic viewsheds worthy of protection, including views of the Hudson River, Fishkill Creek, and Fishkill Ridge and Mt. Beacon.

(3) The view embodies a significant historic location which is important to the cultural history of the City~~, such as an industrial dam site or the Mt. Beacon Incline~~. Designated view locations may include historic structures, but views of historic buildings should be protected by the provisions in Chapter 134, Historic Preservation.

G. Review procedures
The review of designated scenic view locations and viewsheds shall apply only when a proposed activity requires a site plan, subdivision, special permit, or variance approval, or other specific approval by the City Council. To the maximum extent possible, the review shall be coordinated with other procedures and public hearings that are before the reviewing authority related to the same proposed activity.

(1) The Building Inspector shall direct any applicant for the above referenced approvals that may affect a designated view location to prepare a visual assessment of the proposed action as part of the application packet. The visual assessment shall include the following:

(a) An aerial photograph showing the subject property, adjoining parcels, and the designated view location and direction.

(b) Perspective drawings, plans and section diagrams, photographs, or photo-simulations of proposed improvements in relation to the designated view location and viewshed.

(c) A written description of the proposed development, the predicted impacts on the designated view location and viewshed, and suggested mitigation measures to avoid any potential impacts.

(d) The reviewing authority may request additional information as part of the review process.

(2) The City Council, Planning Board, or other reviewing body shall consider the following standards when reviewing an application that may affect a designated viewshed:

(a) The proposed activity, including any new structure, parking lot, overhead wires, antenna, light fixture, <u>fencing,</u> mechanical equipment, or other new site feature, shall be located or clustered on the parcel so as to avoid affecting the designated viewshed or cause the least possible obstruction of the view.

(b) The reviewing body has the right to request alternative design options that would avoid or minimize negative impacts to the designated viewshed.

(c) If there is no reasonable alternative on the site to placing permitted buildings near designated views, they should be located to maintain a substantial viewshed corridor between buildings, thereby framing the view rather than obstructing it.

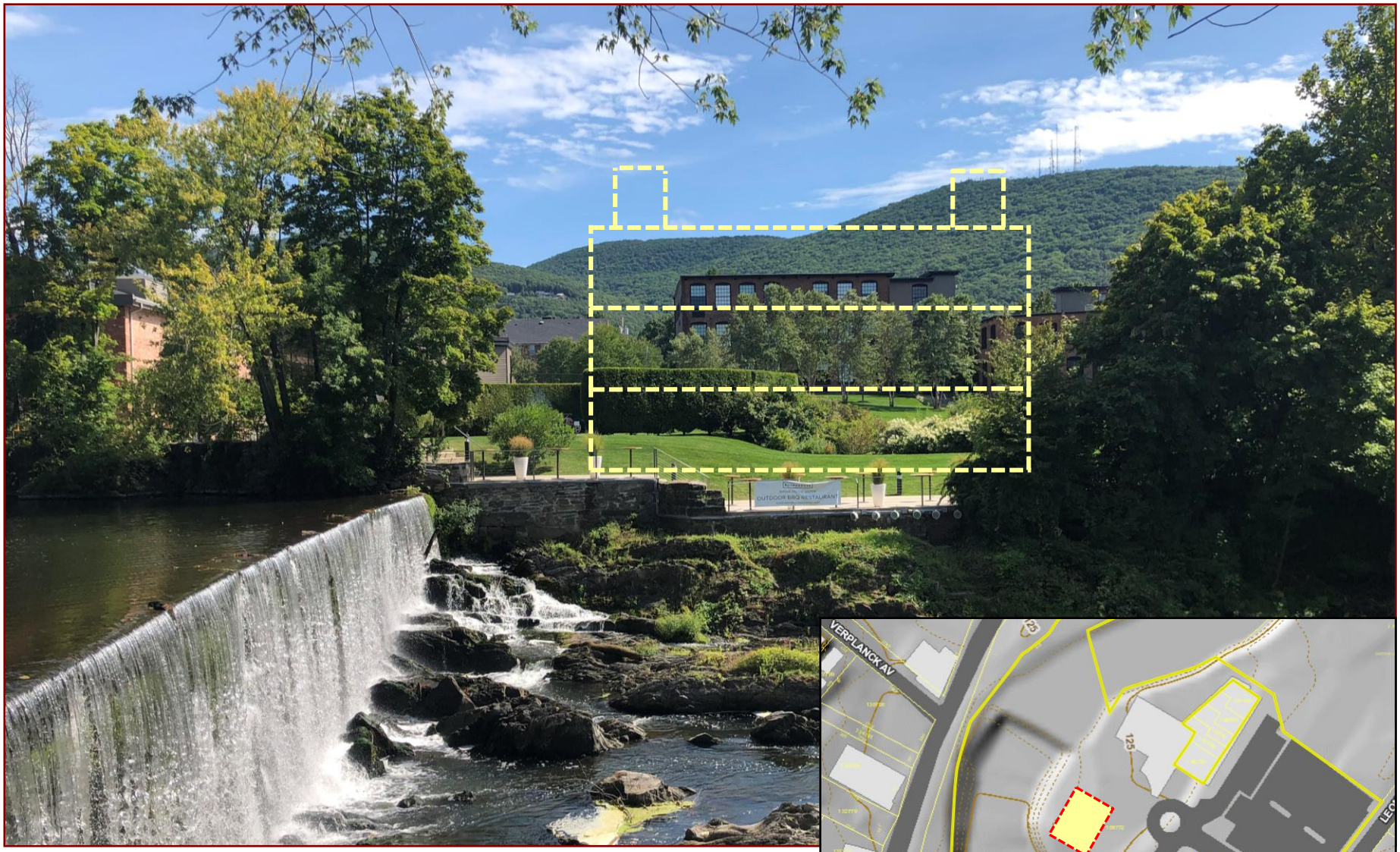
(d) <u>For views over buildings, rooftop mechanical equipment and other potential obstructions shall be avoided, or at least minimized and screened, and any visible flat roof surfaces shall be integrated into views with green roof plantings or other architectural measures.</u>

(e) Disturbance to existing vegetation that contributes to the scenic viewshed shall only be permitted to the extent that it is absolutely necessary for the development or improvement. Existing overgrown vegetation that is blocking scenic views may be selectively cut down or trimmed back.

(f) New landscaping, including trees, shrubs, and hedges, shall be planted so as to avoid obstruction of designated public viewsheds and maintained over time as a condition of any approval.

(g) Development that may affect the designated viewshed shall be integrated with existing vegetation and kept screened behind and below the natural tree line, whenever possible.

(h) Designated viewsheds may be additionally protected by providing enhanced scenic view locations as part of a development plan, such as the incorporation of a publicly accessible viewpoint, greenspace, promenade, or Greenway Trail into the proposal.





Beacon Falls Viewshed - Conceptual Example 1

General Business district allows commercial and multifamily uses, so a 3-story building could in theory be proposed east of the falls.

Viewshed protection measures can be enforced as part of the Site Plan review process, such as relocating the building to another part of the property away from a designated view.





Bayview Avenue Viewshed
Conceptual Example 2

32,234 sq. ft. parcel
at end of Stratford Avenue

R1-10 district requires a 10,000 sq. ft. minimum area, so the lot could be subdivided into two parcels with a new house blocking street views.

View protection conditions could be attached as part of subdivision approval.

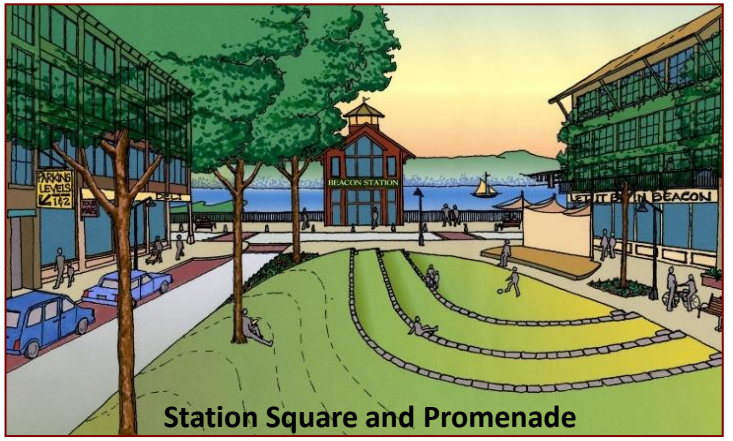


Station Area Conceptual Example 3

LWRP-designated viewshed could be improved by a public promenade with elevated and panoramic river views along the development frontage.

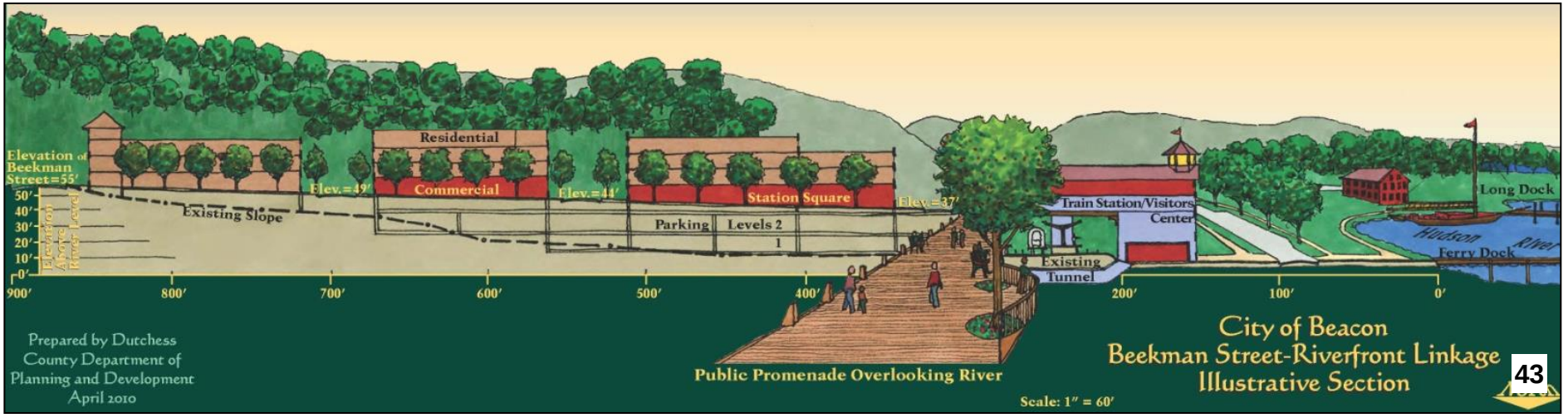


Existing River Street viewshed across MTA Parking Lot



Illustrative Sketch Plan, 2010







Mill Street off Route 52



Route 52 at State Street

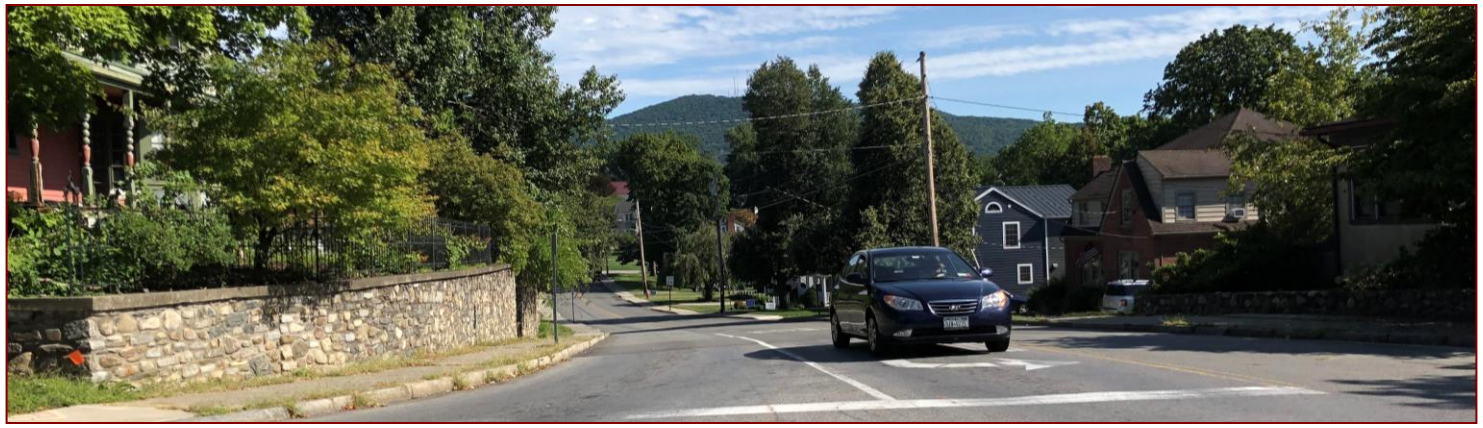


Matteawan Road at Tilden Avenue

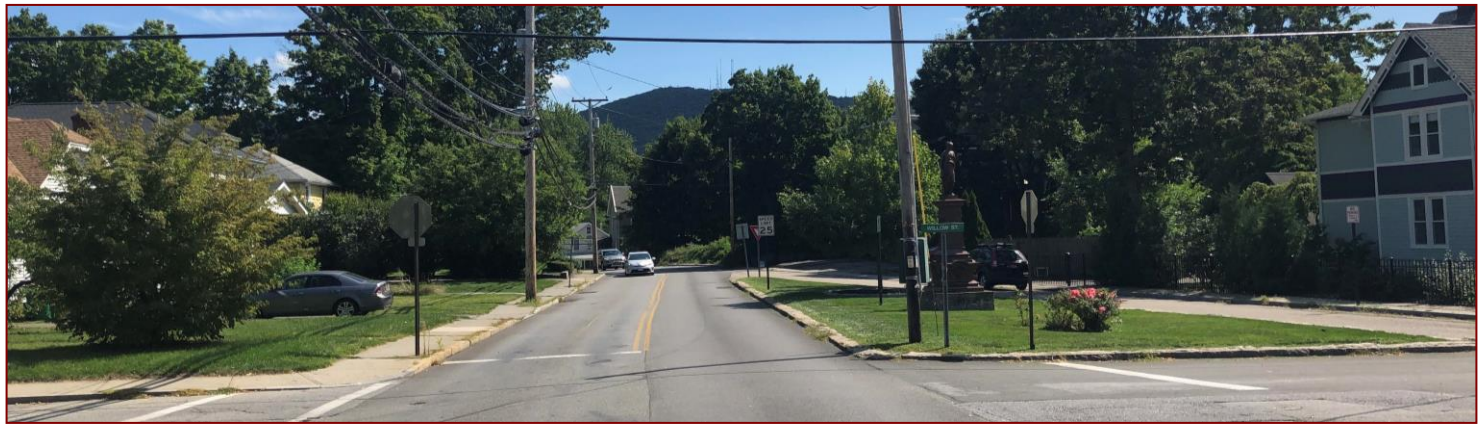


Liberty Street North of JVF Elementary School

Verplanck Avenue



At Route 9D



At Willow Street



At Schenck Avenue









Near Beacon Falls

Churchill Street Bridge



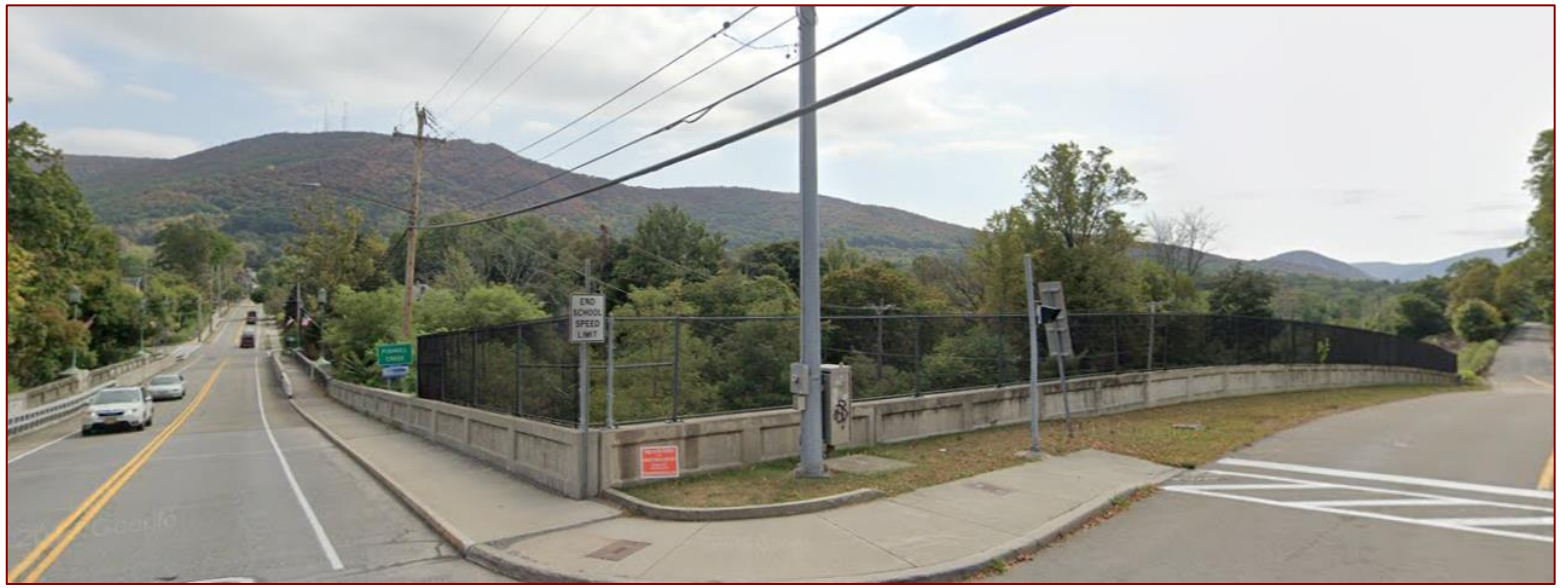
View East across Bridge





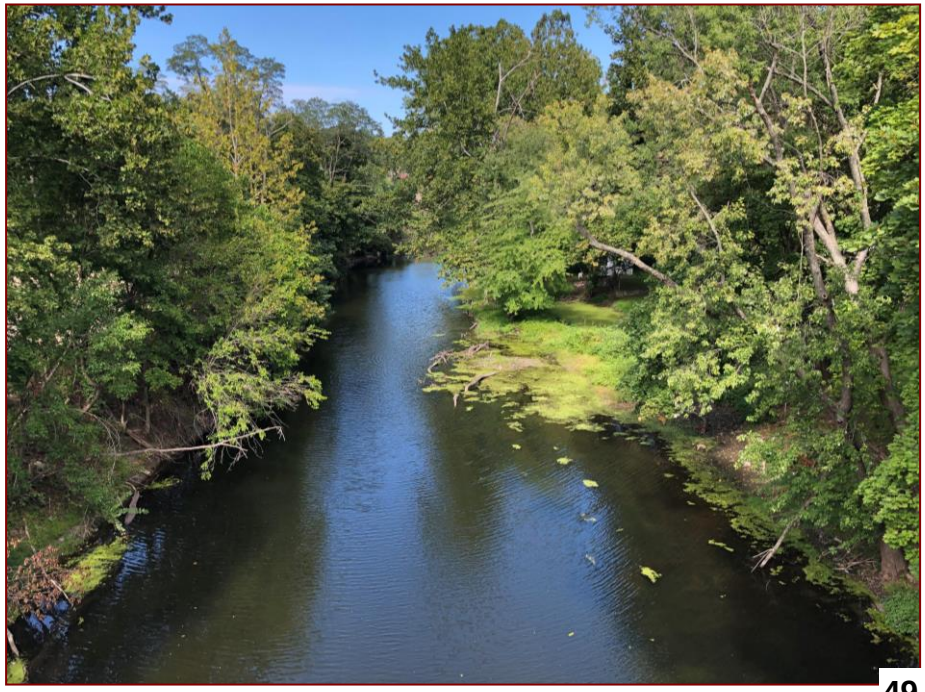
From Bridge – Views South and North of Fishkill Creek

Route 9D/ Wolcott Avenue



Route 9D and Tioronda Avenue





Route 9D Bridge – Views South and North of Fishkill Creek

Tioronda Avenue

At Top of Hill
Near Route 9D



About 600 feet
South of Route 9D



About 2,300 feet
South of Route 9D





View toward the Bridge from the Tunnel



View of the Falls

Near Madam Brett Park

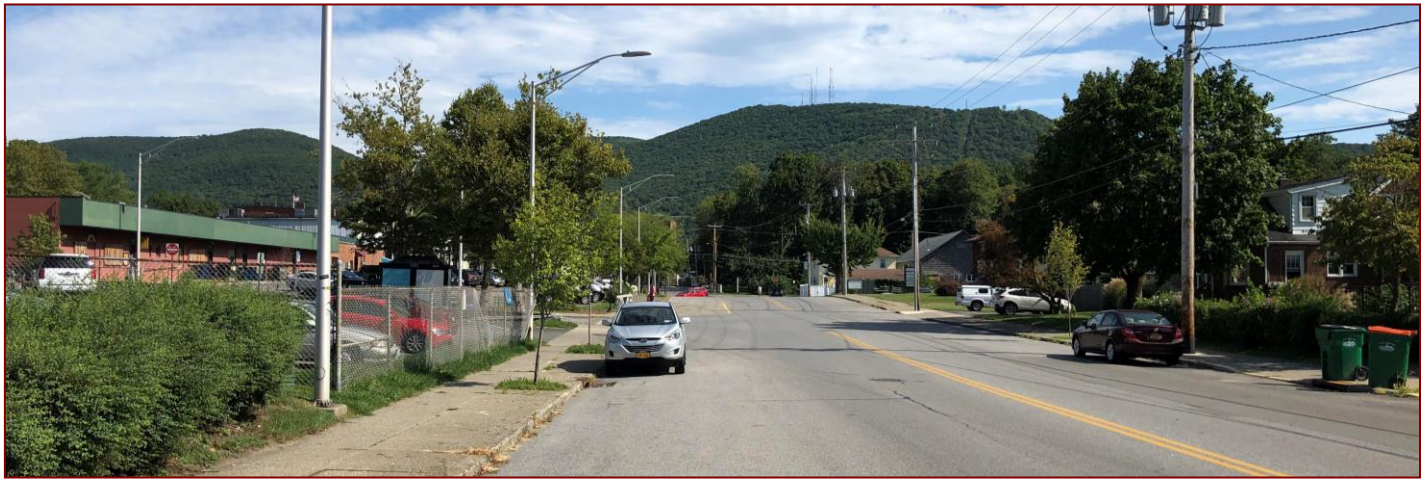


Tioronda Bridge



From the Bridge – View towards the River

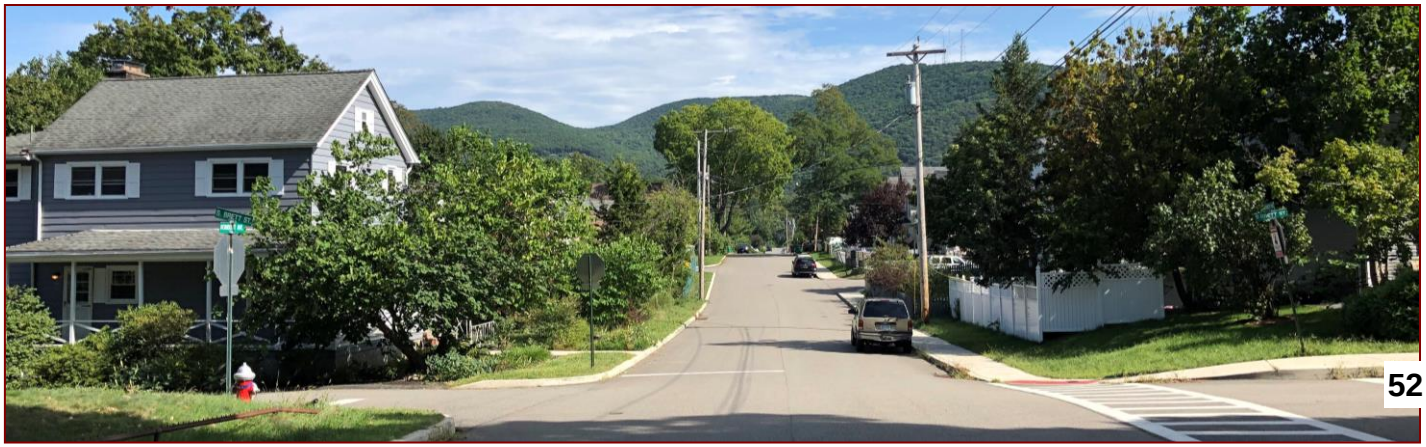
Henry Street
Near Veterans Place



Rombout Avenue
from S. Chestnut Street



Rombout Avenue
from S. Brett Street



Dewindt Street
Near S. Elm Street



Dewindt Street
East of Cliff Street





Bayview Avenue
Near Stratford Avenue



View from of Bayview Avenue Cul-de-Sac





Pete and Toshi Seeger Riverfront Park Looking South



View of Harbor from Train Platform



View South from Bridge over Train Tracks



View of River from Long Dock Park



scenichudson.org

View South from Long Dock Park



hvillustrated.com

View South from Denning's Point State Park

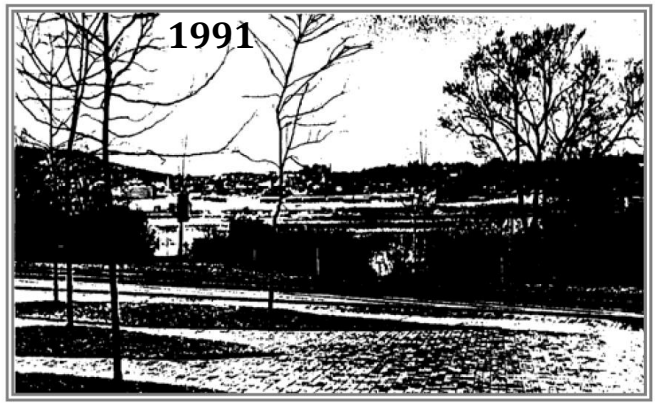
City of Beacon
Local Waterfront Revitalization Program (LWRP)

Originally Adopted by City Council October 21, 1991
Amendment Added Harbor Management Plan March 7, 2011

Policy 25A
The following view sheds will be protected:

1. **Main Street and Route 9D**
2. **Beacon Street and Route 9D**
3. **Rombout Avenue and Route 9D**
4. **Route 9D and Wolcott Avenue**
5. **South Avenue and Route 9D**
6. **Dennings Avenue at South Avenue**
7. **Sargent Avenue at St. Lawrence Seminary**
8. **South Avenue 1/4 Mile West of Dennings Avenue**
9. **Paye Street**
10. **River Street and Beekman Street**
11. **Southwest View from Wolcott Avenue 200 Feet West of Bayview Avenue**
12. **West View from Wolcott Avenue 200 Feet West of Bayview Avenue**
13. **Northwest View from Wolcott Avenue 200 Feet West of Bayview Avenue**





View 1: Main Street and Route 9D





View 10: River Street and Beekman Street

View 2:
Beacon Street and Route 9D







View 3: Rombout Avenue and Route 9D





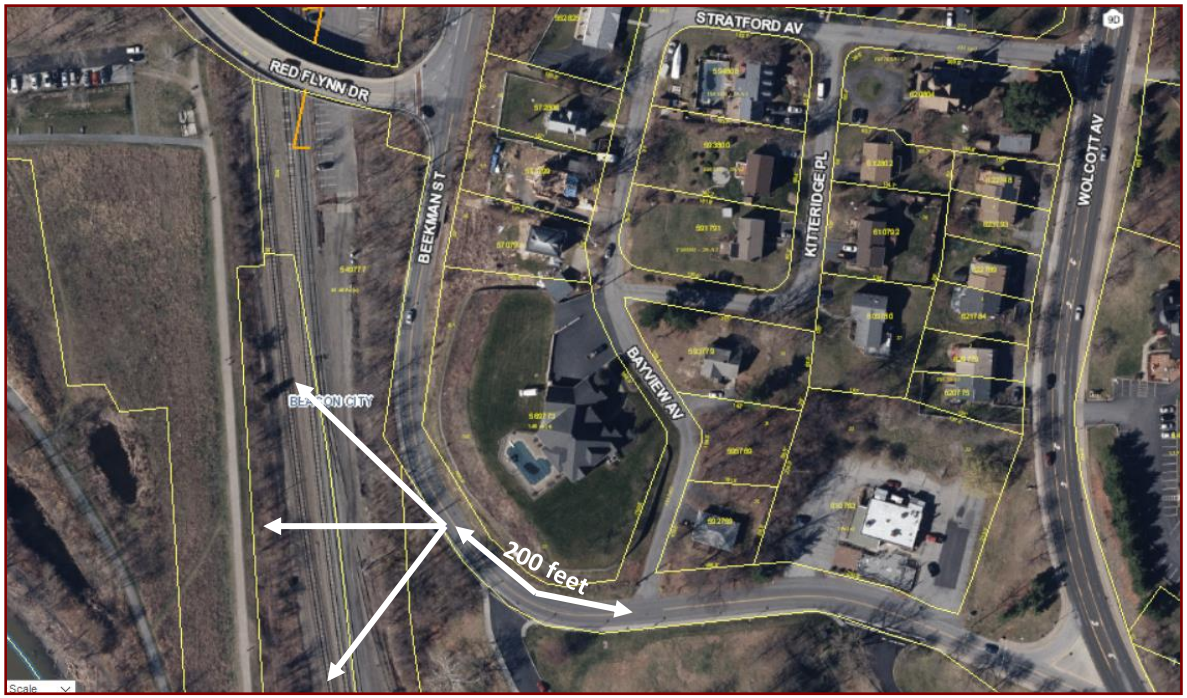




View 4:
Route 9D and Wolcott Avenue

(Southern Section of Beekman Street was at that time called Wolcott Avenue)

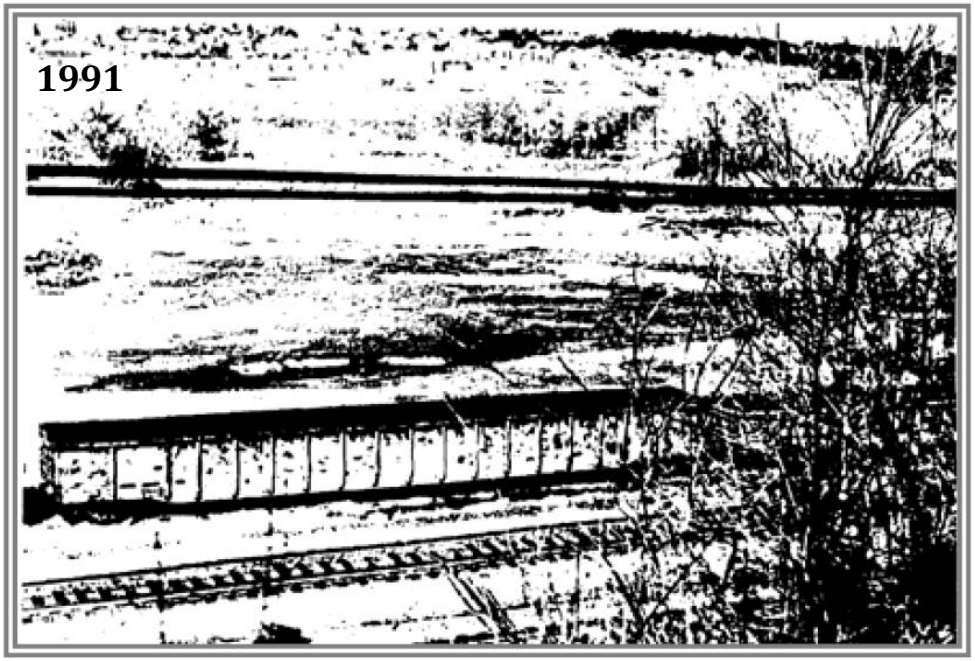






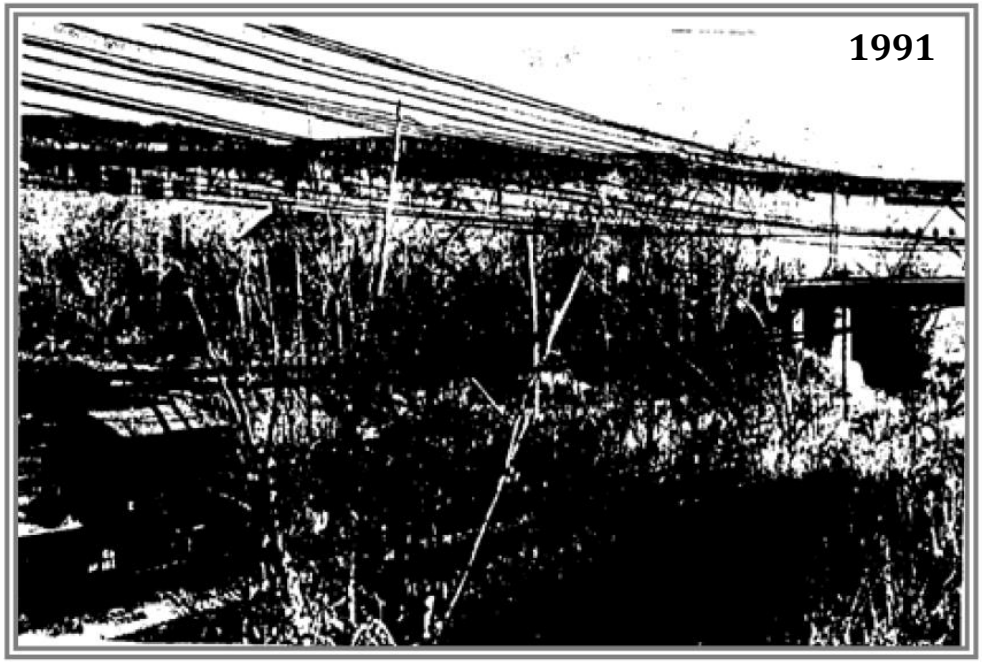


View 11: Southwest view from Wolcott Avenue 200 feet west of Bayview Avenue



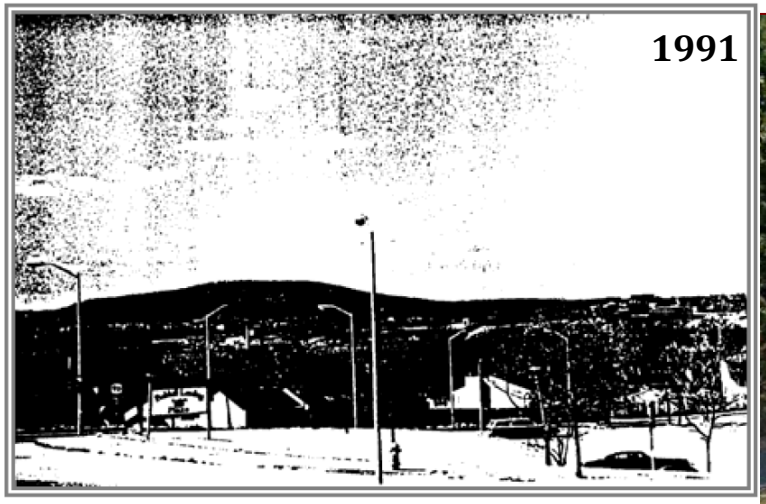


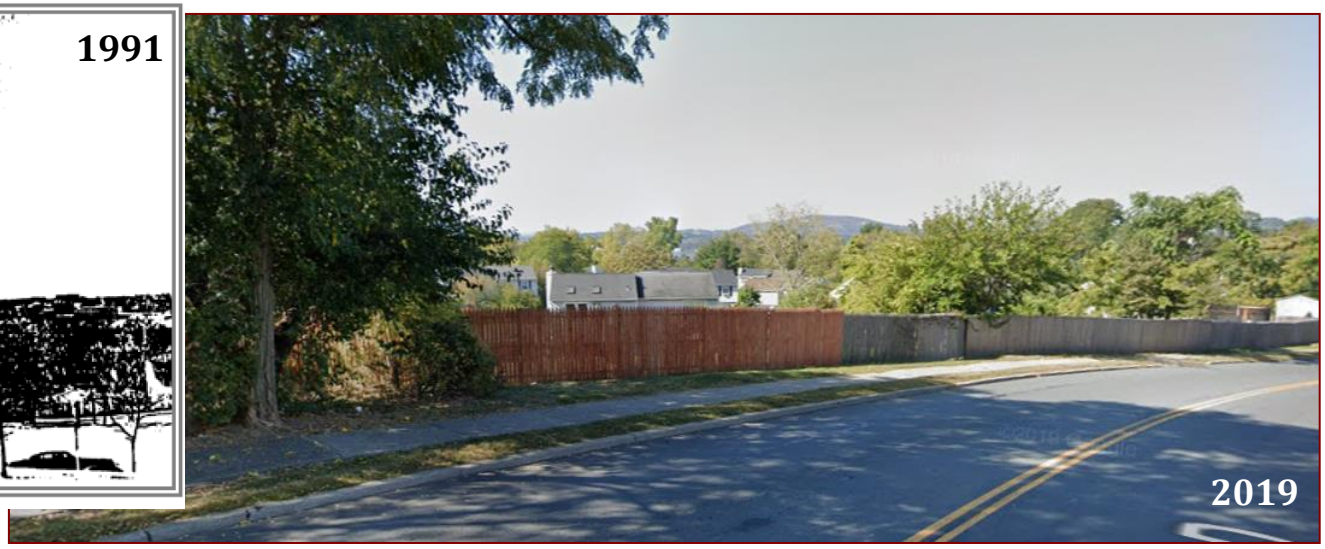
View 12: West view from Wolcott Avenue 200 feet west of Bayview Avenue





View 13: Northwest view from Wolcott Avenue 200 feet west of Bayview Avenue



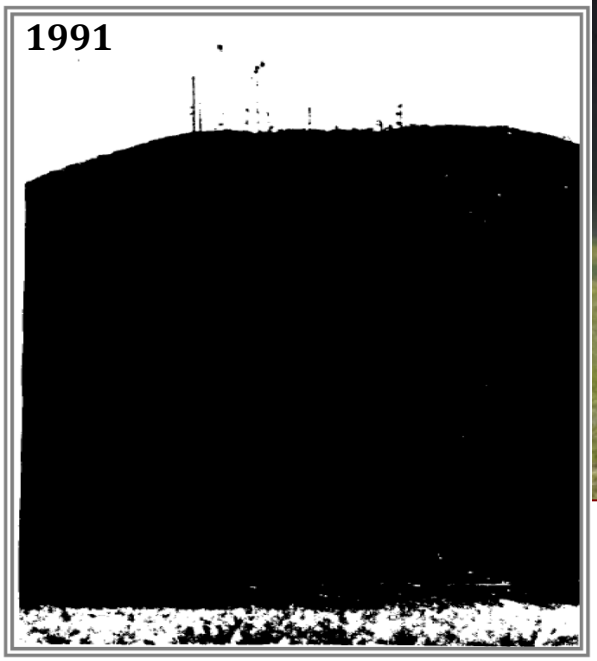


View 5:
South Avenue and Route 9D

View 6:
Denning's Avenue at South Avenue



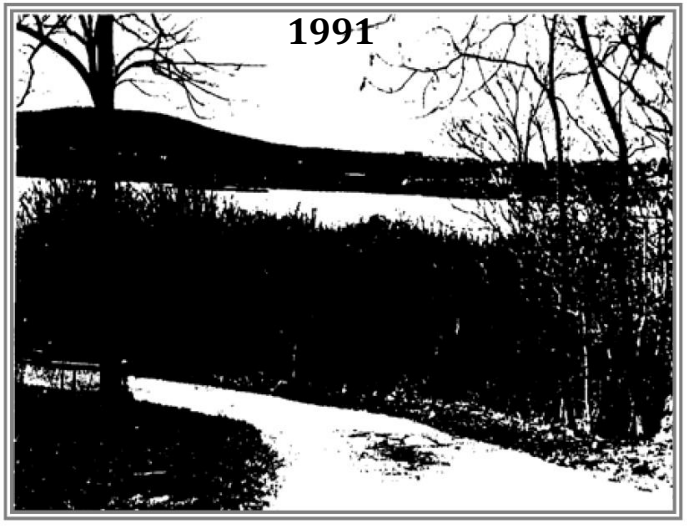


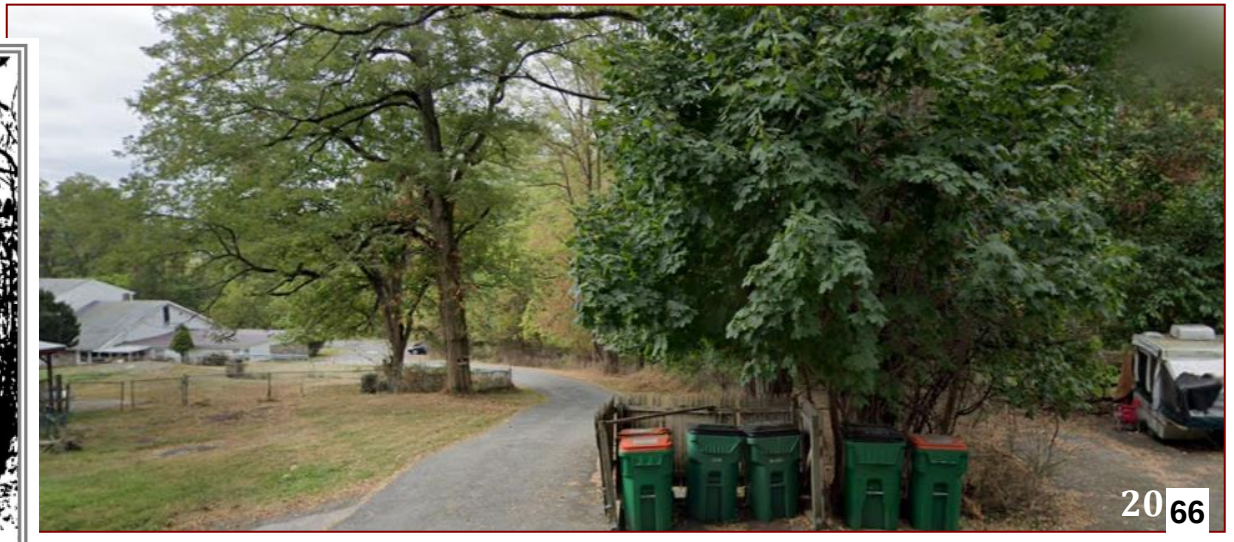




View 7:
Sargent Avenue at St. Lawrence Seminary

View 8:
South Avenue ¼ Mile West of Denning's Avenue







View 9:
Paye Street





Main Street

West End near Cliff Street



At Willow Street



Main Street **At Elm Street**



Near Walnut Street



Main Street **At Cedar Street**



Near Veterans Place

Main Street



Near Schenck Avenue



At South Side of
One East Main Street

Main Street at Churchill Street Curve



Historic Postcard View – Early 1900s



At Tioronda Avenue



In Front of Church



From East Side of Church





From East Main Street Bridge - Views South and North of Fishkill Creek

East Main Street



At Fountain Square



View West at Summit Street

City of Beacon City Council Agenda
12/14/2020

Title:

Special Use Permit Application 416-420 Main Street

ATTACHMENTS

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

416-420 Main Street Application for SUP.pdf

416-420 Main Street Sheet 1 Site Plan.pdf

416-420 Main Street Sheet 1 Subdivision Plat.pdf

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

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

416-420 Main Street Sheet 4 Floor Plans.pdf

416-420 Main Street Sheet 5 Building Elevations and Views.pdf

416-420 Main Street SUP.pdf

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

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

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

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

Revised Site Plans 9-28-20.PDF

CUDDY +FEDER LLP

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

November 4, 2020

VIA E-MAIL

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

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

Dear Mayor Kyriacou and Members of the City Council:

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

PROJECT BACKGROUND

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

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

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

PROCEDURAL INFORMATION:

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

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

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

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

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

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

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

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

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

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

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

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

---

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

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

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

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

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

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

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

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

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

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

CONCLUSION:

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

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

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

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

INDEX OF ENCLOSURES:

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

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

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

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

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

Very truly yours,

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

APPLICATION FOR SPECIAL USE PERMIT

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

IDENTIFICATION OF APPLICANT

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

Address: 688 Broadway, New York, NY 10012

Signature: _____

Date: April 28, 2020

Phone: (347) 559-0880

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

IDENTIFICATION OF REPRESENTATIVE / DESIGN PREFESSIONAL

Name: Cuddy + Feder LLP

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

Phone: (914) 761-1300

Fax: (914) 761-5372

Email address: tpalmer@cuddyfeder.com

IDENTIFICATION OF SUBJECT PROPERTY:

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

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

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

DESCRIPTION OF PROPOSED DEVELOPMENT:

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

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

TOTAL: 12,488 sq. ft.

Dwelling Units (by type): Existing 0 Proposed 3

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

ITEMS TO ACCOMPANY THIS APPLICATION

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

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

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

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

INFORMATION TO BE SHOWN ON SITE LOCATION SKETCH

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

INFORMATION TO BE SHOWN ON THE SITE DEVELOPMENT PLAN

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

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

_____
Chairman, City Planning Board Date

APPLICATION FEES

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

ESCROW FEES

ALL SUBDIVISIONS, AND RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

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

NON-RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

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

ZONING

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

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

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

APPLICATION PROCESSING RESTRICTION LAW

Affidavit of Property Owner

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

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

Thomas Lee

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

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

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

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

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

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

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

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

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

By:

Signature of Owner (Thomas Lee)

Principal

Title if owner is corporation

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

4444635.

CITY OF BEACON
SITE PLAN SPECIFICATION FORM

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

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

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

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

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

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

Signature: _____

Bulk Zoning Regulations Table - Main Building

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

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

Bulk Zoning Regulations Table - Live/Work Residence

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

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



Site Plan
Scale: 1" = 10'

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



Location Map
Scale: 1" = 400'

Zoning Summary

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

Parking & Loading

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

Notes:

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

Index of Drawings

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

Site Plan Application
Sheet 1 of 10 - Site Plan

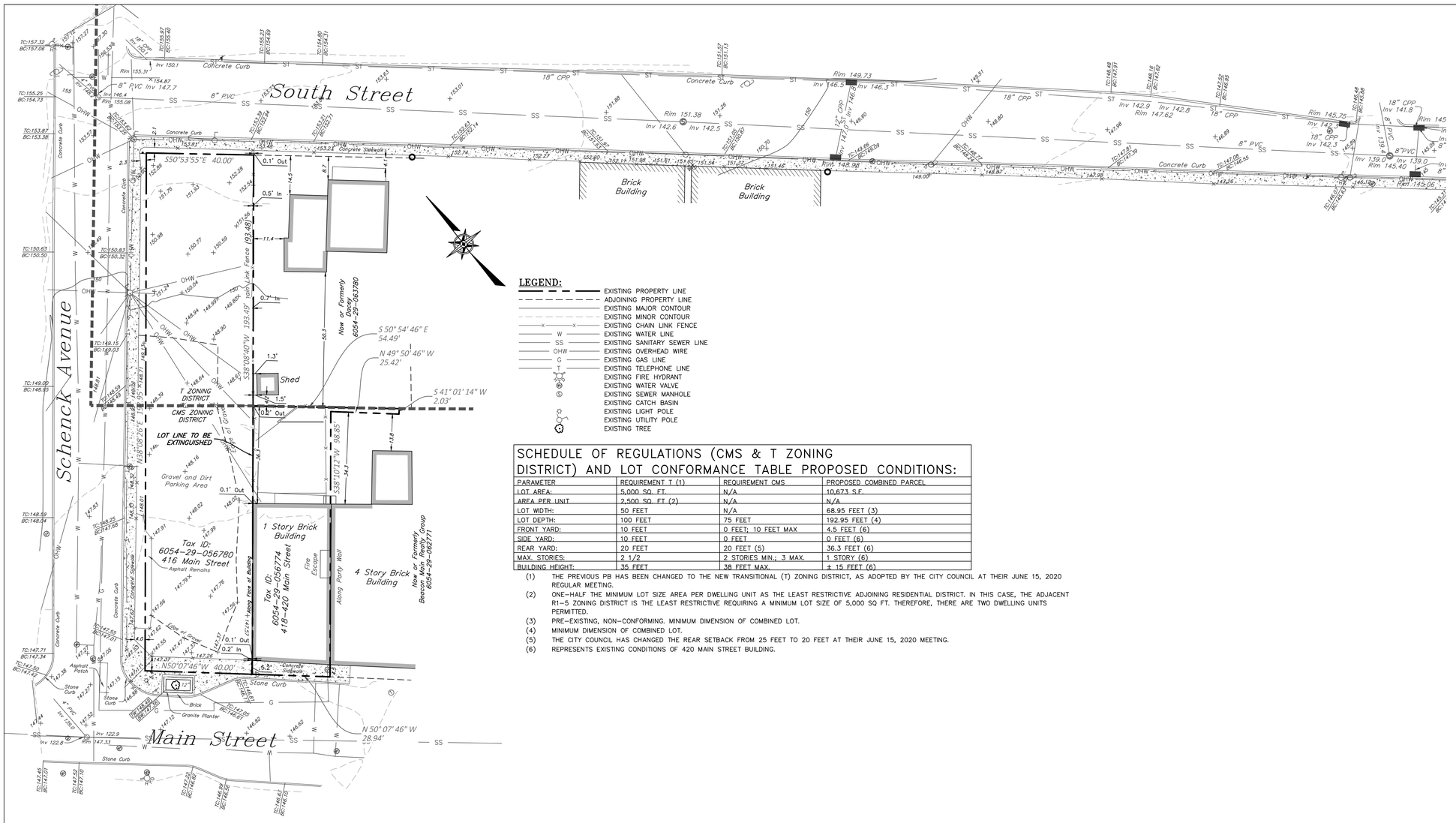
Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

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

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

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

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



LEGEND:

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

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

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

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

PRELIMINARY SUBDIVISION PLAT

SCALE: 1"=20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.



SITE LOCATION MAP SCALE: 1" = 400'

MAP REFERENCES:

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

SURVEY NOTES:

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

DEED REFERENCE

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

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

TAX PARCEL NUMBER

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

AREA

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

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

DATE OF SURVEY

Field Completion: December 22, 2019

OWNERS

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

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.

SURVEYOR CERTIFICATION:

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

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

DCDOH STANDARD NOTE:

FOR PERMISSION TO FILE

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

_____ _____
AUTHORIZED REPRESENTATIVE OF THE COMMISSIONER OF HEALTH DATE

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

OWNER'S CONSENT:

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

_____ _____
TOM LEE DATE

SEAL

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

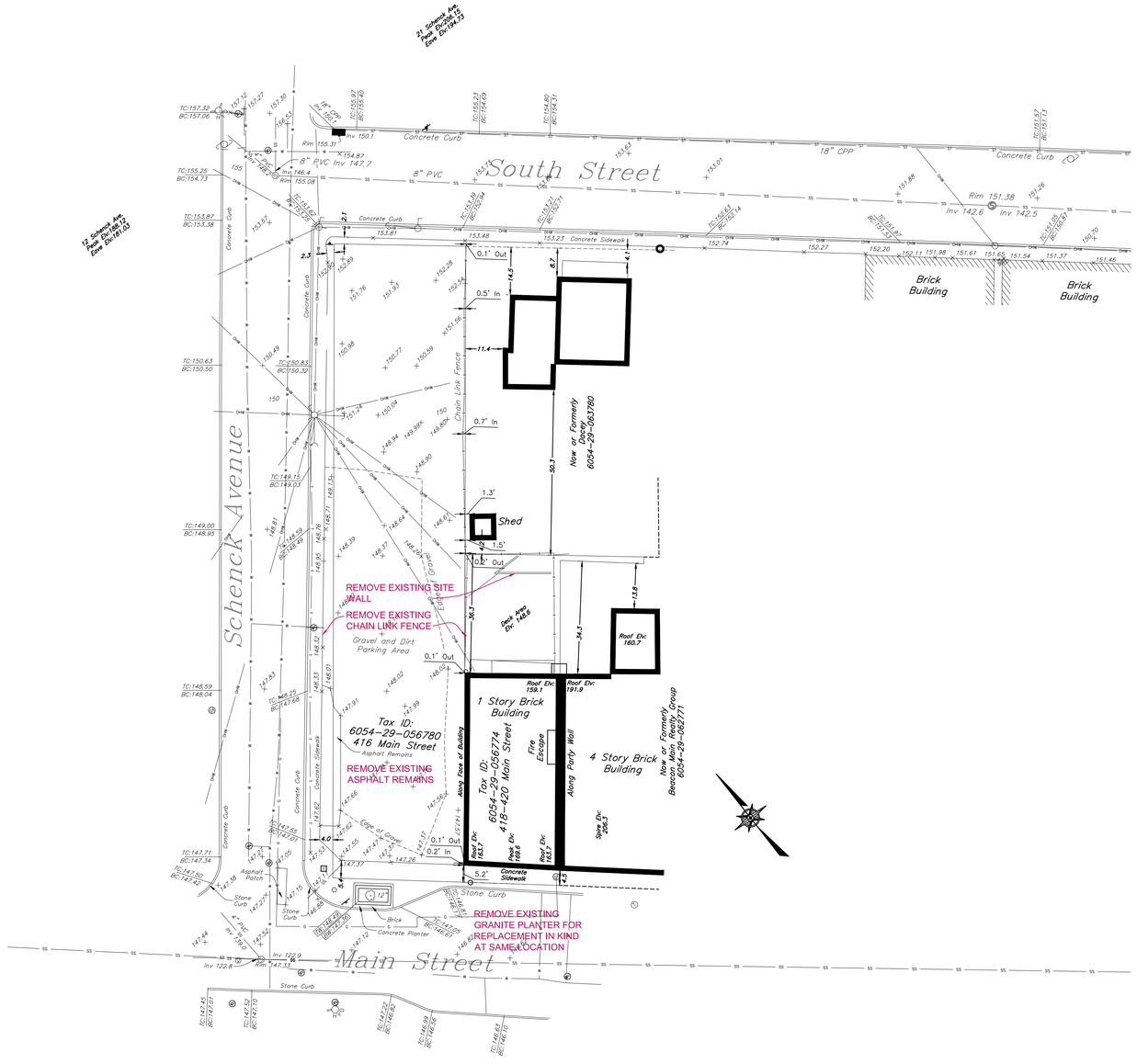
PRELIMINARY SUBDIVISION PLAT

416 MAIN STREET

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

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

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



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

Existing Conditions & Demolition Plan

Scale: 1" = 20'

Site Plan Application

Sheet 2 of 10 -Existing Conditions & Demolition Plan

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

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

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

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

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

LIGHTING NOTES:

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

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

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

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

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

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

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

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

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

POLE MOUNTED LIGHT (L1)

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

WALL MOUNTED HOUSE LIGHT (L2)

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

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



Garden Rendering

Scale: NTS

MEADOW SPECIES PLANT LIST

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



Landscaping & Lighting Plan

Scale: 1" = 20'

DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

STAKE TREES ONLY UPON THE APPROVAL OF THE LANDSCAPE DESIGNER.

WRAP TREE TRUNKS ONLY UPON THE APPROVAL OF THE LANDSCAPE DESIGNER.

MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE.

TREE SHALL BEAR SAME RELATION TO GRADE AS IT BORE TO ITS PREVIOUSLY EXISTING GRADE. PLANT TREE 2-3" IN ABOVE DESIRED GRADE TO ALLOW FOR SOME SETTLING.

2 IN. MULCH. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK. MAINTAIN THE MULCH WEED-FREE FOR A MINIMUM OF THREE YEARS AFTER PLANTING.

1:1 SLOPE ON SIDES OF PLANTING HOLE

TAMP SOIL AROUND ROOT BALL BASE FIRMLY WITH FOOT PRESSURE SO THAT ROOT BALL DOES NOT SHIFT.

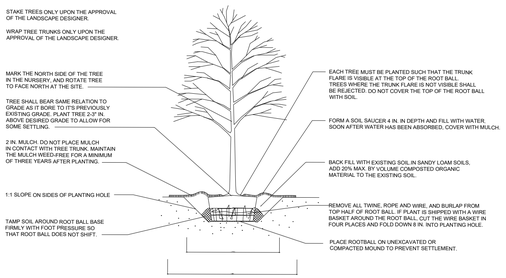
EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.

FORM A SOIL SAUCER 4 IN. IN DEPTH AND FILL WITH WATER. SOON AFTER WATER HAS BEEN ABSORBED, COVER WITH MULCH.

BACK FILL WITH EXISTING SOIL IN SANDY LOAM SOILS. ADD 20% MAX. BY VOLUME COMPOSTED ORGANIC MATERIAL TO THE EXISTING SOIL.

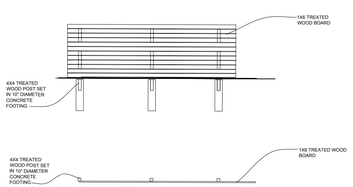
REMOVE ALL TWINE, ROPE AND WIRE, AND BURLAP FROM TOP HALF OF ROOT BALL. IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT THE WIRE BASKET IN FOUR PLACES AND FOLD DOWN 8 IN. INTO PLANTING HOLE.

PLACE ROOTBALL ON UNEXCAVATED OR COMPACTED MOUND TO PREVENT SETTLEMENT.



Tree Planting Detail

Scale: NTS



Horizontal Fence Detail

Scale: NTS

TREE, SHRUB, VINE, SHADE BED PLANT LIST

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

PLANTING and LANDSCAPE NOTES

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

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

Site Plan Application

Sheet 3 of 10 - Landscaping & Lighting Plan

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

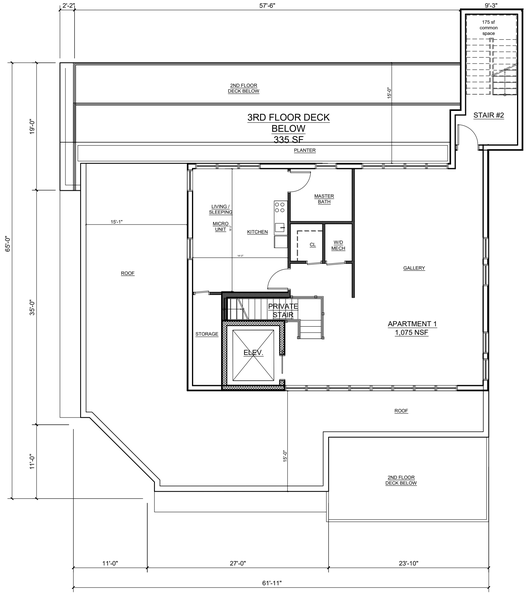
Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

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

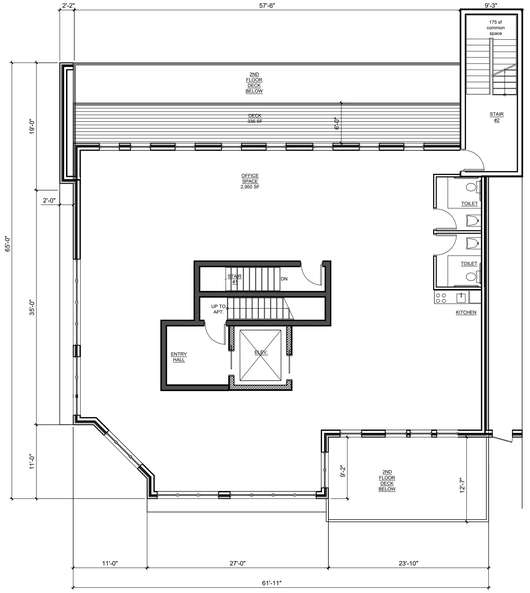
Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

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

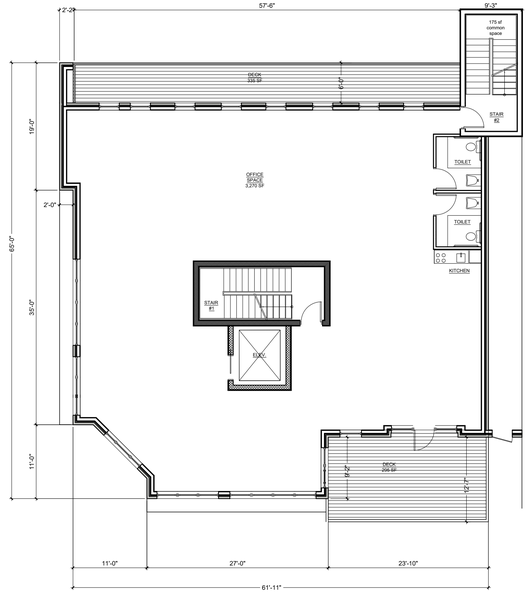
REVISIONS:			
NO.	DATE	DESCRIPTION	BY
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2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
4	08/25/20	REVISED PER PLANNING BOARD COMMENTS	AJS
6	09/28/20	NO CHANGE	AJS



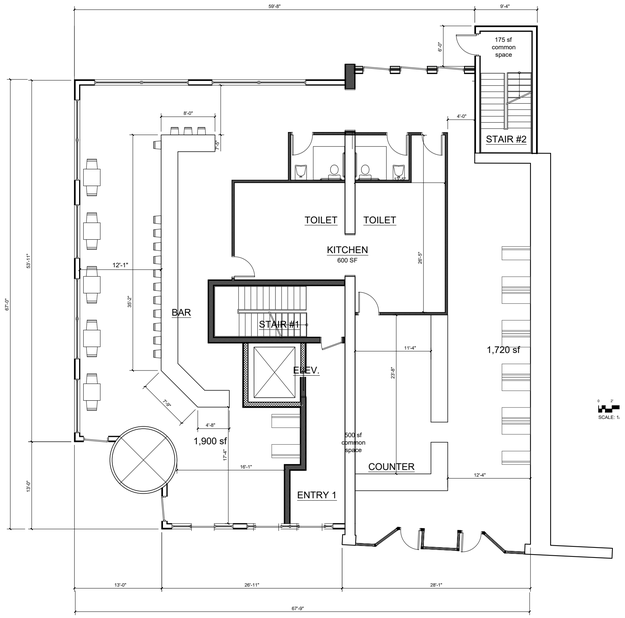
4th Floor Plan



3rd Floor Plan



2nd Floor Plan



1st Floor Plan

Main Building Floor Plans

Site Plan Application

Sheet 4 of 10 - Building Plans

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

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

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

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

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

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

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

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

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN

STOREFRONTS:
ALUMINUM & GLASS.
COLOR: MOSS GREEN



Elevation: Main Street

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

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

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

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

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

RAILINGS:
CABLE RAILINGS AND
POSTS - BRUSHED
STAINLESS FINISH

CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN

STOREFRONTS:
ALUMINUM & GLASS.
COLOR: MOSS GREEN



Elevation: Rear

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

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

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

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

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

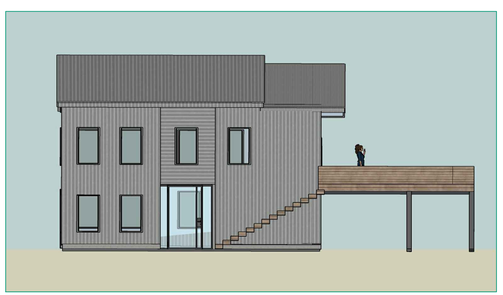
CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN



Elevation: Schenck Avenue

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

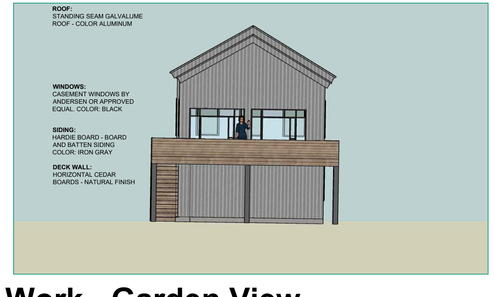
REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	06/24/20	CITY COUNCIL PRESENTATION	AJS
2	06/30/20	REVISED PER PLANNING BOARD COMMENTS	AJS
3	07/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS
4	08/25/20	REVISED PER PLANNING BOARD COMMENTS	AJS
6	09/28/20	REVISED PER PLANNING BOARD COMMENTS	AJS



Live Work - Schenck Avenue



Live Work - South Street



Live Work - Garden View



View from Schenck Avenue at Rear



View from Main Street



View from Schenck Avenue



View from Corner

Site Plan Application

Sheet 5 of 10 - Building Elevations & Renderings

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

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

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

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

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

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

October 15, 2020

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

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

Dear Mayor Kyriacou & Council Members:

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

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

Yours truly,

John Gunn

John Gunn, Chairman

Agency Use Only [If Applicable]

Project: 416-420 Main Street

Date: 10-14-20

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

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

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

Reasons Supporting This Determination:

To complete this section:

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

See attached.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☐ Type 1 ☑ Unlisted

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

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

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

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

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

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

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

Name of Action: 416-420 Main Street

Name of Lead Agency: City of Beacon Planning Board

Name of Responsible Officer in Lead Agency: John Gunn

Title of Responsible Officer: Chairman

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

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

For Further Information:

Contact Person: Etha Grogan, Planning Board Secretary

Address: 1 Municipal Plaza, Beacon, New York 12508

Telephone Number: 845-838-5002

E-mail: egrogan@cityofbeacon.org

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

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

PRINT FULL FORM

ATTACHMENT TO
NEGATIVE DECLARATION
REASONS SUPPORTING DETERMINATION

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

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

CONCLUSIONS

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

Project Description:

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

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

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

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

Summary of Rationale for Negative Declaration

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

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

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

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

  There are no unique geological features on the Property.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Adopted: October 14, 2020
Beacon, New York

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

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

Approved: 4-0

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

MASER CONSULTING

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September 18, 2020

VIA E-MAIL

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

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

Dear Chairman Gunn and Members of the Planning Board:

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

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

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

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

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

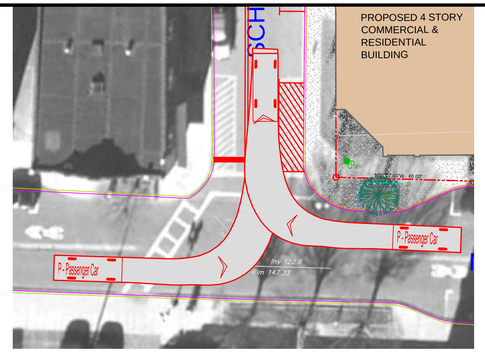
Very truly yours,

MASER CONSULTING CONNECTICUT, P.C.

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

RGD/ces
Enclosures

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



PASSENGER CAR
TURNING RADIUS DIAGRAM

SCHENCK AVENUE

200 FT. STOPPING SIGHT DISTANCE

200 FT. STOPPING SIGHT DISTANCE

SOUTH STREET

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

PROPOSED 2 STORY LIVE WORK RESIDENCE

REMOVE SIGN — NO PARKING BETWEEN SIGNS

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

STRIPED DOUBLE YELLOW CENTERLINE FOR DELINEATION OF TRAVEL LANES

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

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

SIGN TO REMAIN — NO PARKING HERE TO CORNER

INSTALL SIGN — STOP — R1-1 (30"x30")

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

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

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

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

MAIN STREET

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

140 FT. SIGHT DISTANCE

EXIST. HATCHED STRIPING TO BE REMOVED

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

Brick Building

Brick Building

Now or Formerly Dacey 6054-29-063780

Shed

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

Rim 151.38
Inv 142.6
Inv 142.5

Rim 149.73
Inv 146.5
Inv 146.3

Inv 147.7

Inv 122.9
Rim 147.33

NOTES:

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

20 0 20 40
SCALE 1" = 20'

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION

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

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

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

CONCEPT PLAN
FOR
416-420 MAIN STREET

MAIN STREET AT SCHENCK AVENUE

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

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

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

PROJECT NUMBER:	DRAWING NAME:
20000282A	R-CNPT

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

SHEET NUMBER:
SP-01

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

Engineers Planners Surveyors Landscape Architects Environmental Scientists

MASER CONSULTING P. A.

Traffic Impact Study

416-420 Main Street

City of Beacon, Dutchess County, New York

April 28, 2020
Revised June 29, 2020

Prepared For

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

Prepared By

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MC Project No. 20000282A

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I. INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION

(Figure No. 1)

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

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

B. SCOPE OF STUDY

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

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

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

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

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

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

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

(Figure No. 1)

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

1. Main Street

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

2. Schenck Avenue

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

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

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

B. YEAR 2019 EXISTING TRAFFIC VOLUMES

(Figures No. 2, 3 and 4)

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

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

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

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

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

III. EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2025 NO-BUILD TRAFFIC VOLUMES

(Figure No. 5 through 13)

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

B. SITE GENERATED TRAFFIC VOLUMES

(Table No. 1)

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

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

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

C. ARRIVAL/DEPARTURE DISTRIBUTIONS

(Figures No. 14 and 15)

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

D. 2020 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 16 through 21)

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

E. DESCRIPTION OF ANALYSIS PROCEDURES

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

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

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

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

F. RESULTS OF ANALYSIS

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

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

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

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

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

2. Main Street and Schenck Avenue

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

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

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



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

IV. PARKING ANALYSIS

A. EXISTING PARKING CONDITIONS

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

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

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

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

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

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

B. FUTURE PARKING CONDITIONS

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

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

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

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

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

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

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

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

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

C. OTHER PARKING RELATED CONSIDERATIONS

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

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

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

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

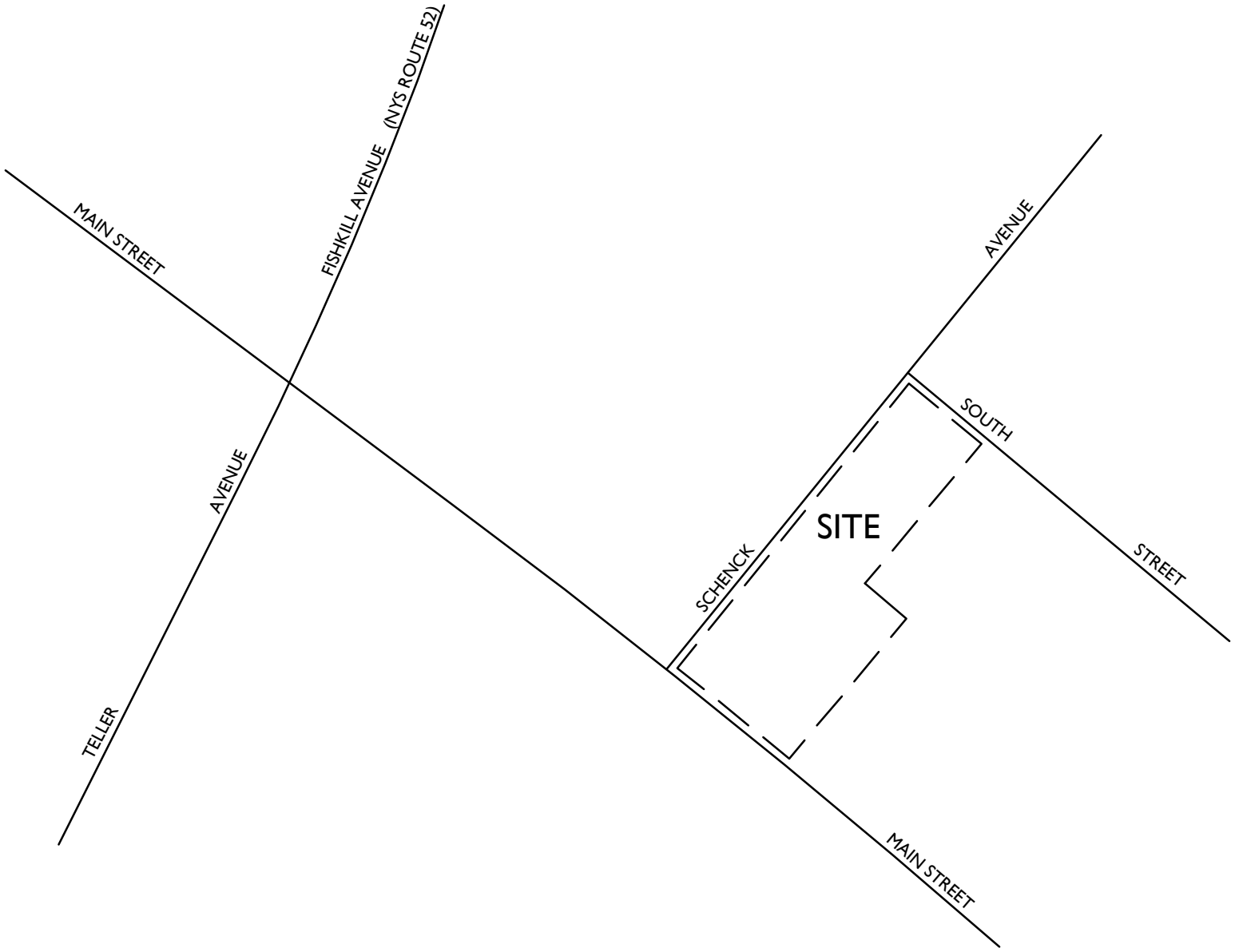
V. SUMMARY AND CONCLUSION

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

416 – 420 MAIN STREET

APPENDIX A

FIGURES



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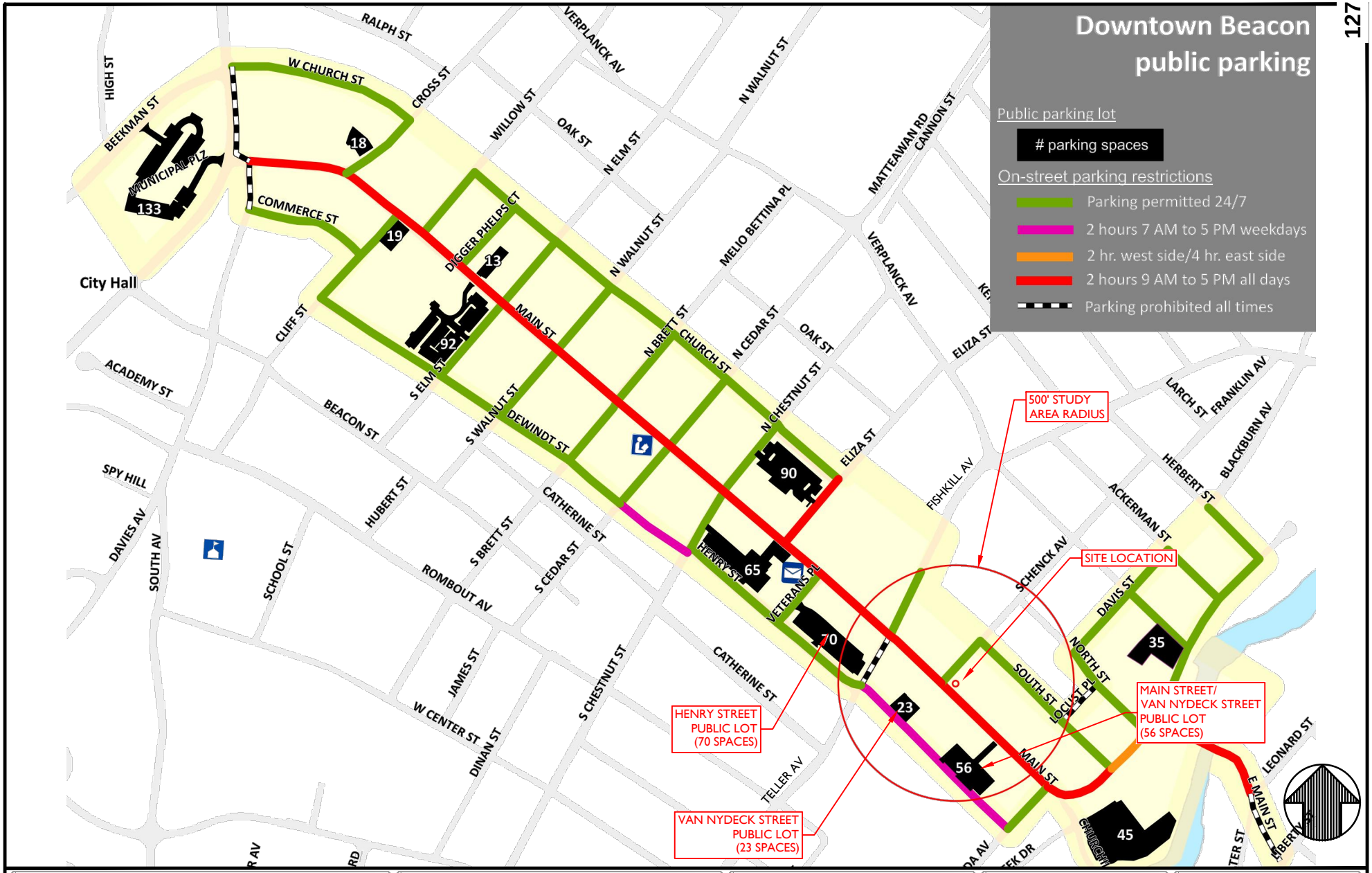
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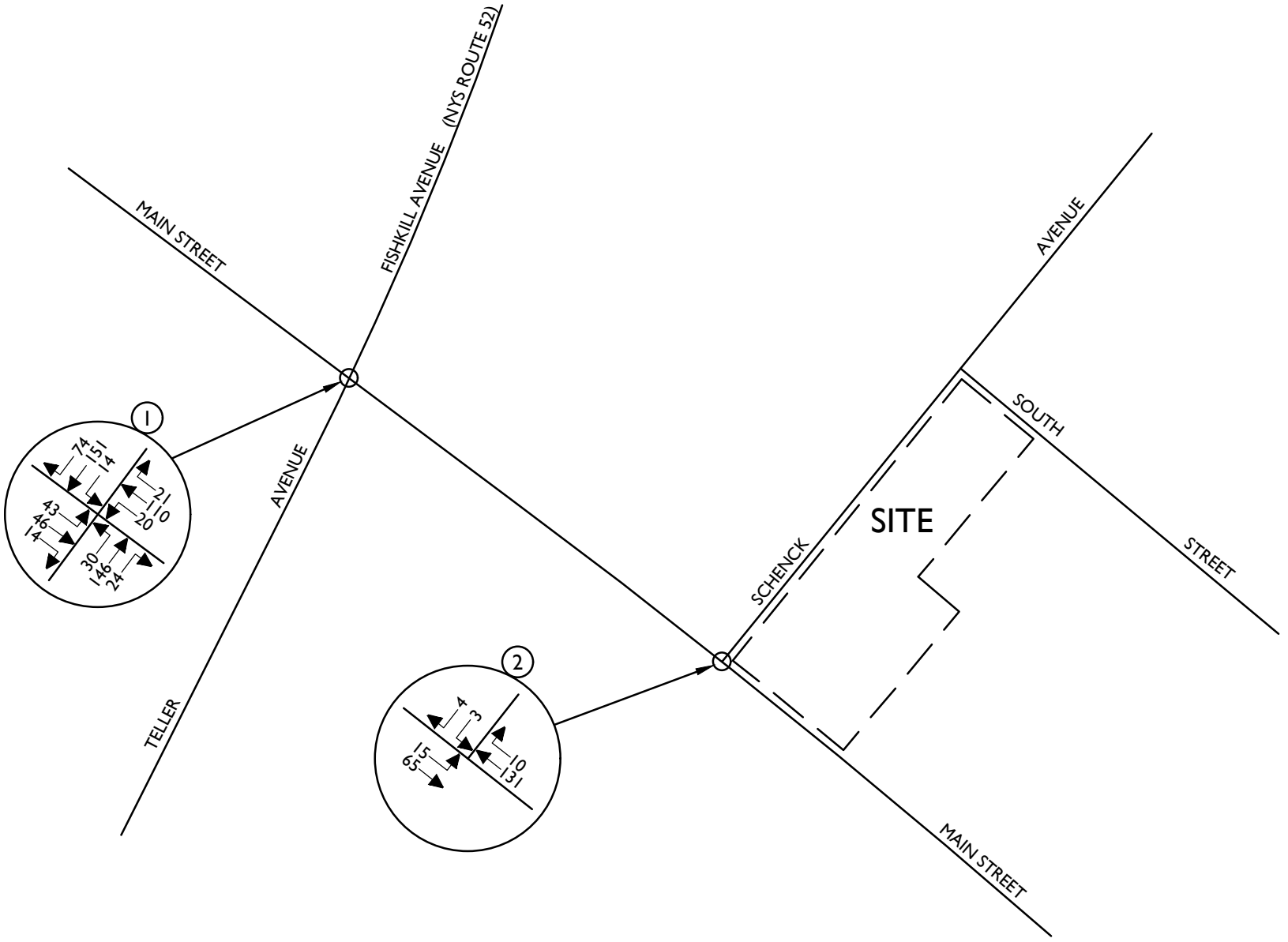
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DRAWING NAME: 200219RH_PARKING FIGURE

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PARKING IDENTIFICATION MAP

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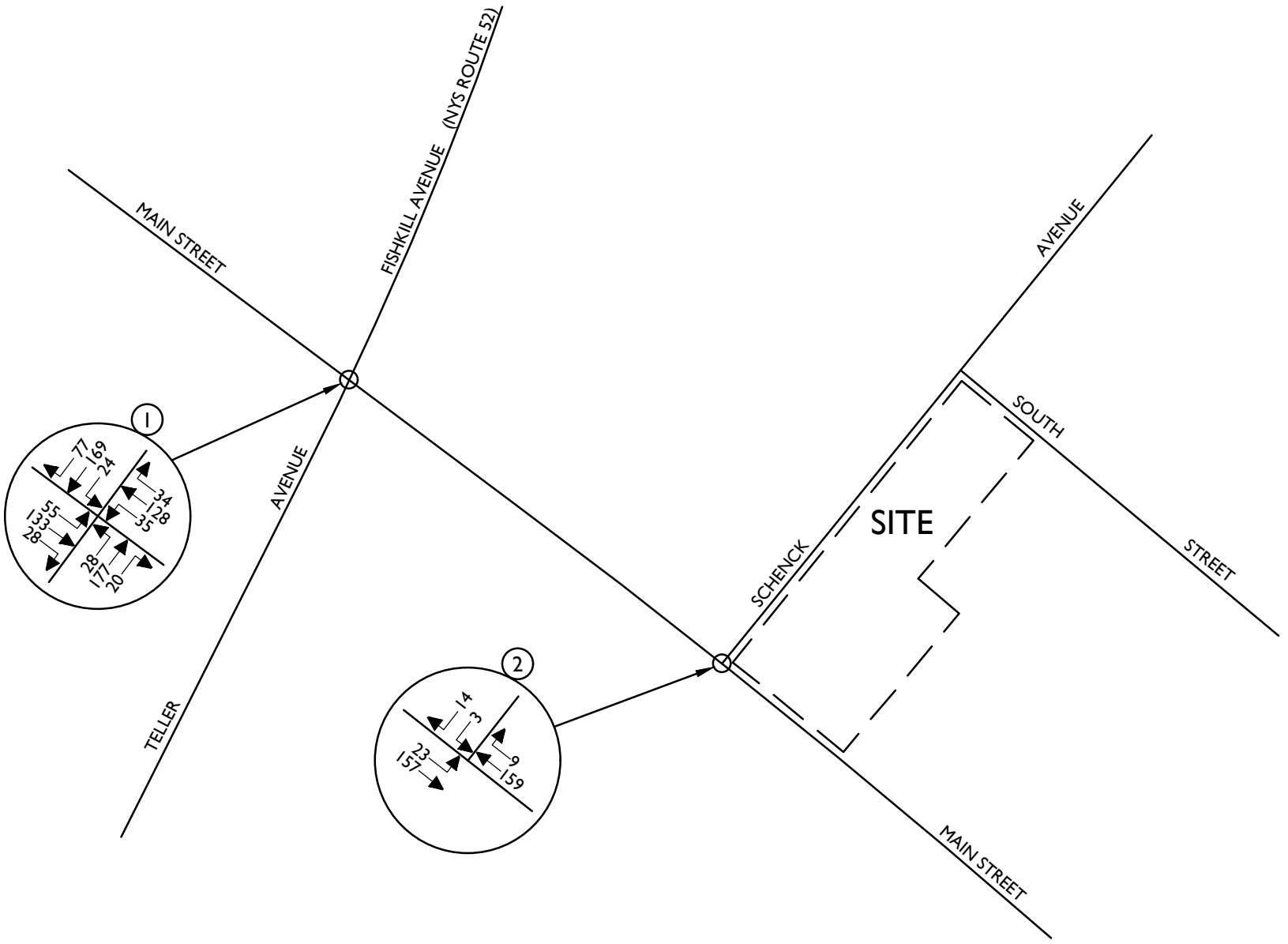
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PROJECT NUMBER: 20000282A
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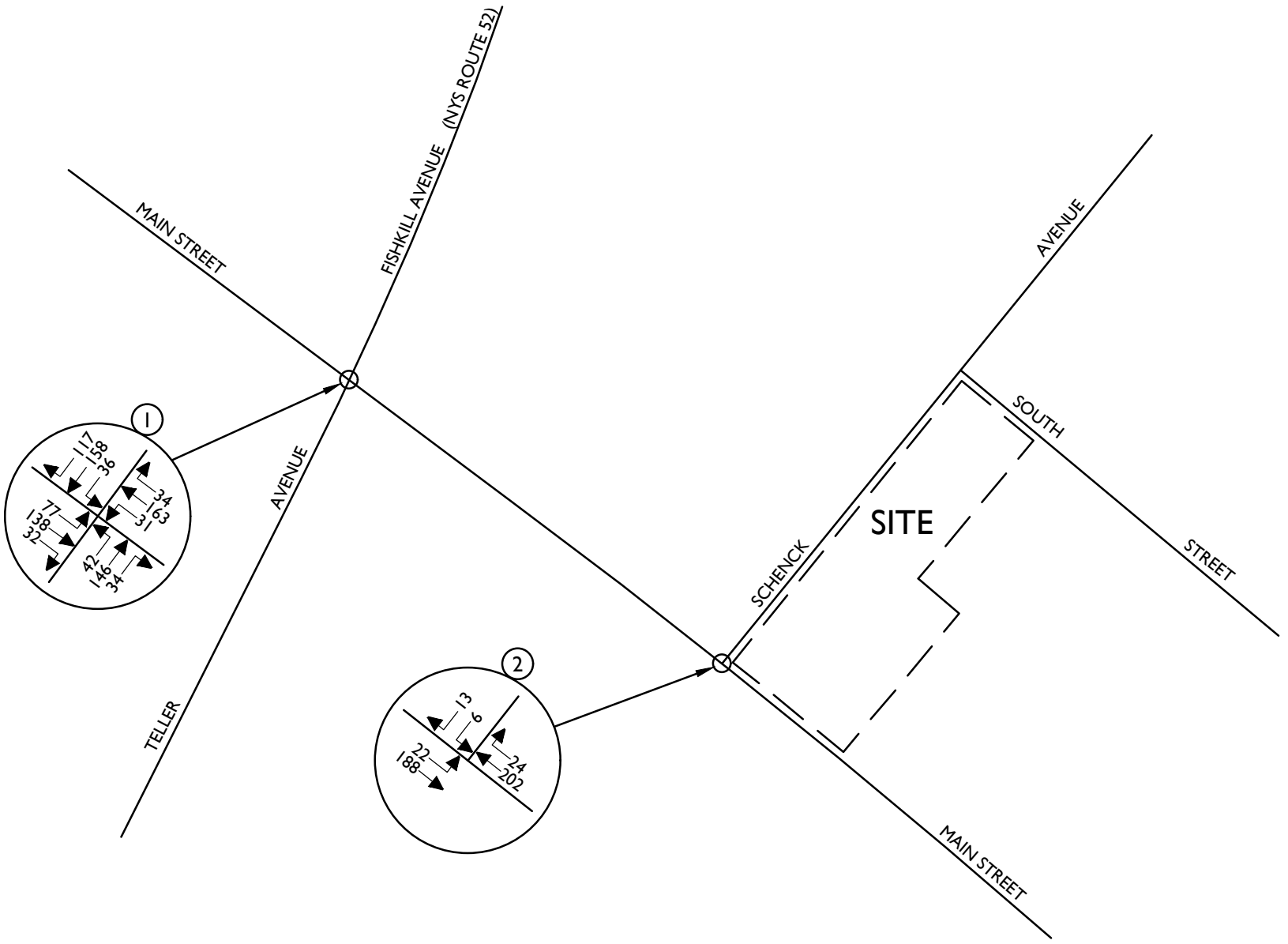
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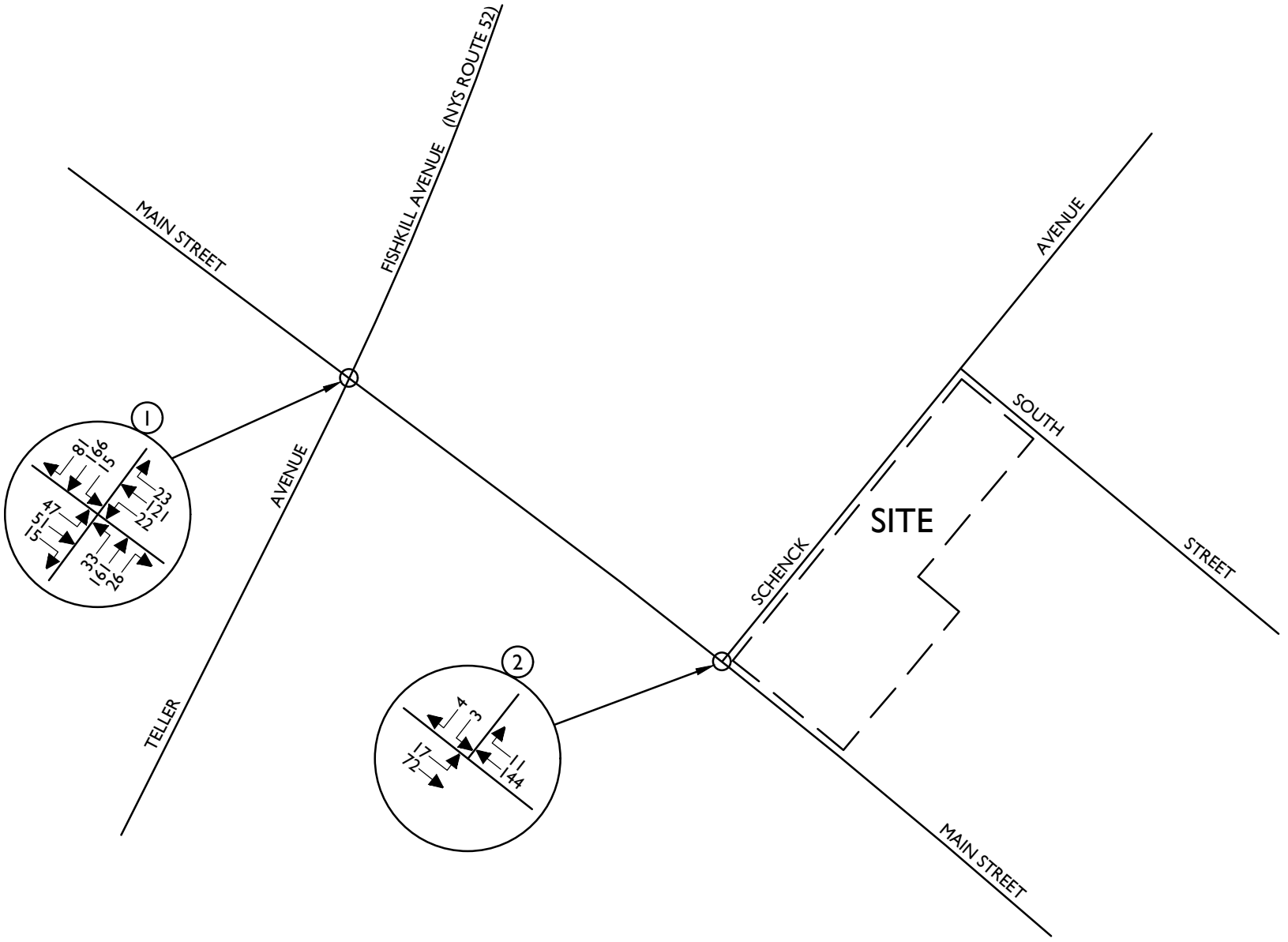
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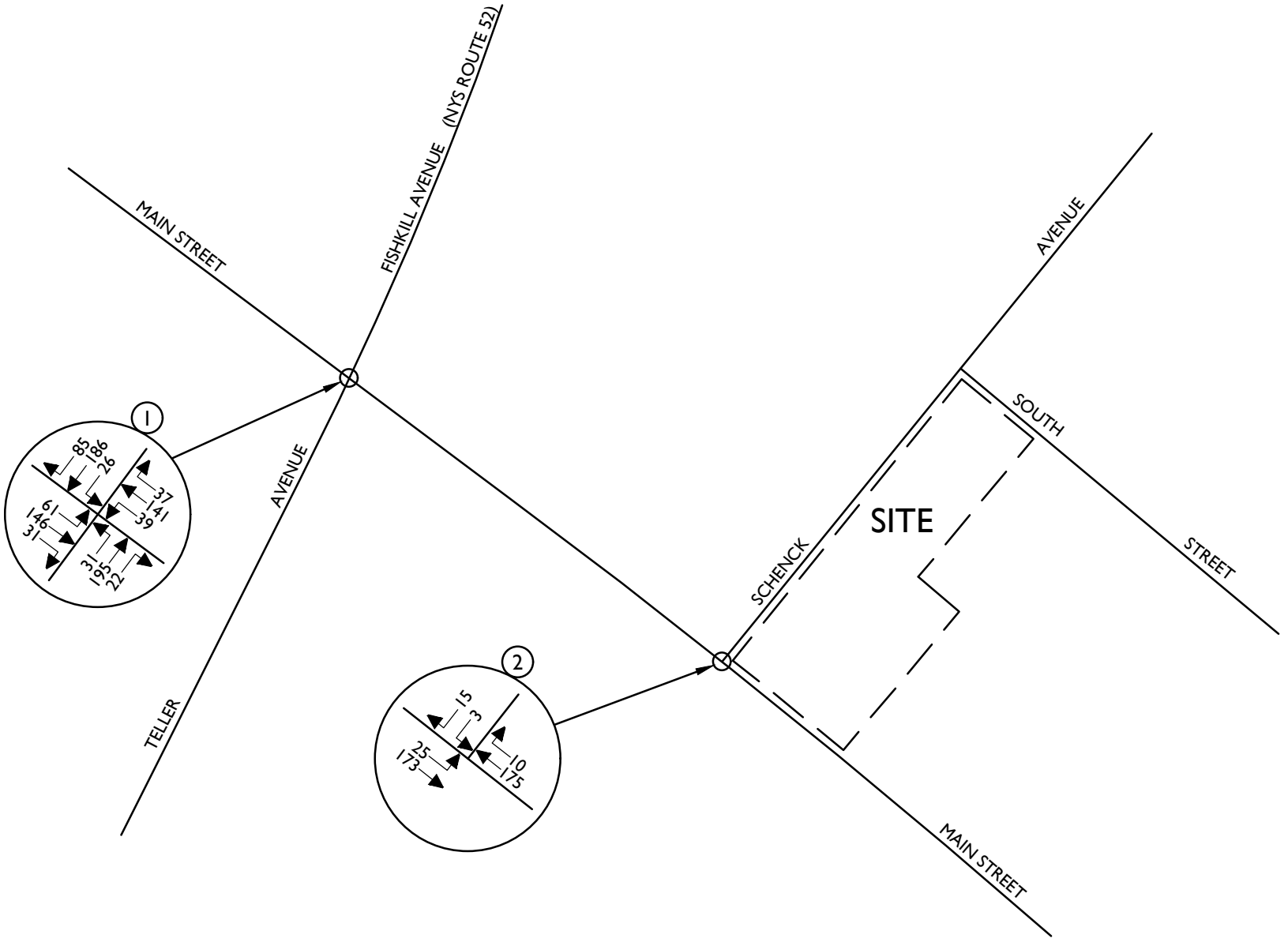
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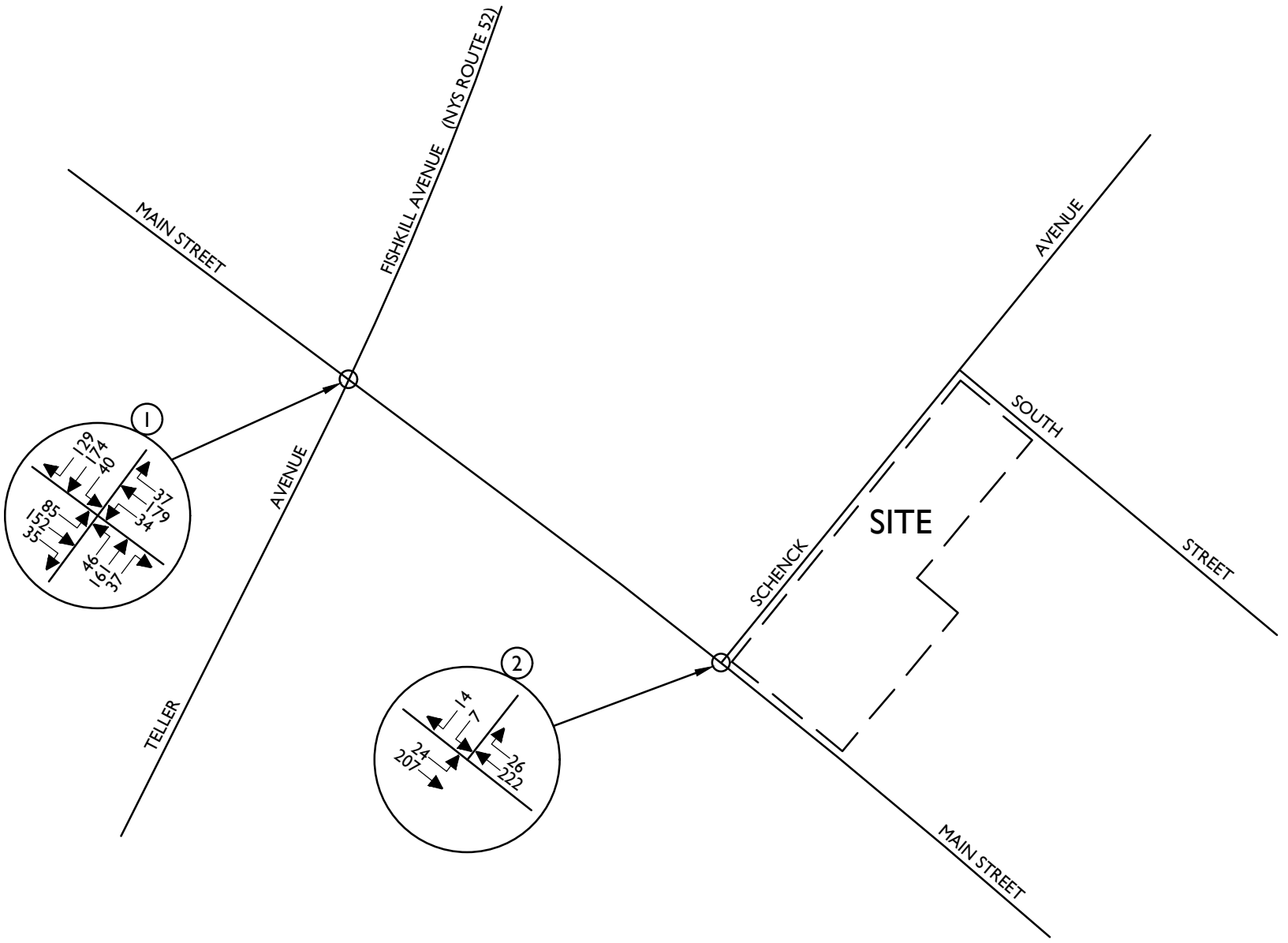
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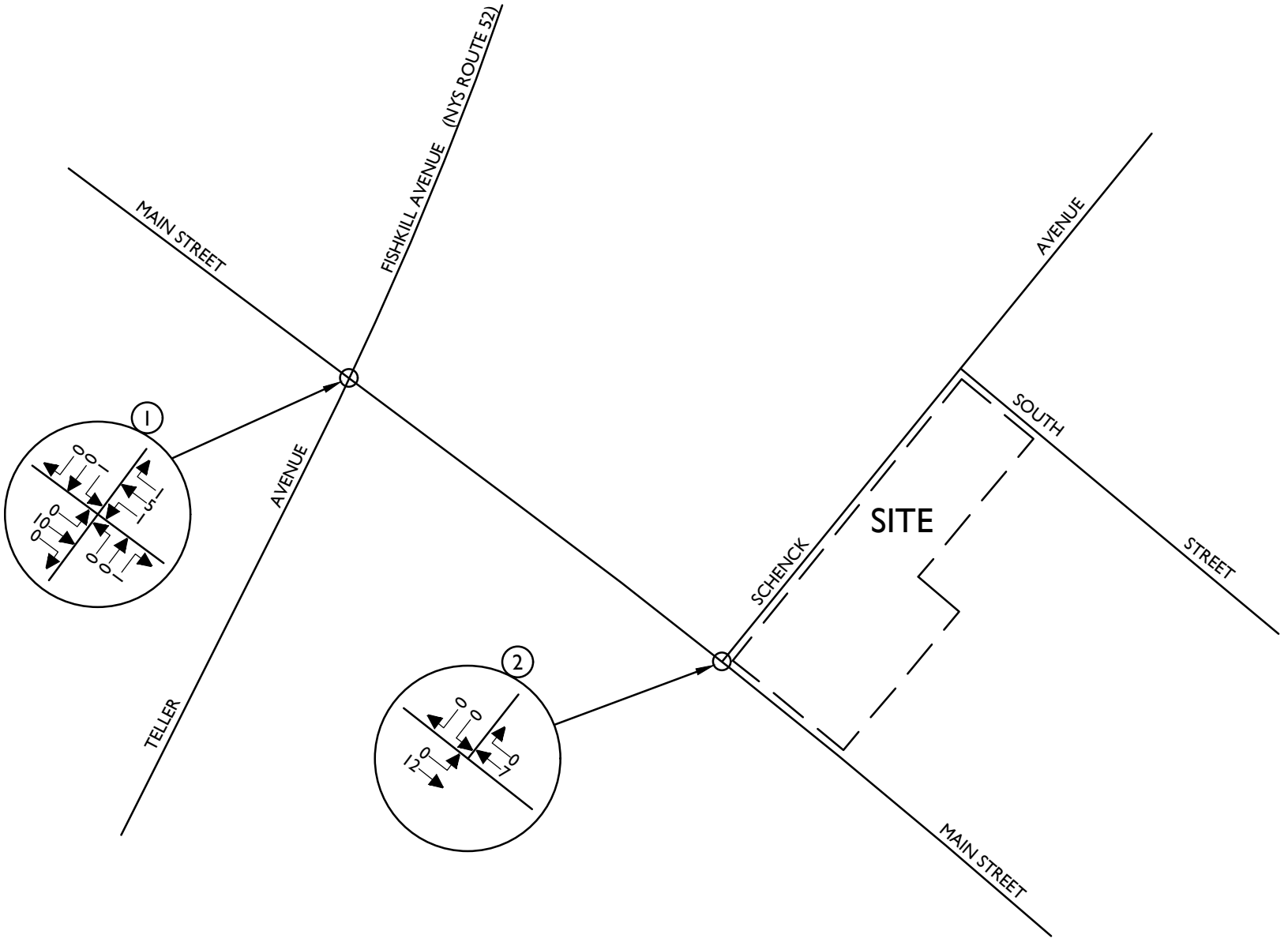
TRAFFIC IMPACT STUDY

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 PROJECTED
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
7



NOTE: LINE DIAGRAM NOT TO SCALE

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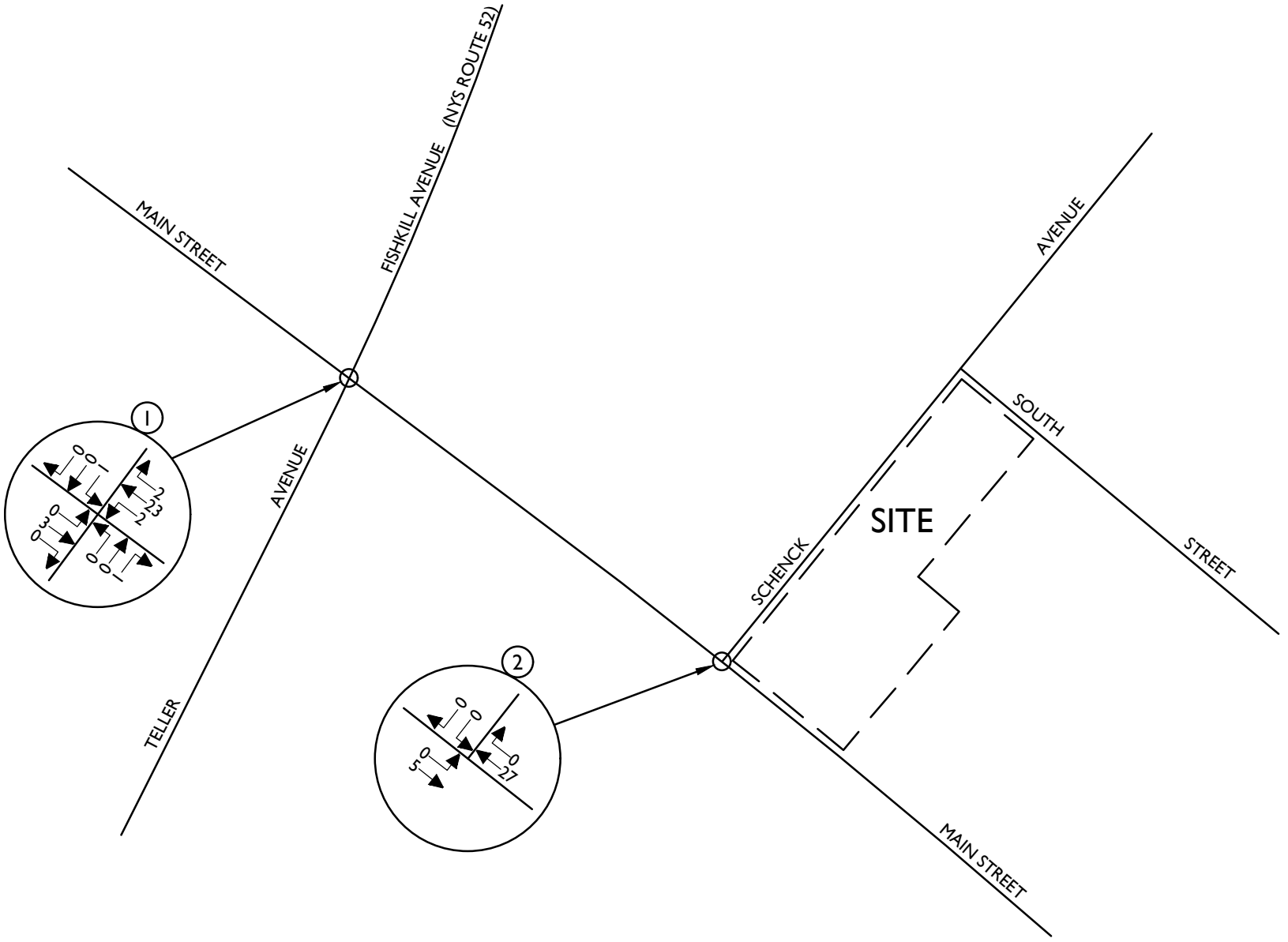
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 8



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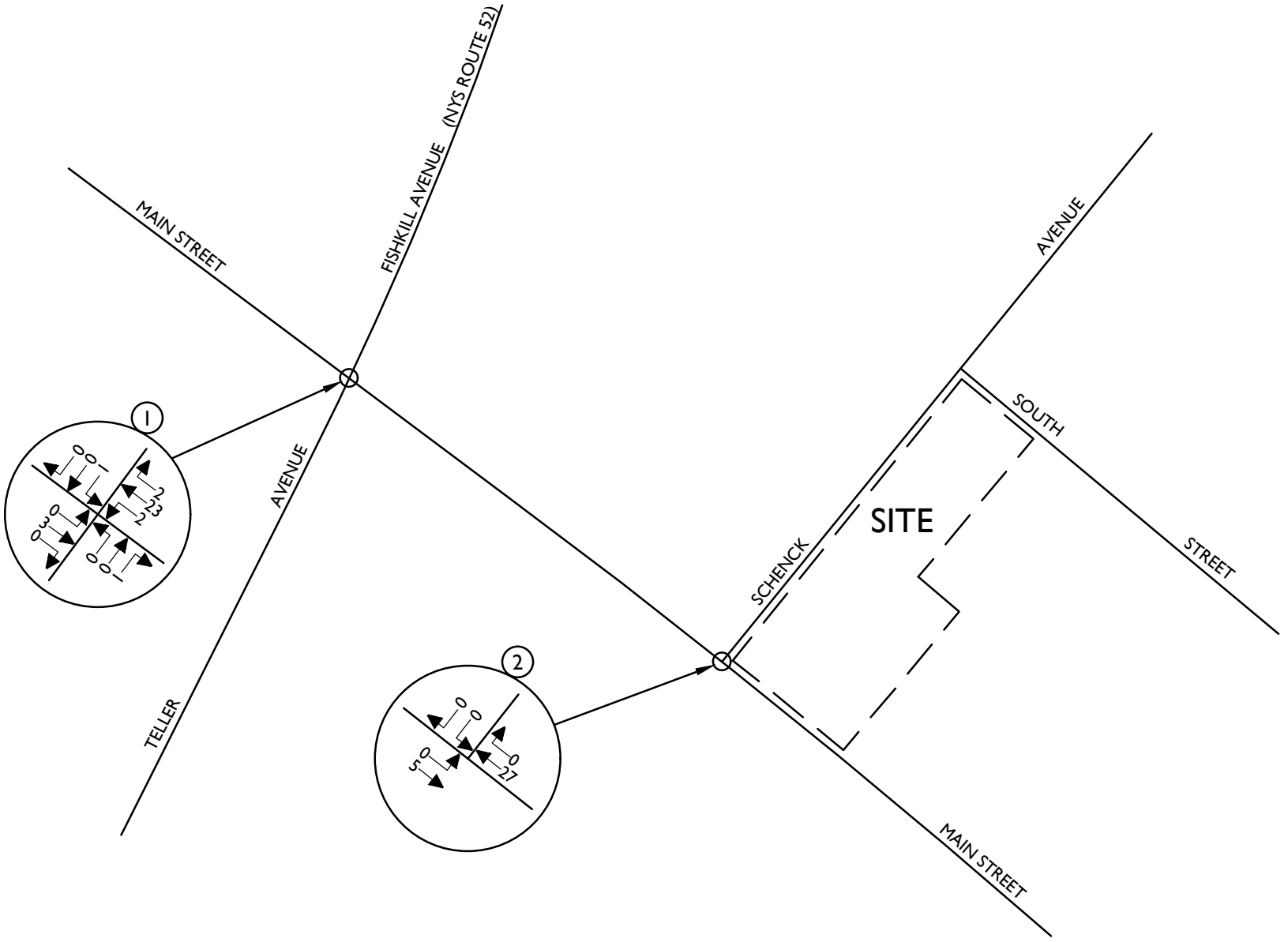
TRAFFIC IMPACT STUDY

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 9



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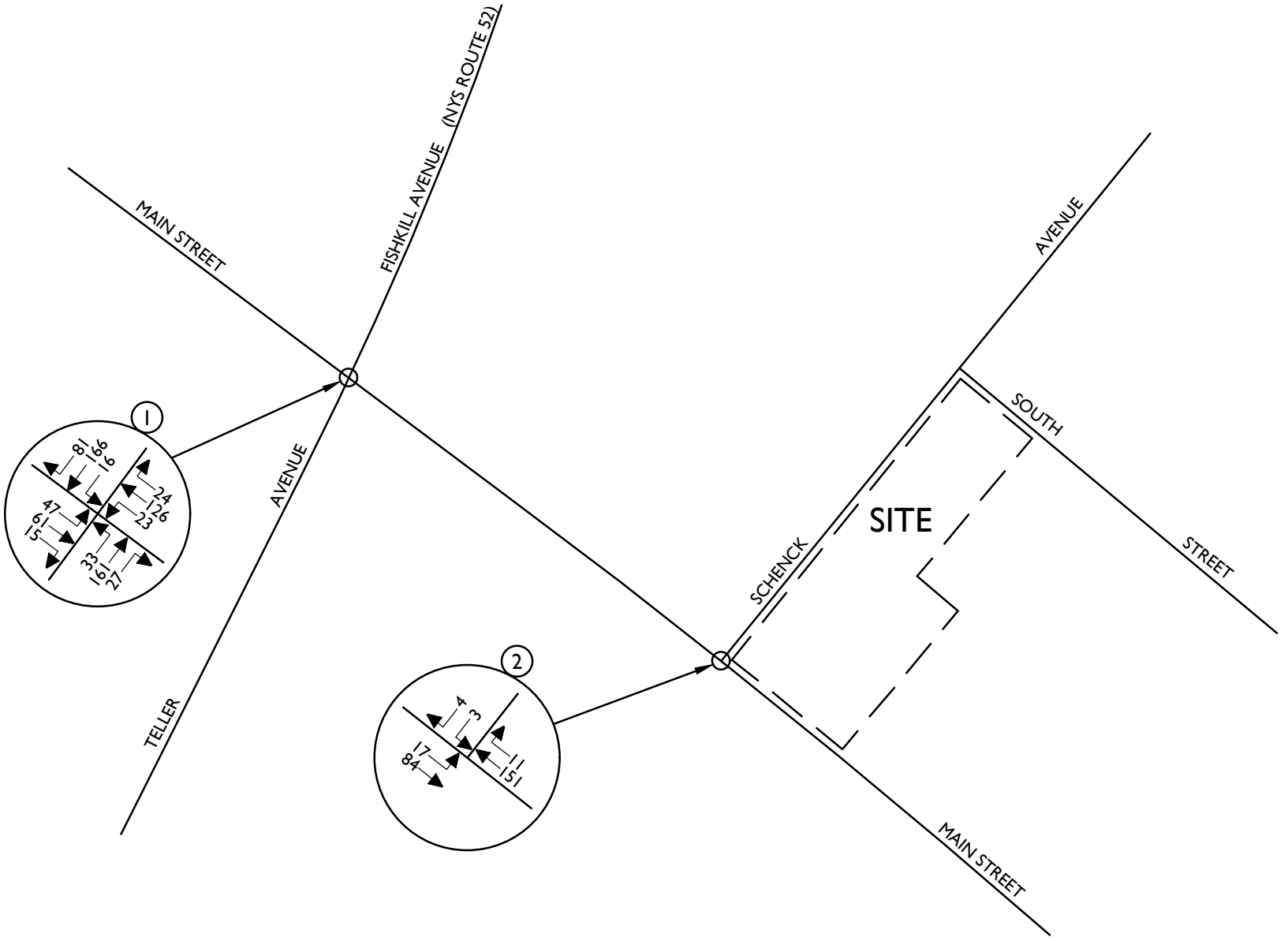
TRAFFIC IMPACT STUDY

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
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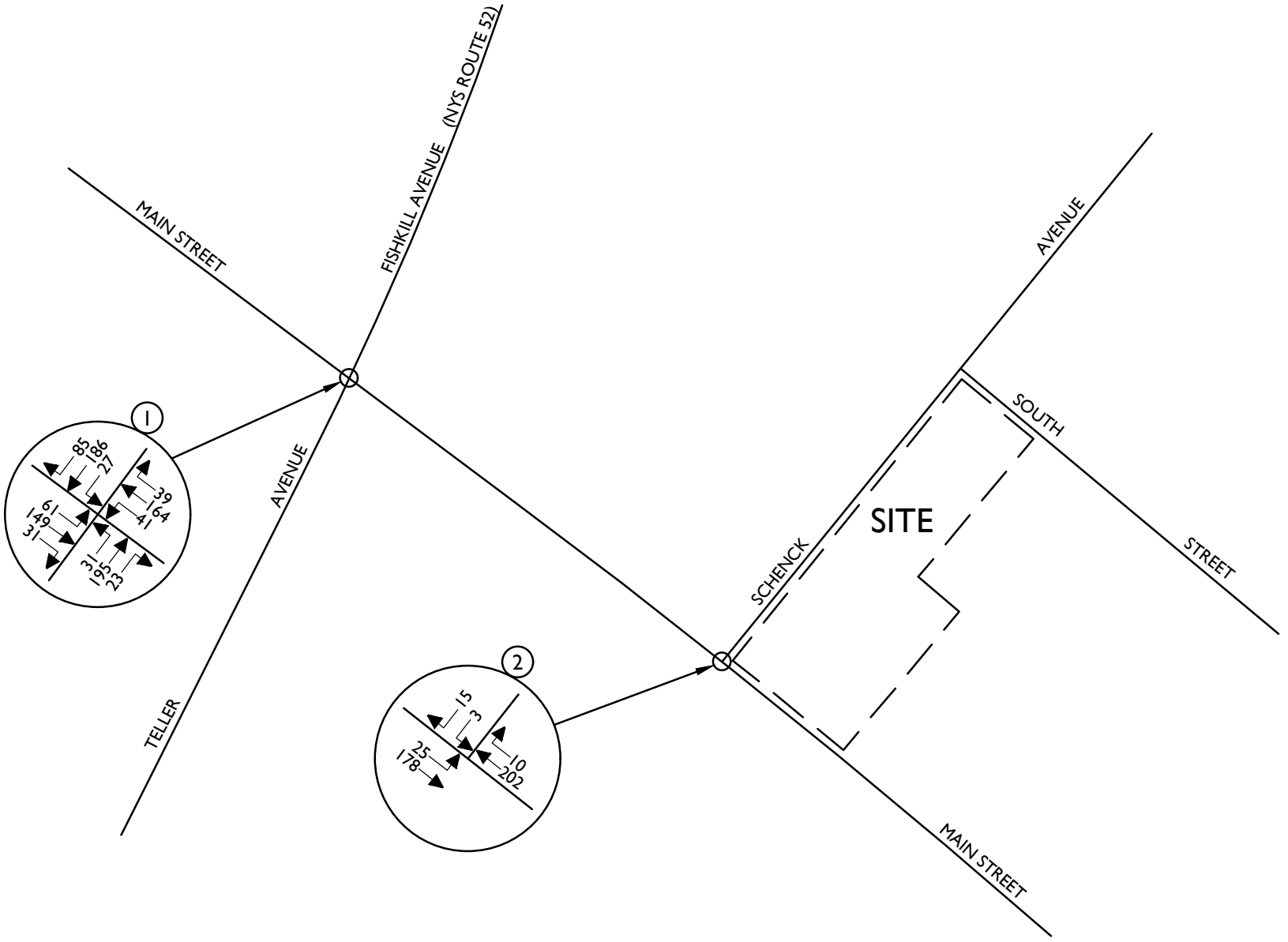
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

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

SHEET NUMBER:
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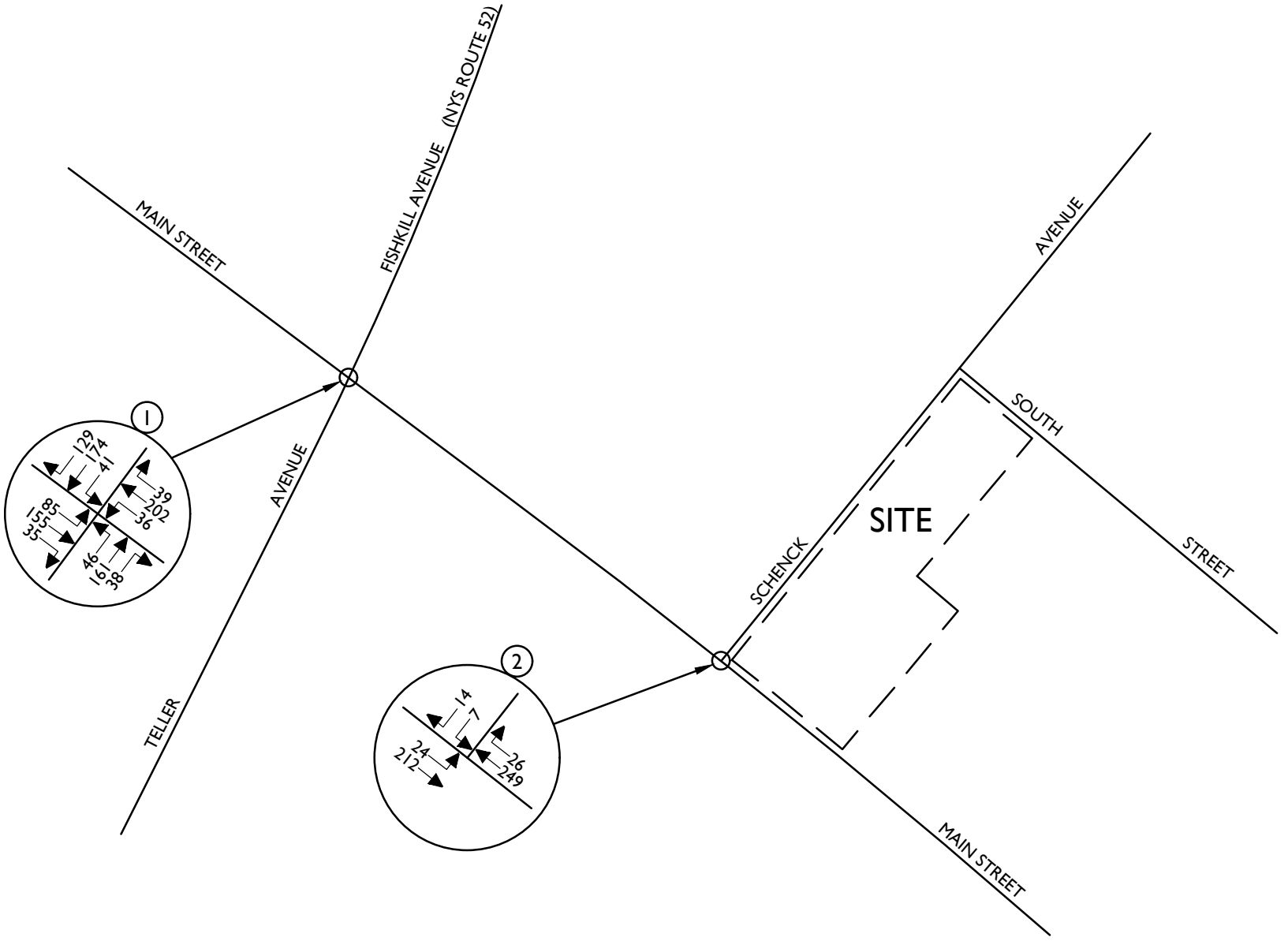
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

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

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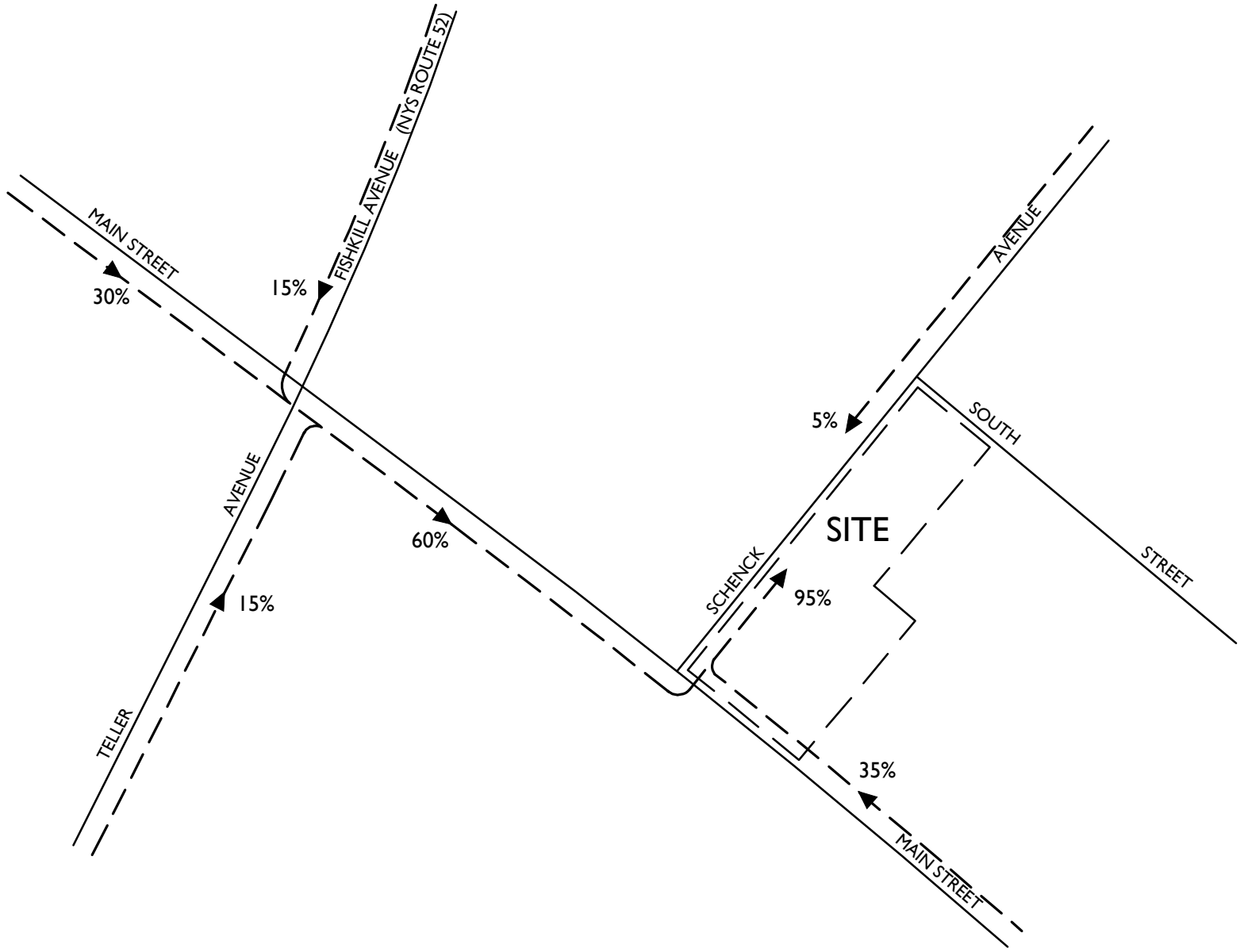
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

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

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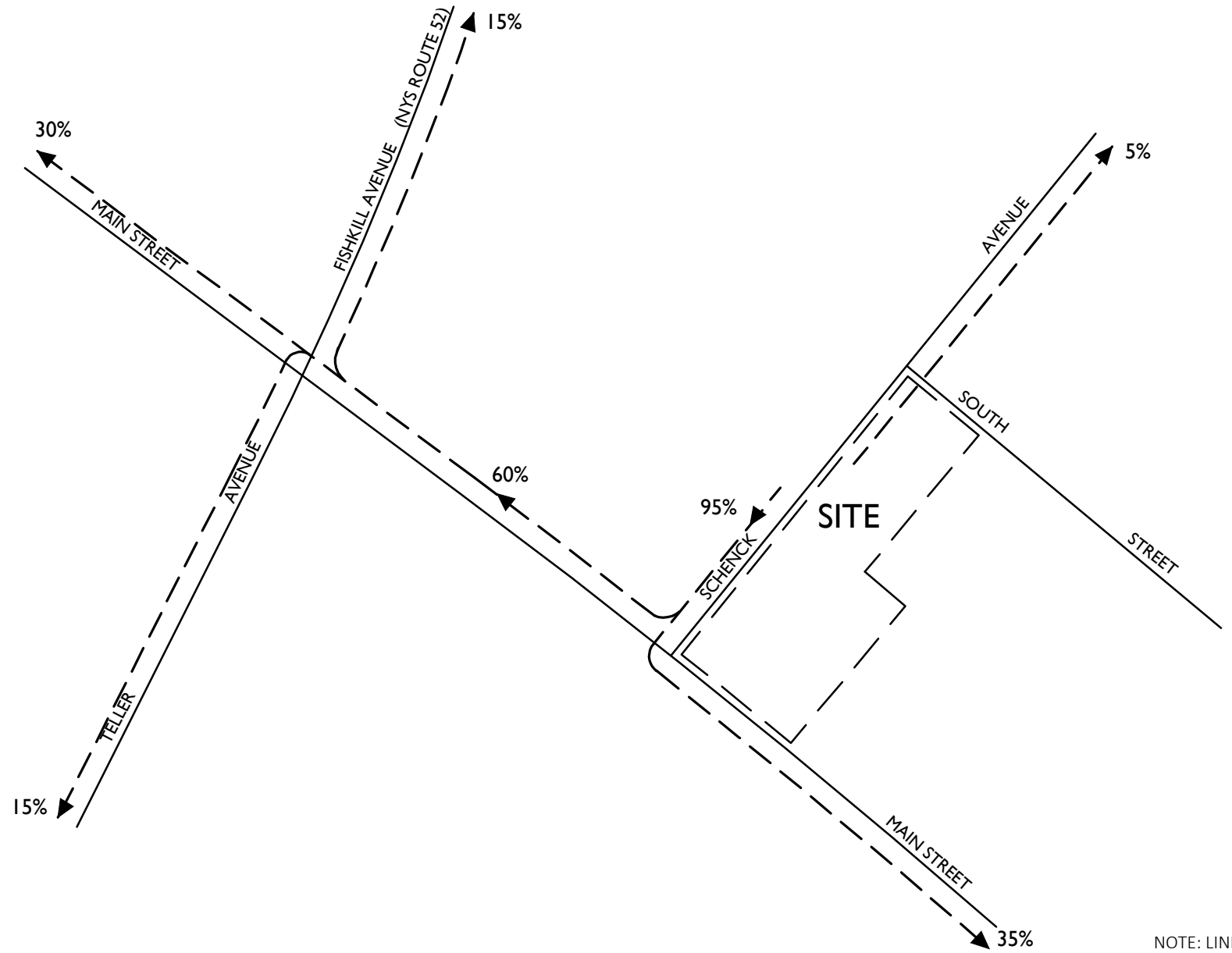
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER:	DRAWING NAME:
20000282A	200626RGD_FIGURE

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

SHEET NUMBER:
14



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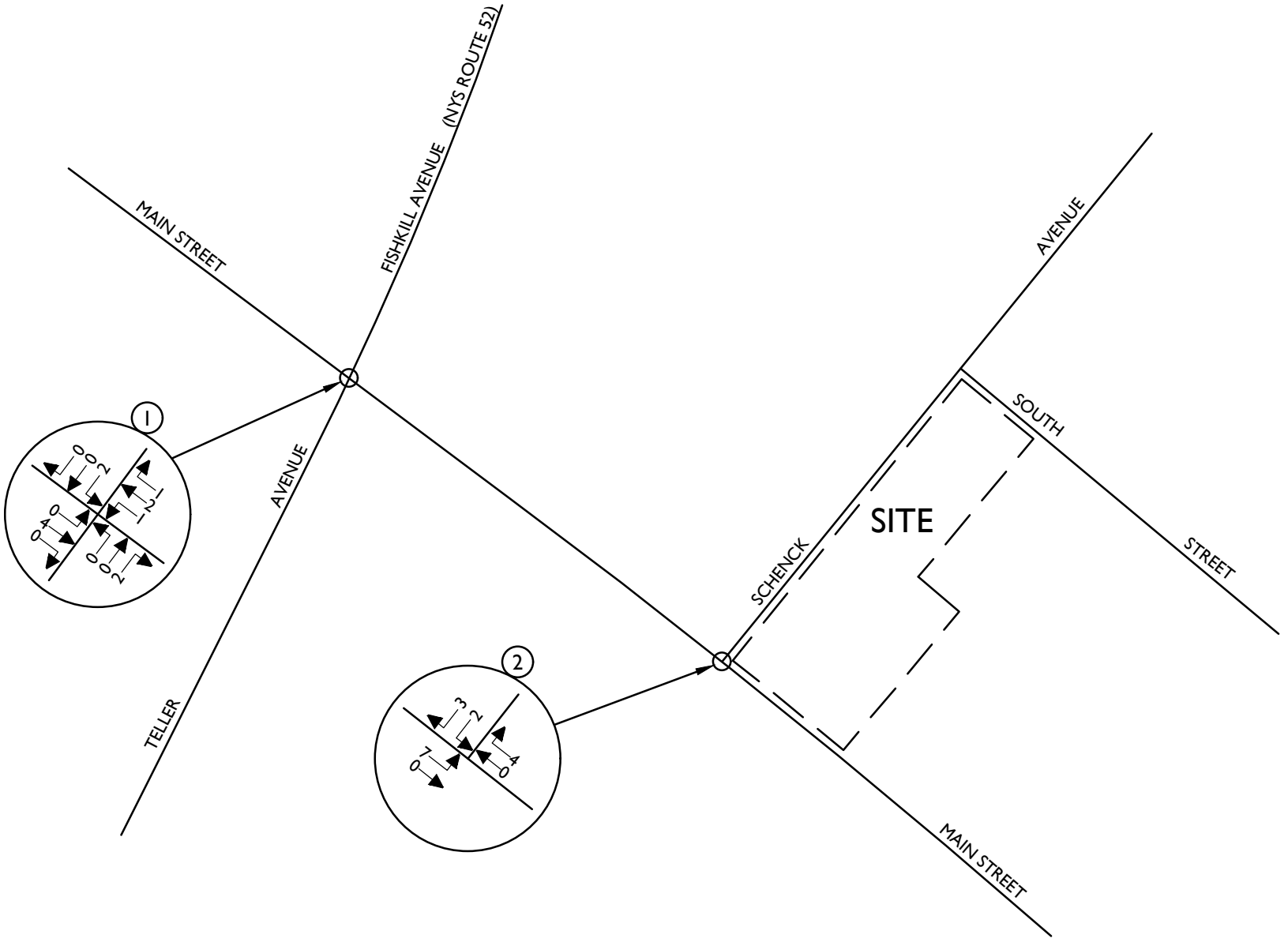
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AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

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

SHEET NUMBER:
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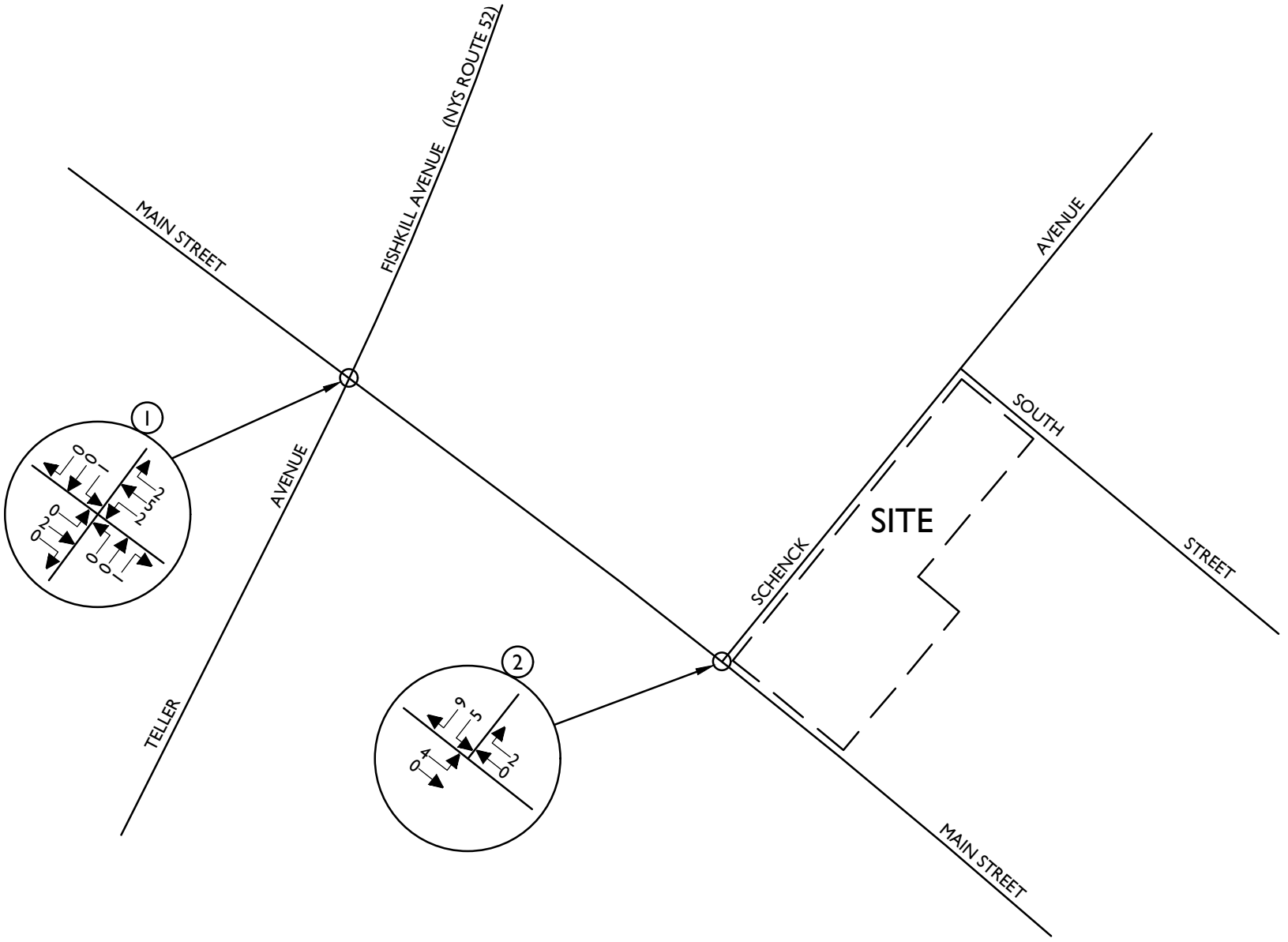
TRAFFIC IMPACT STUDY

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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REV	DATE	DRAWN BY	DESCRIPTION
1	6/26/20	RGD	REVISED DEVELOPMENT SIZES
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416 - 420 MAIN STREET

CITY OF BEACON
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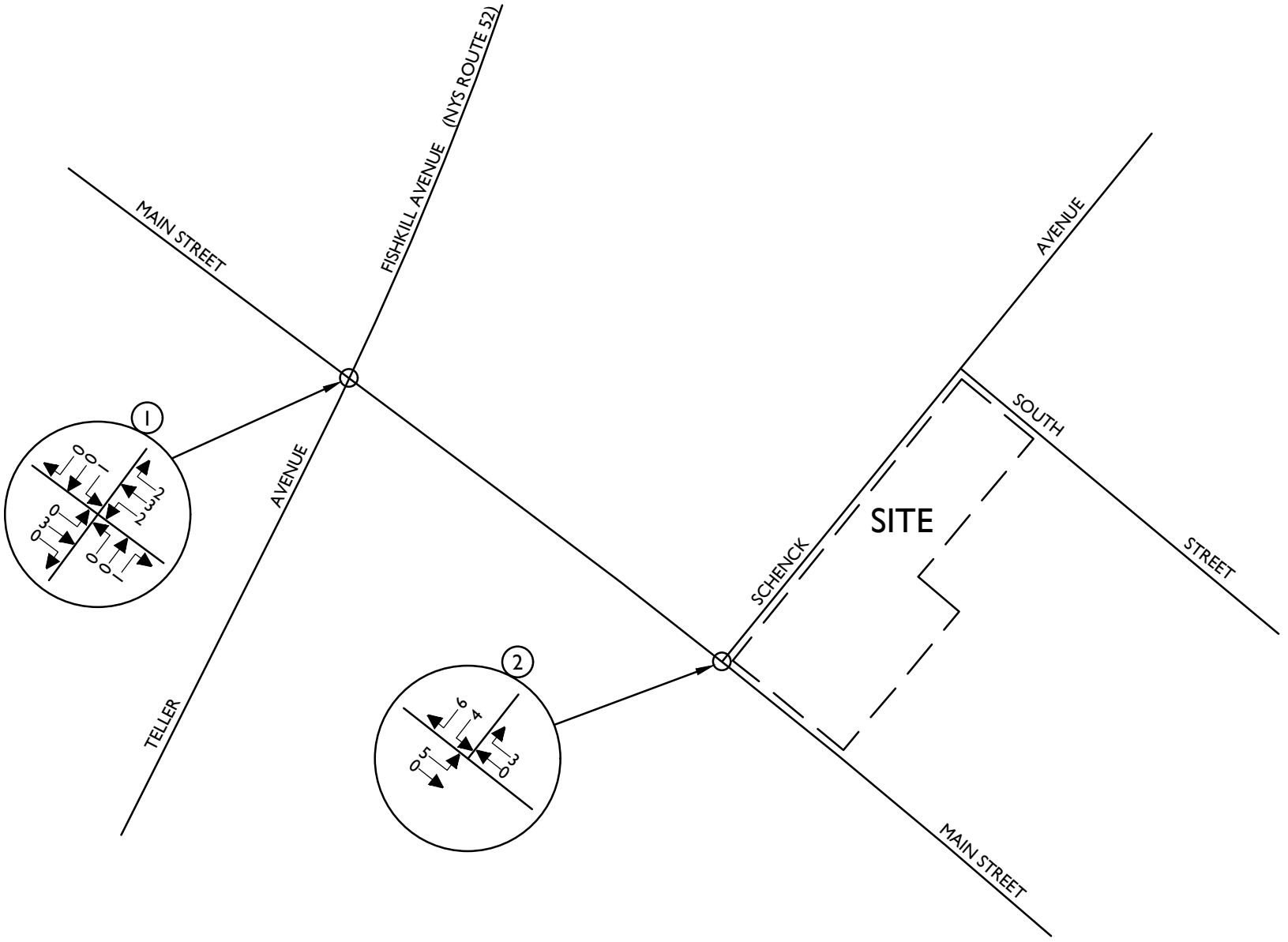
TRAFFIC IMPACT STUDY

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
17



NOTE: LINE DIAGRAM NOT TO SCALE

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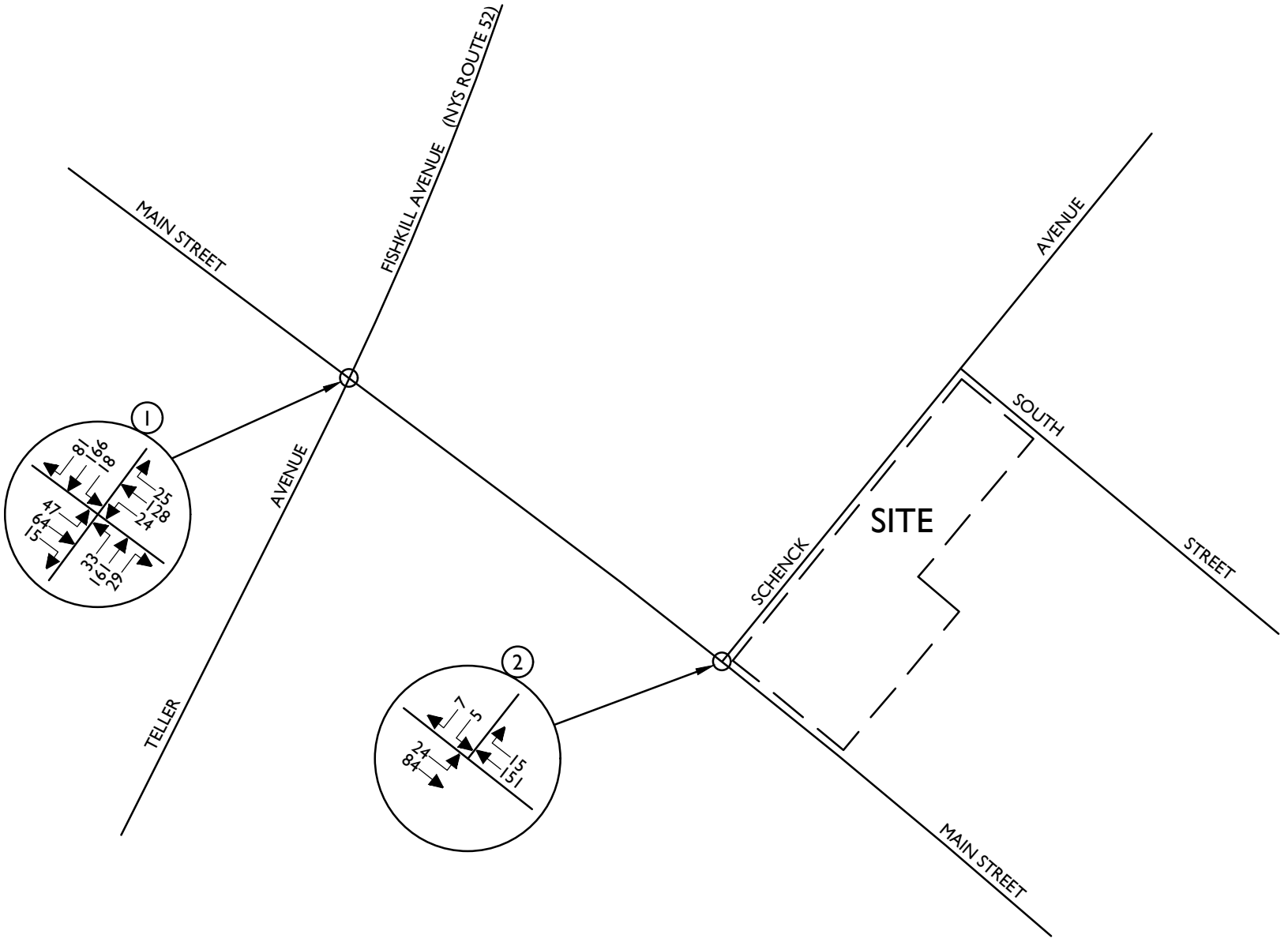
TRAFFIC IMPACT STUDY

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
18



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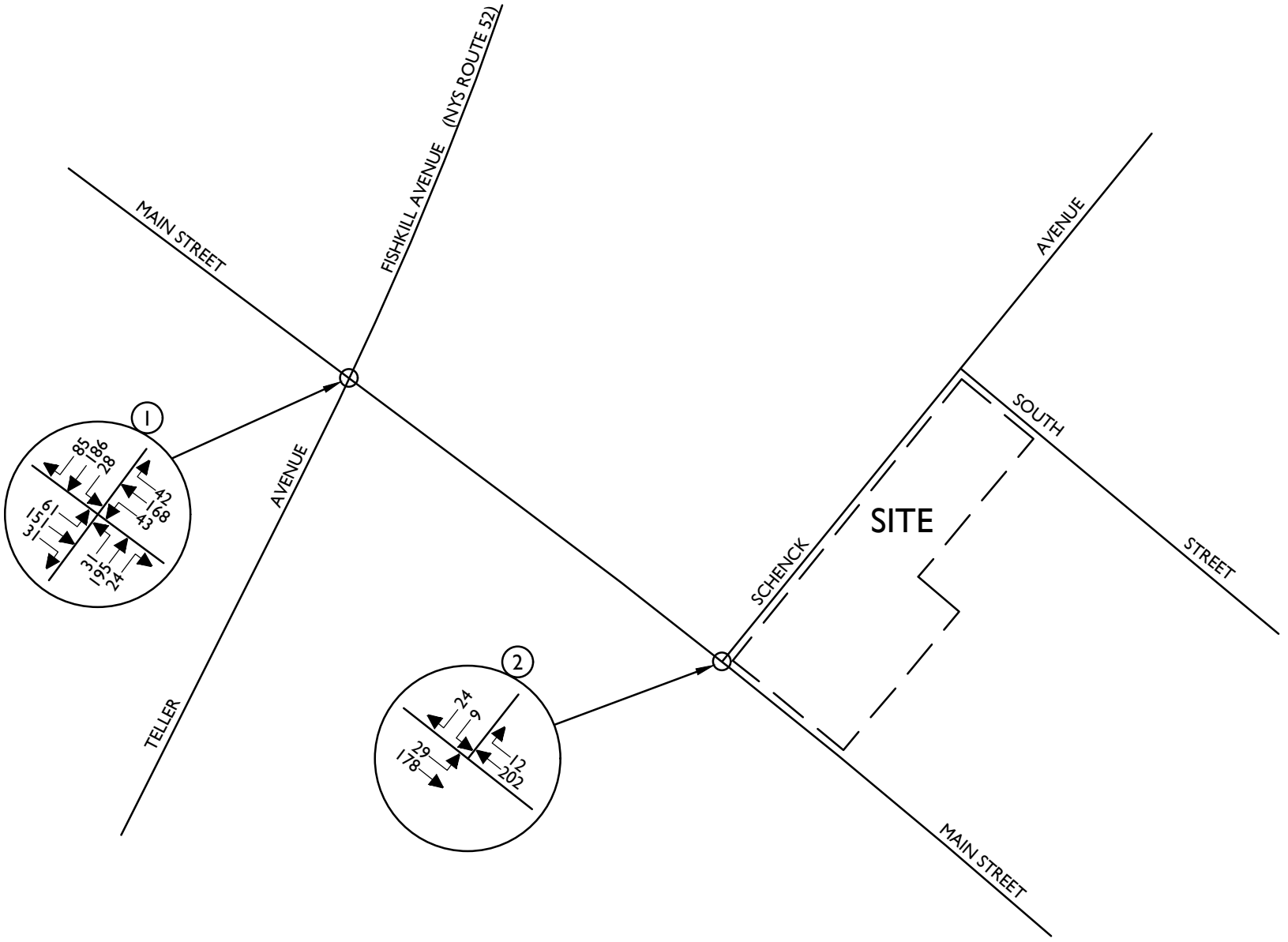
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AS SHOWN	4/28/20	R.H.	R.D.

PROJECT NUMBER: 20000282A

DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
19



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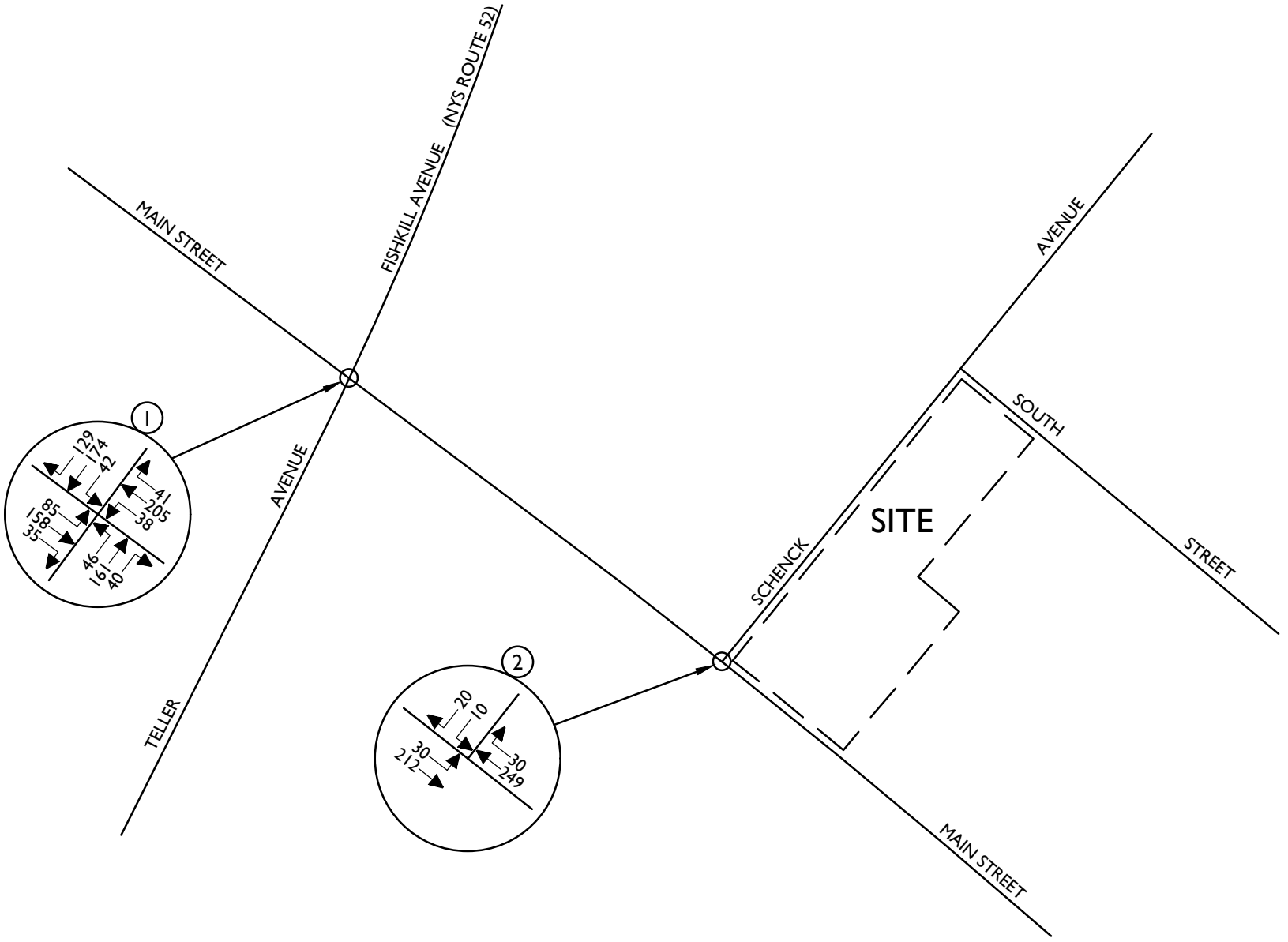
TRAFFIC IMPACT STUDY

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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

PROJECT NUMBER: 20000282A
DRAWING NAME: 200626RGD_FIGURE

SHEET TITLE:
2025 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HOUR

SHEET NUMBER:
21

416 – 420 MAIN STREET

APPENDIX B

TABLES

TABLE NO. 1

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

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

NOTES:

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

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

TABLE NO. 2 AM

LEVEL OF SERVICE SUMMARY TABLE

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

NOTES:

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

TABLE NO. 2 PM

LEVEL OF SERVICE SUMMARY TABLE

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

NOTES:

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

TABLE NO. 2 SAT

LEVEL OF SERVICE SUMMARY TABLE

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

NOTES:

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

TABLE P-1

SUMMARY OF BEACON PARKING SPACE UTILIZATION
WEEKDAY PEAK PARKING CONDITIONS

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

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

NOTES:

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

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

TABLE P-2

SUMMARY OF BEACON PARKING SPACE UTILIZATION
SATURDAY PEAK PARKING CONDITIONS

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

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

NOTES:

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

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

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

TABLE P-3

SUMMARY OF BEACON PARKING SPACE UTILIZATION
SUNDAY PEAK PARKING CONDITIONS

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

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

NOTES:

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

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

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

416 – 420 MAIN STREET

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

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

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

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

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

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

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

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

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

Exhibit 19-8

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

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

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

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

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

Exhibit 20-2

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

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

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

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

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

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

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

Exhibit 21-8

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

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

416 – 420 MAIN STREET

APPENDIX D

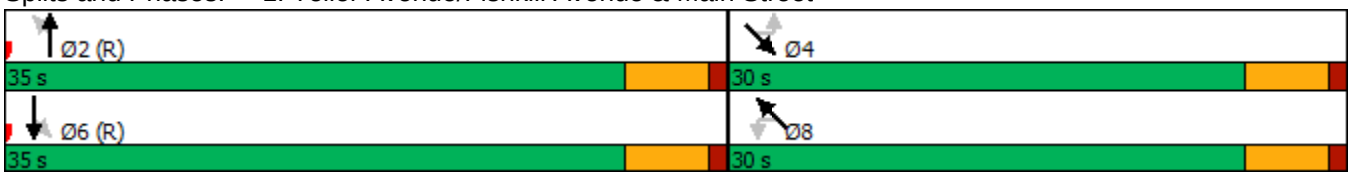
CAPACITY ANALYSIS

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

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

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

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



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

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

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



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

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

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

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

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

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

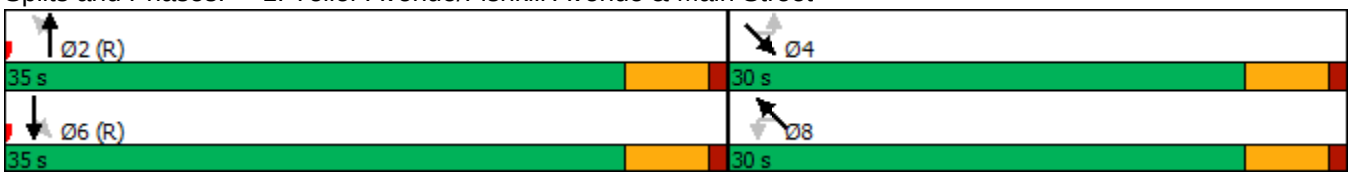
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	28	177	20	24	169	77	55	133	28	35	128	34
Future Volume (vph)	28	177	20	24	169	77	55	133	28	35	128	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width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

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

Intersection Summary

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

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



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

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

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



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

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1

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

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

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

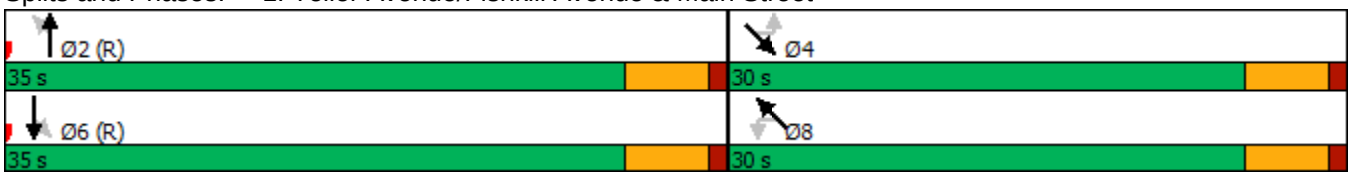
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1270	-	668
HCM Lane V/C Ratio	-	-	0.021	-	0.029
HCM Control Delay (s)	-	-	7.9	0	10.6
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

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

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

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

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



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

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

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

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

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

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

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

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

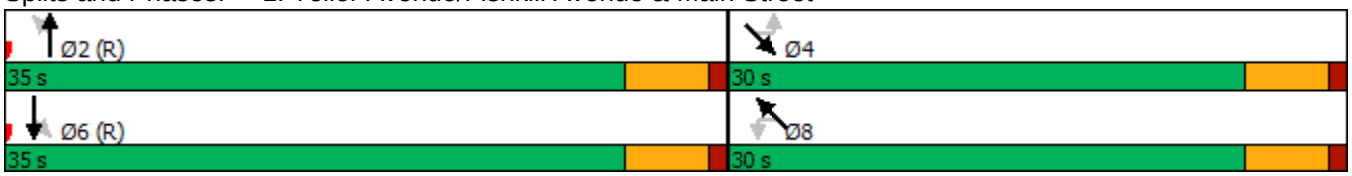
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1117	-	489
HCM Lane V/C Ratio	-	-	0.021	-	0.042
HCM Control Delay (s)	-	-	8.3	0	12.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

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

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

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

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



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

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

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



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

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

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

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

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

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

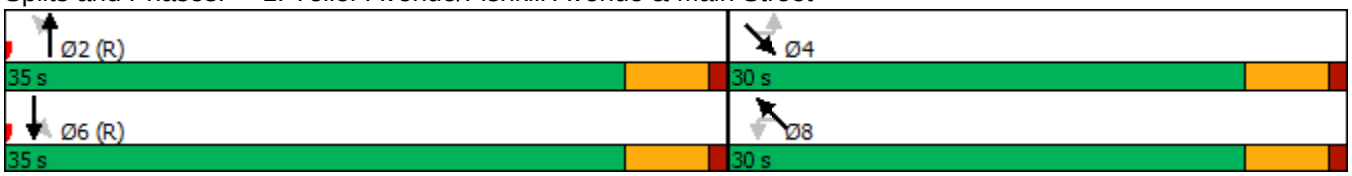
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	31	195	23	27	186	85	61	149	31	41	164	39
Future Volume (vph)	31	195	23	27	186	85	61	149	31	41	164	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width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

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.31			0.36			0.50			0.47	
Control Delay		12.2			12.9			19.4			18.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			12.9			19.4			18.6	
Queue Length 50th (ft)		61			76			74			74	
Queue Length 95th (ft)		107			129			137			135	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		855			858			511			546	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.36			0.50			0.47	

Intersection Summary

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	31	195	23	27	186	85	61	149	31	41	164	39
Future Volume (veh/h)	31	195	23	27	186	85	61	149	31	41	164	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.95		0.92	0.95		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1828	1758	1879	1954	1879	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	33	205	24	28	196	89	64	157	33	43	173	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	2	2	2
Cap, veh/h	120	659	72	96	561	237	170	368	70	125	429	93
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	124	1428	157	78	1215	514	263	957	182	157	1116	242
Grp Volume(v), veh/h	262	0	0	313	0	0	254	0	0	257	0	0
Grp Sat Flow(s),veh/h/ln	1709	0	0	1807	0	0	1402	0	0	1514	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	7.1	0.0	0.0	7.8	0.0	0.0	7.6	0.0	0.0
Prop In Lane	0.13		0.09	0.09		0.28	0.25		0.13	0.17		0.16
Lane Grp Cap(c), veh/h	851	0	0	894	0	0	609	0	0	647	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.35	0.00	0.00	0.42	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	851	0	0	894	0	0	609	0	0	647	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.3	0.0	0.0	14.7	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.1	0.0	0.0	2.1	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	12.4	0.0	0.0	16.8	0.0	0.0	16.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		262			313			254			257	
Approach Delay, s/veh		12.0			12.4			16.8			16.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.0	9.8	9.1	9.6
Green Ext Time (p_c), s	1.0	0.9	1.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	25	178	202	10	3	15
Future Volume (vph)	25	178	202	10	3	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.885	
Flt Protected		0.994			0.993	
Satd. Flow (prot)	0	1842	1842	0	1454	0
Flt Permitted		0.994			0.993	
Satd. Flow (perm)	0	1842	1842	0	1454	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	57			48	48	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Parking (#/hr)				0		0
Adj. Flow (vph)	28	202	230	11	3	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	230	241	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	25	178	202	10	3	15
Future Vol, veh/h	25	178	202	10	3	15
Conflicting Peds, #/hr	57	0	0	48	48	57
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	202	230	11	3	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	298	0	-	0	599	350
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	306	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1263	-	-	-	549	728
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1217	-	-	-	497	664
Mov Cap-2 Maneuver	-	-	-	-	497	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	784	-

Approach	SE	NW	SW
HCM Control Delay, s	1	0	10.9
HCM LOS			B

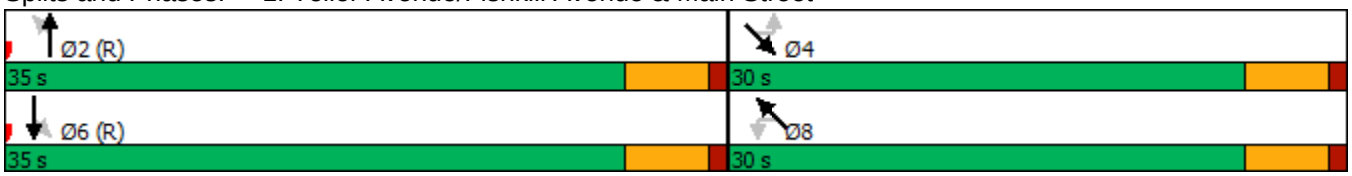
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1217	-	629
HCM Lane V/C Ratio	-	-	0.023	-	0.033
HCM Control Delay (s)	-	-	8	0	10.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	46	161	38	41	174	129	85	155	35	36	202	39
Future Volume (vph)	46	161	38	41	174	129	85	155	35	36	202	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.95			0.97	
Frt		0.979			0.949			0.983			0.981	
Flt Protected		0.991			0.994			0.985			0.994	
Satd. Flow (prot)	0	2005	0	0	1902	0	0	1528	0	0	1542	0
Flt Permitted		0.885			0.939			0.825			0.930	
Satd. Flow (perm)	0	1783	0	0	1793	0	0	1244	0	0	1428	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	25		15	15		25	106		83	83		106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Parking (#/hr)									0			0
Adj. Flow (vph)	49	171	40	44	185	137	90	165	37	38	215	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	0	0	366	0	0	292	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	20	20		20	20		55	55		55	55	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.32			0.44			0.61			0.54	
Control Delay		12.4			14.0			22.8			19.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			14.0			22.8			19.9	
Queue Length 50th (ft)		61			93			90			87	
Queue Length 95th (ft)		107			155			167			157	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		822			827			478			549	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.44			0.61			0.54	

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	46	161	38	41	174	129	85	155	35	36	202	39
Future Volume (veh/h)	46	161	38	41	174	129	85	155	35	36	202	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	0.93		0.86	0.93		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1890	1817	1909	1986	1909	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	49	171	40	44	185	137	90	165	37	38	215	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	550	118	118	454	306	199	323	65	104	464	82
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	219	1191	256	122	984	662	328	841	170	109	1206	213
Grp Volume(v), veh/h	260	0	0	366	0	0	292	0	0	294	0	0
Grp Sat Flow(s),veh/h/ln	1667	0	0	1769	0	0	1338	0	0	1528	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	8.7	0.0	0.0	9.9	0.0	0.0	9.0	0.0	0.0
Prop In Lane	0.19		0.15	0.12		0.37	0.31		0.13	0.13		0.14
Lane Grp Cap(c), veh/h	835	0	0	878	0	0	587	0	0	650	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.42	0.00	0.00	0.50	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	835	0	0	878	0	0	587	0	0	650	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.8	0.0	0.0	15.2	0.0	0.0	15.1	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.5	0.0	0.0	3.0	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	13.2	0.0	0.0	18.2	0.0	0.0	17.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		260			366			292			294	
Approach Delay, s/veh		12.0			13.2			18.2			17.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.0	30.0	35.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	25.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.8	11.9	10.7	11.0
Green Ext Time (p_c), s	1.0	1.1	1.5	1.0

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	24	212	249	26	7	14
Future Volume (vph)	24	212	249	26	7	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.987		0.912	
Flt Protected		0.995			0.983	
Satd. Flow (prot)	0	1844	1829	0	1483	0
Flt Permitted		0.995			0.983	
Satd. Flow (perm)	0	1844	1829	0	1483	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	113			104	104	113
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Parking (#/hr)				0		0
Adj. Flow (vph)	26	228	268	28	8	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	254	296	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	24	212	249	26	7	14
Future Vol, veh/h	24	212	249	26	7	14
Conflicting Peds, #/hr	113	0	0	104	104	113
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	228	268	28	8	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	409	0	-	0	779	508
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1150	-	-	-	452	606
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	378	502
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	711	-

Approach	SE	NW	SW
HCM Control Delay, s	0.9	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1067	-	453
HCM Lane V/C Ratio	-	-	0.024	-	0.05
HCM Control Delay (s)	-	-	8.5	0	13.4
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2

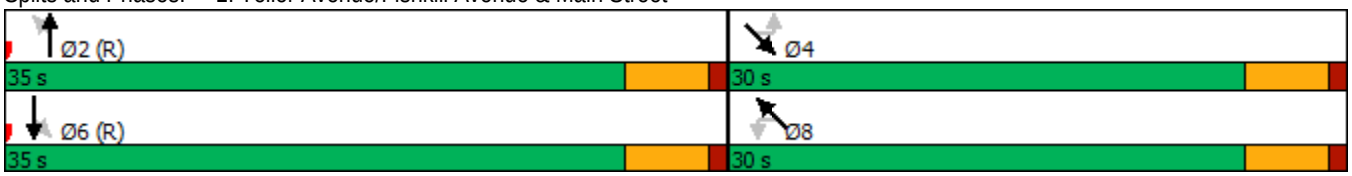
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	33	161	29	18	166	81	47	64	15	24	127	25
Future Volume (vph)	33	161	29	18	166	81	47	64	15	24	127	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.982			0.959			0.984			0.981	
Flt Protected		0.993			0.997			0.982			0.993	
Satd. Flow (prot)	0	1951	0	0	1924	0	0	1369	0	0	1411	0
Flt Permitted		0.923			0.973			0.843			0.953	
Satd. Flow (perm)	0	1810	0	0	1876	0	0	1161	0	0	1351	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	11		7	7		11	31		14	14		31
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	5%	4%	2%	4%	2%	2%	4%	7%	5%	2%	2%
Parking (#/hr)								0			0	
Adj. Flow (vph)	38	183	33	20	189	92	53	73	17	27	144	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	254	0	0	301	0	0	143	0	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.38	1.01	0.99	1.35	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	9	9		9	9		22	22		22	22	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.30			0.35			0.32			0.38	
Control Delay		12.2			12.7			16.6			17.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			12.7			16.6			17.2	
Queue Length 50th (ft)		60			72			39			55	
Queue Length 95th (ft)		102			119			77			102	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		835			865			446			519	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.35			0.32			0.38	

Intersection Summary

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	33	161	29	18	166	81	47	64	15	24	127	25
Future Volume (veh/h)	33	161	29	18	166	81	47	64	15	24	127	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1773	1844	1773	1879	1954	1879	1835	1761	1835	1949	1871	1949
Adj Flow Rate, veh/h	38	183	33	20	189	92	53	73	17	27	144	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	4	4	4	4	4	4	2	2	2
Cap, veh/h	137	604	101	83	558	256	253	323	67	114	528	95
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	159	1309	219	51	1210	555	460	839	175	132	1372	246
Grp Volume(v), veh/h	254	0	0	301	0	0	143	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1687	0	0	1815	0	0	1475	0	0	1751	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	6.8	0.0	0.0	3.6	0.0	0.0	4.9	0.0	0.0
Prop In Lane	0.15		0.13	0.07		0.31	0.37		0.12	0.14		0.14
Lane Grp Cap(c), veh/h	842	0	0	897	0	0	643	0	0	736	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.34	0.00	0.00	0.22	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	842	0	0	897	0	0	643	0	0	736	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.3	0.0	0.0	13.4	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.7	0.0	0.0	1.4	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	0.0	0.0	12.3	0.0	0.0	14.2	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		254			301			143			199	
Approach Delay, s/veh		11.9			12.3			14.2			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		30.0		35.0		30.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		25.0		30.0		25.0				
Max Q Clear Time (g_c+I1), s		7.8		5.6		8.8		6.9				
Green Ext Time (p_c), s		1.0		0.5		1.2		0.7				

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



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	23	84	151	15	5	7
Future Volume (vph)	23	84	151	15	5	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.988		0.917	
Flt Protected		0.989			0.981	
Satd. Flow (prot)	0	1800	1831	0	1489	0
Flt Permitted		0.989			0.981	
Satd. Flow (perm)	0	1800	1831	0	1489	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	34			29	29	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	3%	2%	2%	2%	2%
Parking (#/hr)				0		0
Adj. Flow (vph)	25	92	166	16	5	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	117	182	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	23	84	151	15	5	7
Future Vol, veh/h	23	84	151	15	5	7
Conflicting Peds, #/hr	34	0	0	29	29	34
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	3	2	2	2	2
Mvmt Flow	25	92	166	16	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	379	242
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	171	-
Critical Hdwy	4.17	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1325	-	-	-	692	824
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1296	-	-	-	648	780
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	881	-

Approach	SE	NW	SW
HCM Control Delay, s	1.7	0	10.1
HCM LOS			B

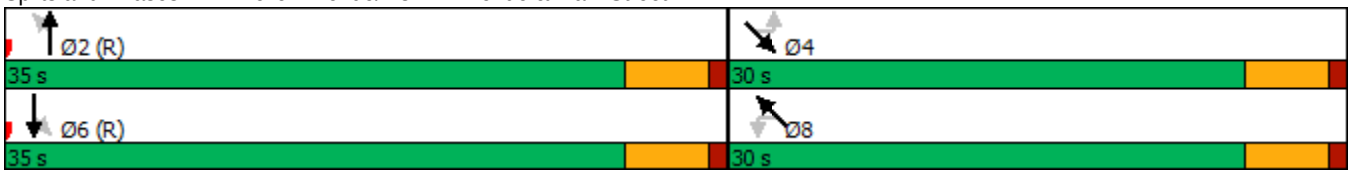
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1296	-	719
HCM Lane V/C Ratio	-	-	0.02	-	0.018
HCM Control Delay (s)	-	-	7.8	0	10.1
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	31	195	24	28	186	85	61	151	31	42	168	41
Future Volume (vph)	31	195	24	28	186	85	61	151	31	42	168	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.98			0.98	
Frt		0.987			0.962			0.983			0.978	
Flt Protected		0.994			0.995			0.988			0.992	
Satd. Flow (prot)	0	1969	0	0	1929	0	0	1545	0	0	1549	0
Flt Permitted		0.936			0.958			0.863			0.915	
Satd. Flow (perm)	0	1852	0	0	1856	0	0	1330	0	0	1420	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	9		7	7		9	61		39	39		61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	6%	5%	2%	4%	2%	2%	2%	2%	3%	2%	3%
Parking (#/hr)									0			0
Adj. Flow (vph)	33	205	25	29	196	89	64	159	33	44	177	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	314	0	0	256	0	0	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	8	8		8	8		50	50		50	50	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.31			0.37			0.50			0.48	
Control Delay		12.3			12.9			19.5			18.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			12.9			19.5			18.8	
Queue Length 50th (ft)		62			76			75			77	
Queue Length 95th (ft)		108			130			139			139	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		854			856			511			546	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.37			0.50			0.48	

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	31	195	24	28	186	85	61	151	31	42	168	41
Future Volume (veh/h)	31	195	24	28	186	85	61	151	31	42	168	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.95		0.92	0.95		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1828	1758	1879	1954	1879	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	33	205	25	29	196	89	64	159	33	44	177	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	2	2	2
Cap, veh/h	119	656	75	98	559	236	169	370	70	125	427	95
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	124	1422	162	82	1212	512	260	963	181	156	1111	246
Grp Volume(v), veh/h	263	0	0	314	0	0	256	0	0	264	0	0
Grp Sat Flow(s),veh/h/ln	1708	0	0	1805	0	0	1404	0	0	1513	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	7.1	0.0	0.0	7.9	0.0	0.0	7.8	0.0	0.0
Prop In Lane	0.13		0.10	0.09		0.28	0.25		0.13	0.17		0.16
Lane Grp Cap(c), veh/h	851	0	0	893	0	0	609	0	0	647	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.35	0.00	0.00	0.42	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	851	0	0	893	0	0	609	0	0	647	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.3	0.0	0.0	14.7	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.1	0.0	0.0	2.1	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	12.4	0.0	0.0	16.9	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		263			314			256			264	
Approach Delay, s/veh		12.0			12.4			16.9			16.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		30.0		35.0		30.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		25.0		30.0		25.0				
Max Q Clear Time (g_c+I1), s		8.0		9.9		9.1		9.8				
Green Ext Time (p_c), s		1.0		0.9		1.3		0.9				

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



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	33	178	202	12	8	23
Future Volume (vph)	33	178	202	12	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.992		0.900	
Flt Protected		0.992			0.987	
Satd. Flow (prot)	0	1839	1839	0	1470	0
Flt Permitted		0.992			0.987	
Satd. Flow (perm)	0	1839	1839	0	1470	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	57			48	48	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Parking (#/hr)				0		0
Adj. Flow (vph)	38	202	230	14	9	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	240	244	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	33	178	202	12	8	23
Future Vol, veh/h	33	178	202	12	8	23
Conflicting Peds, #/hr	57	0	0	48	48	57
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	202	230	14	9	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	301	0	-	0	620	351
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1260	-	-	-	536	727
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1214	-	-	-	481	663
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	772	-

Approach	SE	NW	SW
HCM Control Delay, s	1.3	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1214	-	604
HCM Lane V/C Ratio	-	-	0.031	-	0.058
HCM Control Delay (s)	-	-	8.1	0	11.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2

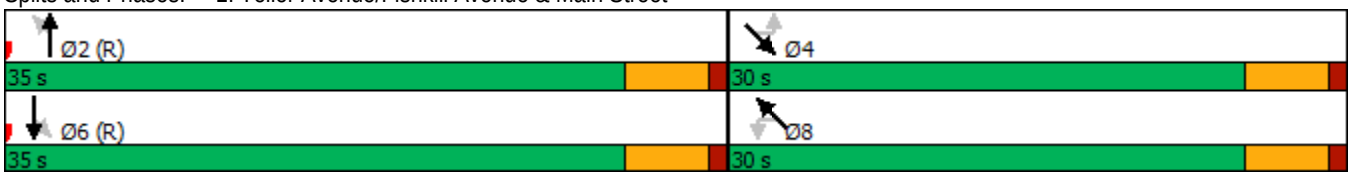
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	46	161	40	42	174	129	85	157	35	37	205	41
Future Volume (vph)	46	161	40	42	174	129	85	157	35	37	205	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	8	12	12	8	12
Grade (%)		3%			-1%			1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.96			0.97	
Frt		0.978			0.950			0.983			0.980	
Flt Protected		0.991			0.994			0.985			0.994	
Satd. Flow (prot)	0	2002	0	0	1904	0	0	1528	0	0	1538	0
Flt Permitted		0.886			0.937			0.822			0.929	
Satd. Flow (perm)	0	1783	0	0	1791	0	0	1240	0	0	1424	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		179			231			204			315	
Travel Time (s)		4.1			5.3			4.6			7.2	
Confl. Peds. (#/hr)	25		15	15		25	106		83	83		106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Parking (#/hr)									0			0
Adj. Flow (vph)	49	171	43	45	185	137	90	167	37	39	218	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	367	0	0	294	0	0	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.86	1.02	0.99	0.88	0.99	1.01	1.21	1.01	0.99	1.19	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	35.0	35.0		35.0	35.0		30.0	30.0		30.0	30.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	20	20		20	20		55	55		55	55	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio		0.32			0.44			0.62			0.55	
Control Delay		12.4			14.0			23.0			20.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			14.0			23.0			20.3	
Queue Length 50th (ft)		62			93			91			90	
Queue Length 95th (ft)		109			156			169			162	
Internal Link Dist (ft)		99			151			124			235	
Turn Bay Length (ft)												
Base Capacity (vph)		822			826			476			547	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.44			0.62			0.55	

Intersection Summary

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	46	161	40	42	174	129	85	157	35	37	205	41
Future Volume (veh/h)	46	161	40	42	174	129	85	157	35	37	205	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	0.93		0.86	0.93		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1890	1817	1909	1986	1909	1864	1790	1864	1949	1871	1949
Adj Flow Rate, veh/h	49	171	43	45	185	137	90	167	37	39	218	44
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	544	126	120	453	304	197	324	65	105	458	86
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	216	1178	272	126	981	659	324	844	168	110	1190	223
Grp Volume(v), veh/h	263	0	0	367	0	0	294	0	0	301	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1766	0	0	1336	0	0	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	8.7	0.0	0.0	10.0	0.0	0.0	9.3	0.0	0.0
Prop In Lane	0.19		0.16	0.12		0.37	0.31		0.13	0.13		0.15
Lane Grp Cap(c), veh/h	835	0	0	877	0	0	586	0	0	648	0	0
V/C Ratio(X)	0.32	0.00	0.00	0.42	0.00	0.00	0.50	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	835	0	0	877	0	0	586	0	0	648	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.8	0.0	0.0	15.3	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.5	0.0	0.0	3.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	13.2	0.0	0.0	18.3	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		263			367			294			301	
Approach Delay, s/veh		12.0			13.2			18.3			17.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		30.0		35.0		30.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		25.0		30.0		25.0				
Max Q Clear Time (g_c+I1), s		7.9		12.0		10.7		11.3				
Green Ext Time (p_c), s		1.1		1.1		1.5		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	29	212	249	29	9	19
Future Volume (vph)	29	212	249	29	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	8	12
Grade (%)		1%	1%		-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.986		0.910	
Flt Protected		0.994			0.984	
Satd. Flow (prot)	0	1842	1827	0	1482	0
Flt Permitted		0.994			0.984	
Satd. Flow (perm)	0	1842	1827	0	1482	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	242		417	
Travel Time (s)		7.2	5.5		9.5	
Confl. Peds. (#/hr)	113			104	104	113
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Parking (#/hr)				0		0
Adj. Flow (vph)	31	228	268	31	10	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	259	299	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		8	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.16	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	29	212	249	29	9	19
Future Vol, veh/h	29	212	249	29	9	19
Conflicting Peds, #/hr	113	0	0	104	104	113
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	-5	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	228	268	31	10	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	791	510
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	4.12	-	-	-	5.42	5.72
Critical Hdwy Stg 1	-	-	-	-	4.42	-
Critical Hdwy Stg 2	-	-	-	-	4.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1147	-	-	-	447	605
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1065	-	-	-	372	501
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	705	-

Approach	SE	NW	SW
HCM Control Delay, s	1	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1065	-	451
HCM Lane V/C Ratio	-	-	0.029	-	0.067
HCM Control Delay (s)	-	-	8.5	0	13.6
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2

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MEMORANDUM

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

FROM: Keane & Beane, P.C.

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

DATE: December 2, 2020

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Certificate of Appropriateness

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

KEANE & BEANE P.C.
ATTORNEYS AT LAW

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

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

MEMORANDUM

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

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

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

DATE: **December 2, 2020**

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

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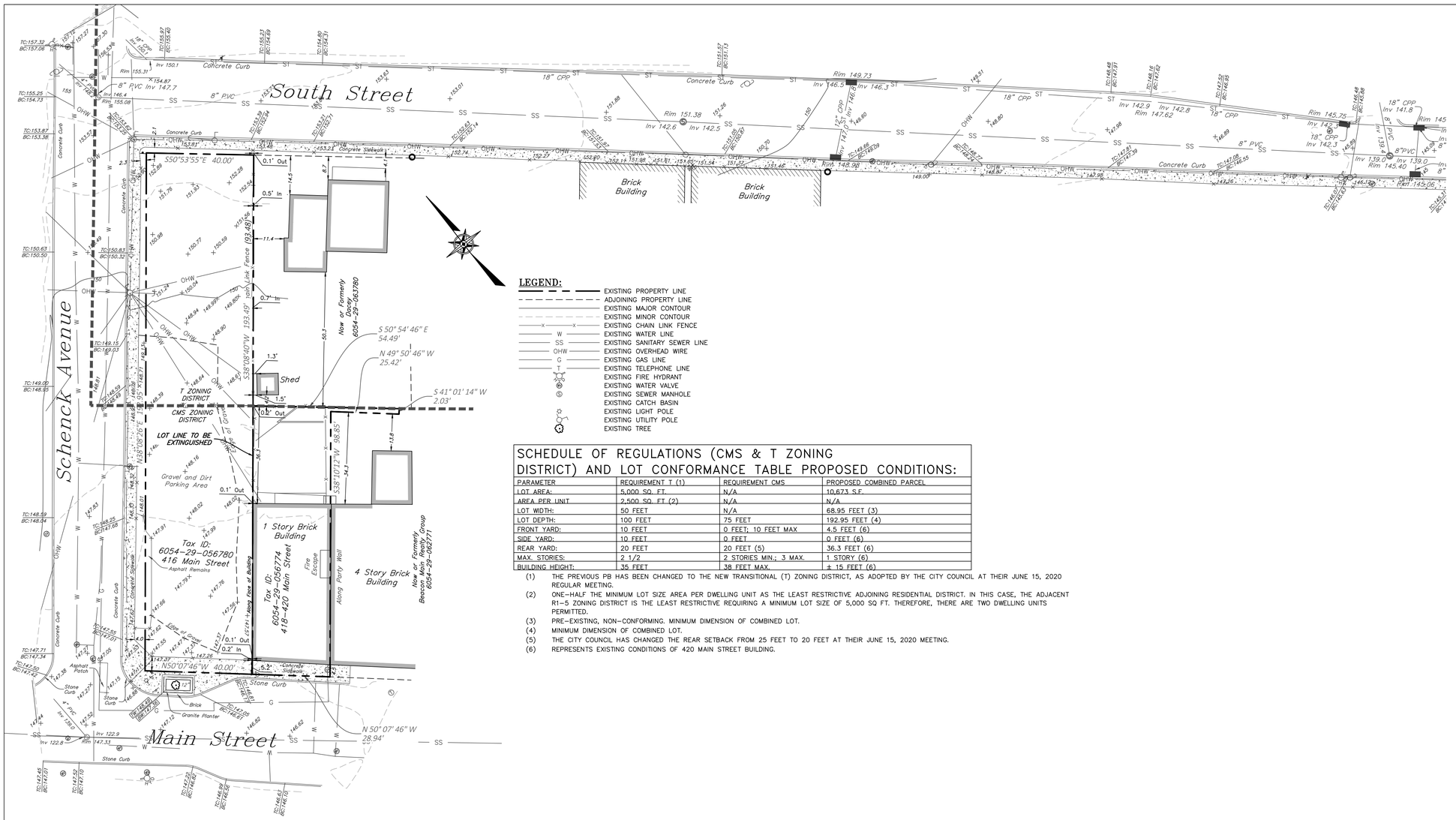
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LEGEND:

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

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

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

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

PRELIMINARY SUBDIVISION PLAT

SCALE: 1"=20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.



SITE LOCATION MAP SCALE: 1" = 400'

MAP REFERENCES:

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

SURVEY NOTES:

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

DEED REFERENCE

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

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

TAX PARCEL NUMBER

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

AREA

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

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

DATE OF SURVEY

Field Completion: December 22, 2019

OWNERS

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

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.

SURVEYOR CERTIFICATION:

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

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

DCDOH STANDARD NOTE:

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

_____ AUTHORIZED REPRESENTATIVE OF THE COMMISSIONER OF HEALTH

_____ DATE

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

OWNER'S CONSENT:

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

_____ TOM LEE

_____ DATE

SEAL

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

PRELIMINARY SUBDIVISION PLAT

416 MAIN STREET

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

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

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

Bulk Zoning Regulations Table - Main Building

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

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

Bulk Zoning Regulations Table - Live/Work Residence

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

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



Site Plan
Scale: 1" = 10'

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



Location Map
Scale: 1" = 400'

Zoning Summary

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

Parking & Loading

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

Notes:

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

Index of Drawings

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

Site Plan Application
Sheet 1 of 10 - Site Plan

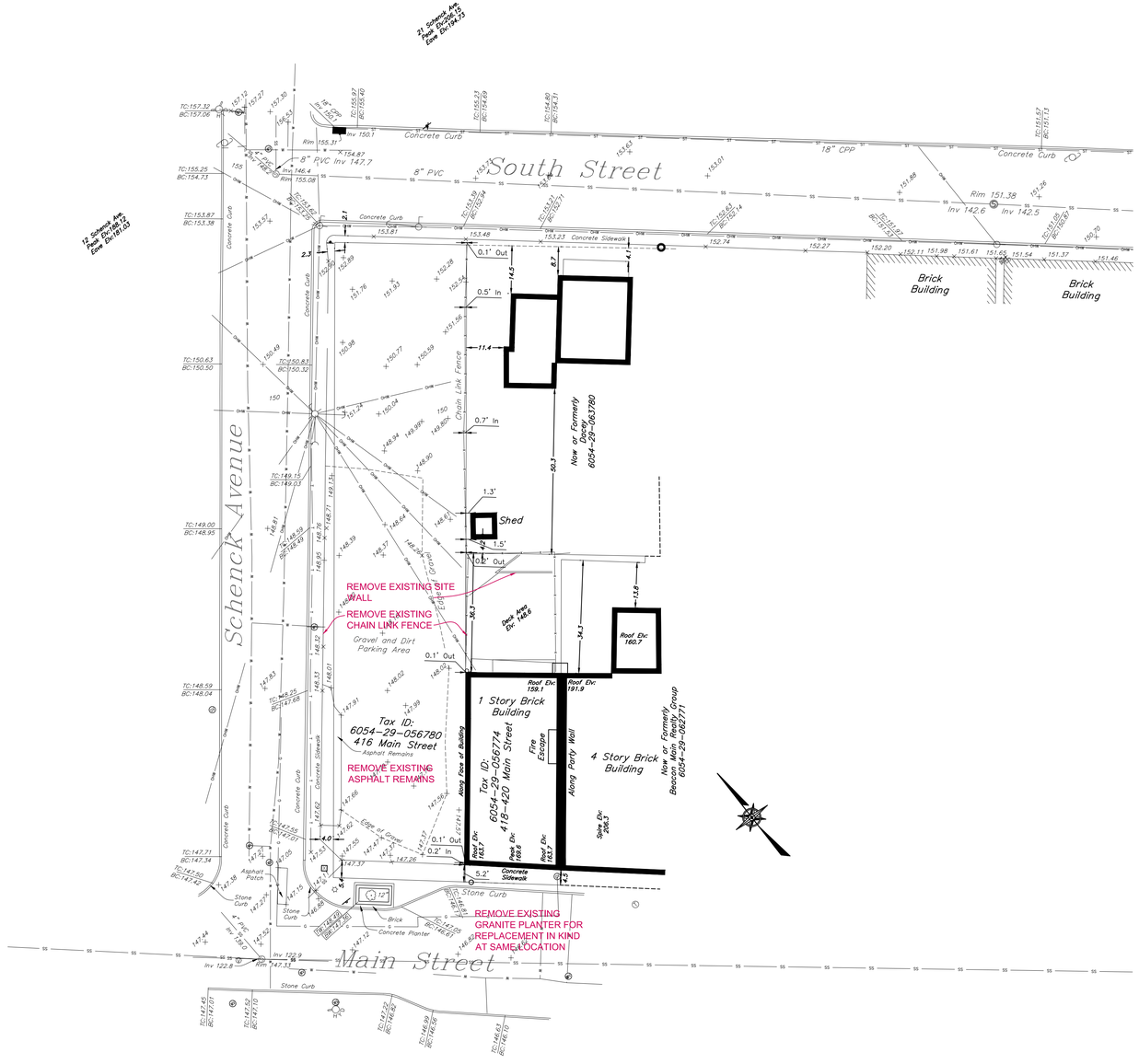
Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

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

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

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

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



REVISIONS:			
NO.	DATE	DESCRIPTION	BY
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6	09/28/20	NO CHANGE	AJS

Existing Conditions & Demolition Plan

Scale: 1" = 20'

Site Plan Application

Sheet 2 of 10 -Existing Conditions & Demolition Plan

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

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

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

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

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

LIGHTING NOTES:

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

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

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

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

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

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

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

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

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

POLE MOUNTED LIGHT (L1)

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

WALL MOUNTED HOUSE LIGHT (L2)

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

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



Garden Rendering

Scale: NTS

MEADOW SPECIES PLANT LIST

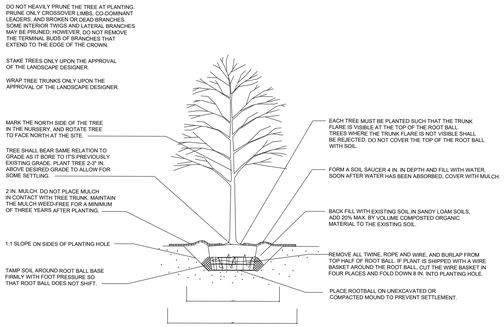
KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	TYPE	PLANTING TIME	SPREAD	SIZE	REMARKS
F-Di	tbd	Dryopteris intermedia	Evergreen Woodfern	Fern	Spring or Fall	12-24"	1 gal	
F-Pa	tbd	Polystichum acrostichoides	Christmas fern	Fern	Spring or Fall	12-24"	1 gal	
EL	tbd	Eco Lawn	Eco Grass	Grass	Spring or Fall		seed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

TREE, SHRUB, VINE, SHADE BED PLANT LIST

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

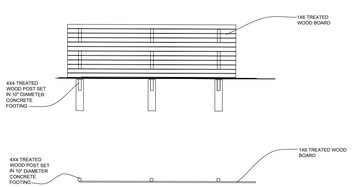
PLANTING and LANDSCAPE NOTES

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



Tree Planting Detail

Scale: NTS



Horizontal Fence Detail

Scale: NTS



Landscaping & Lighting Plan

Scale: 1" = 20'

REVISIONS:			
NO.	DATE	DESCRIPTION	BY
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Site Plan Application

Sheet 3 of 10 - Landscaping & Lighting Plan

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

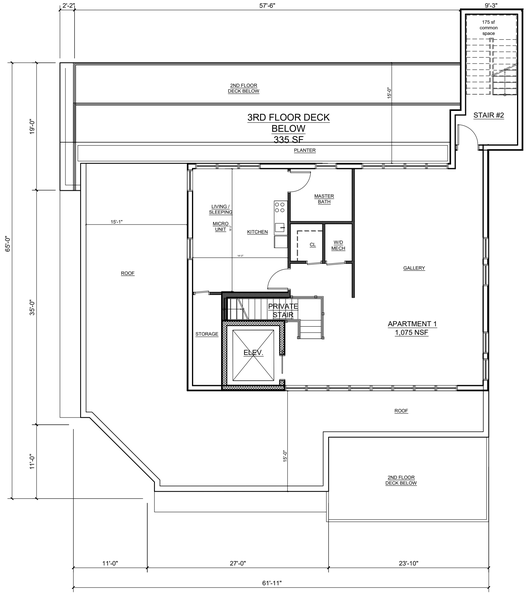
Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

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

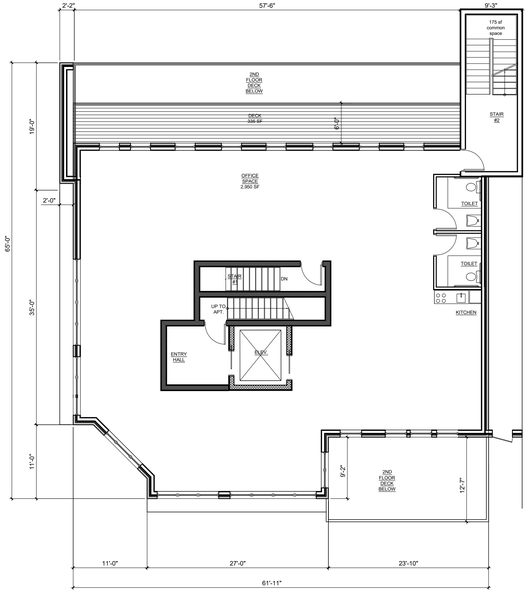
Surveyor:
TEC Surveying
831 Route 52, Suite 2C
Fishkill, New York 12524

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

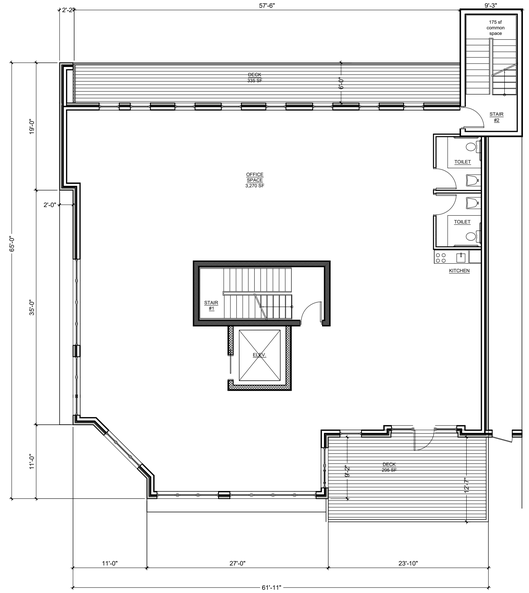
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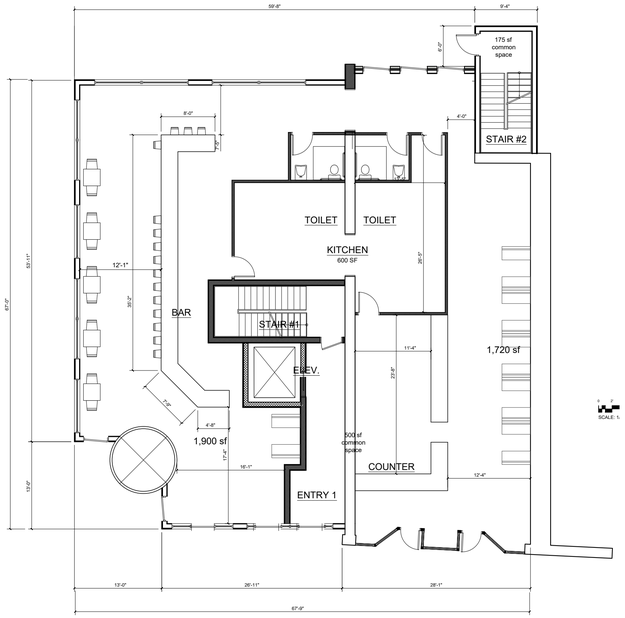
4th Floor Plan



3rd Floor Plan



2nd Floor Plan



1st Floor Plan

Main Building Floor Plans

Site Plan Application

Sheet 4 of 10 - Building Plans

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

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

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

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

416-420 Main Street

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

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

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

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

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN

STOREFRONTS:
ALUMINUM & GLASS.
COLOR: MOSS GREEN



Elevation: Main Street

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

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

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

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

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

RAILINGS:
CABLE RAILINGS AND
POSTS - BRUSHED
STAINLESS FINISH

CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN

STOREFRONTS:
ALUMINUM & GLASS.
COLOR: MOSS GREEN



Elevation: Rear

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

ROOF:
GREENHOUSE ENCLOSURE.
COLOR: COPPER GREEN

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

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

SIDING:
CORTEN STEEL PANELS

GLEN GARY 56DD BRICK
AT EXTERIOR WALLS

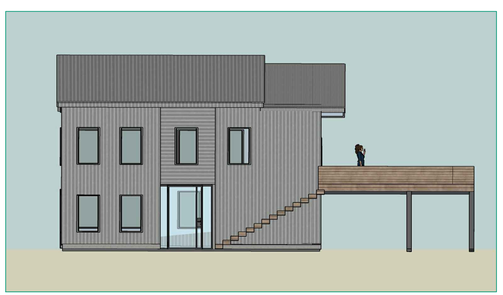
CANOPY:
SHEET METAL & GLASS.
COLOR: COPPER GREEN



Elevation: Schenck Avenue

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

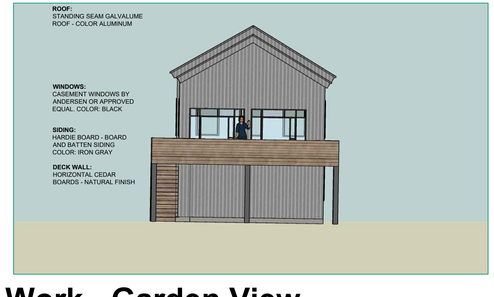
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Live Work - Schenck Avenue



Live Work - South Street



Live Work - Garden View



View from Schenck Avenue at Rear



View from Main Street



View from Schenck Avenue



View from Corner

Site Plan Application

Sheet 5 of 10 - Building Elevations & Renderings

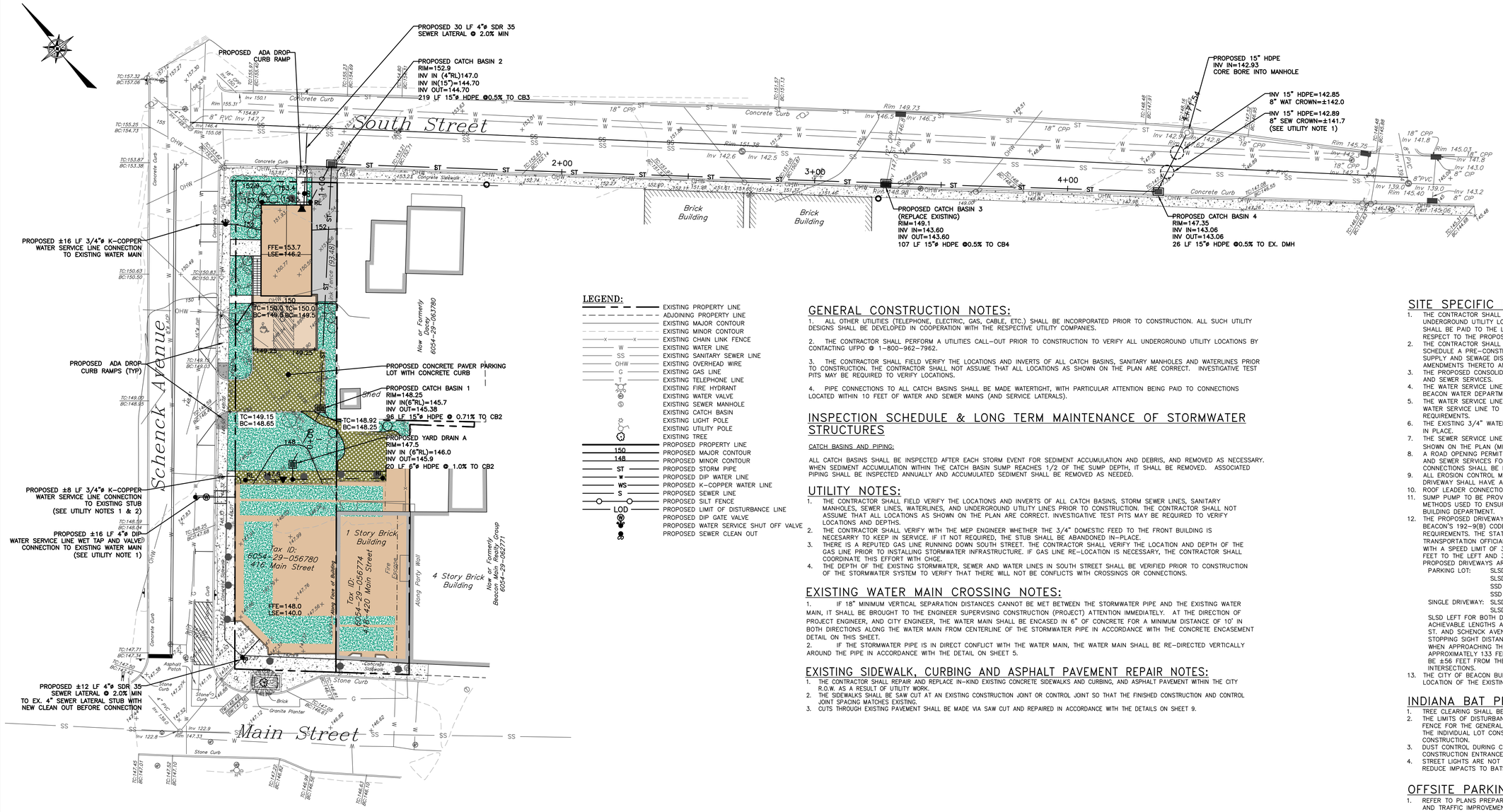
Owner:
416 Main Street Beacon, LLC and 420 Main St. Beacon, LLC
C/O Cuddy & Feder LLP
445 Hamilton Avenue
White Plains, NY 10601

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

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

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

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



GRADING AND 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 MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING CHAIN LINK FENCE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING OVERHEAD WIRE
- EXISTING GAS LINE
- EXISTING TELEPHONE LINE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SEWER MANHOLE
- EXISTING CATCH BASIN
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING TREE
- PROPOSED PROPERTY LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM PIPE
- PROPOSED DIP WATER LINE
- PROPOSED K-COPPER WATER LINE
- PROPOSED SEWER LINE
- PROPOSED SILT FENCE
- PROPOSED LIMIT OF DISTURBANCE LINE
- PROPOSED DIP GATE VALVE
- PROPOSED WATER SERVICE SHUT OFF VALVE
- PROPOSED SEWER CLEAN OUT

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.

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 IN ACCORDANCE WITH THE CONCRETE ENCASEMENT DETAIL ON THIS SHEET.
2. IF THE STORMWATER PIPE IS IN DIRECT CONFLICT WITH THE WATER MAIN, THE WATER MAIN SHALL BE RE-DIRECTED VERTICALLY AROUND THE PIPE IN ACCORDANCE WITH THE DETAIL ON SHEET 5.

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 9.

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 CONSOLIDATED 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 FOR THE SINGLE FAMILY HOUSE SHALL BE 3/4"ø K-COPPER, AND THE WATER SERVICE LINE TO THE FRONT BUILDING SHALL BE PER MEP ENGINEER TO MEET SPRINKLER REQUIREMENTS.
6. THE EXISTING 3/4" WATER SERVICE STUB TO THE FRONT BUILDING MAY BE USED OR ABANDONED IN PLACE.
7. THE SEWER SERVICE LINE FOR BOTH BUILDINGS SHALL BE 4"ø SCH-40 PVC PIPE WITH PITCH AS SHOWN ON THE PLAN (MINIMUM OF ¼" PER FOOT SHALL BE MAINTAINED).
8. 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.
9. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION. THE PROPOSED DRIVEWAY SHALL HAVE A STABILIZED CONSTRUCTION ENTRANCE.
10. ROOF LEADER CONNECTIONS TO BE MINIMUM 4"ø PVC OR HDPE @ 2.0% MIN.
11. 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.
12. THE PROPOSED DRIVEWAY SIGHT DISTANCE MEETS OR EXCEEDS 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 AT THE PROPOSED DRIVEWAYS ARE AS FOLLOWS:
    - PARKING LOT: SLSD LEFT = ±133 FEET (TO INTERSECTION OF MAIN STREET); SLSD RIGHT = ±324 FEET (TO CREST IN HILL); SSD LEFT = ±133 FEET (TO INTERSECTION OF MAIN STREET); SSD RIGHT = ±324 FEET (TO CREST IN HILL)
    - SINGLE DRIVEWAY: SLSD LEFT = ±56 FEET (TO INTERSECTION OF SCHENCK AVENUE); SLSD RIGHT = N/A – ONE WAY STREET

    SLSD LEFT FOR BOTH DRIVEWAYS ARE DEFICIENT; HOWEVER THESE WERE THE MAXIMUM ACHIEVABLE LENGTHS AS THE SLSD LEFT WAS MEASURED TO A T-TYPE INTERSECTION WITH MAIN ST. AND SCHENCK AVENUE.
    STOPPING SIGHT DISTANCE (SSD) WAS OBSERVED TO BE IN EXCESS OF THE REQUIRED 200 FEET WHEN APPROACHING THE PROPOSED PARKING LOT DRIVEWAY FROM THE RIGHT, AND APPROXIMATELY 133 FEET FROM THE LEFT. SSD FOR THE SINGLE DRIVEWAY WAS OBSERVED TO BE ±56 FEET FROM THE LEFT. BOTH SSD FROM THE LEFT ARE MEASURED FROM T-TYPE INTERSECTIONS.
13. THE CITY OF BEACON BUILDING DEPARTMENT SHALL BE PROVIDED ACCESS TO VERIFY THE LOCATION OF THE EXISTING ROOF LEADERS AND SUMP PUMPS AND THE AREA THEY DRAIN TO.

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.

OFFSITE PARKING AND TRAFFIC IMPROVEMENT NOTE:

1. REFER TO PLANS PREPARED BY MASER CONSULTING DATED 7/16/2020 FOR OFFSITE PARKING AND TRAFFIC IMPROVEMENTS.

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	06/30/2020	PER PLANNING BOARD COMMENTS	MAB				
2	07/28/2020	PER PLANNING BOARD COMMENTS	MAB				
3	09/28/2020	PER PLANNING BOARD COMMENTS	MAB				

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

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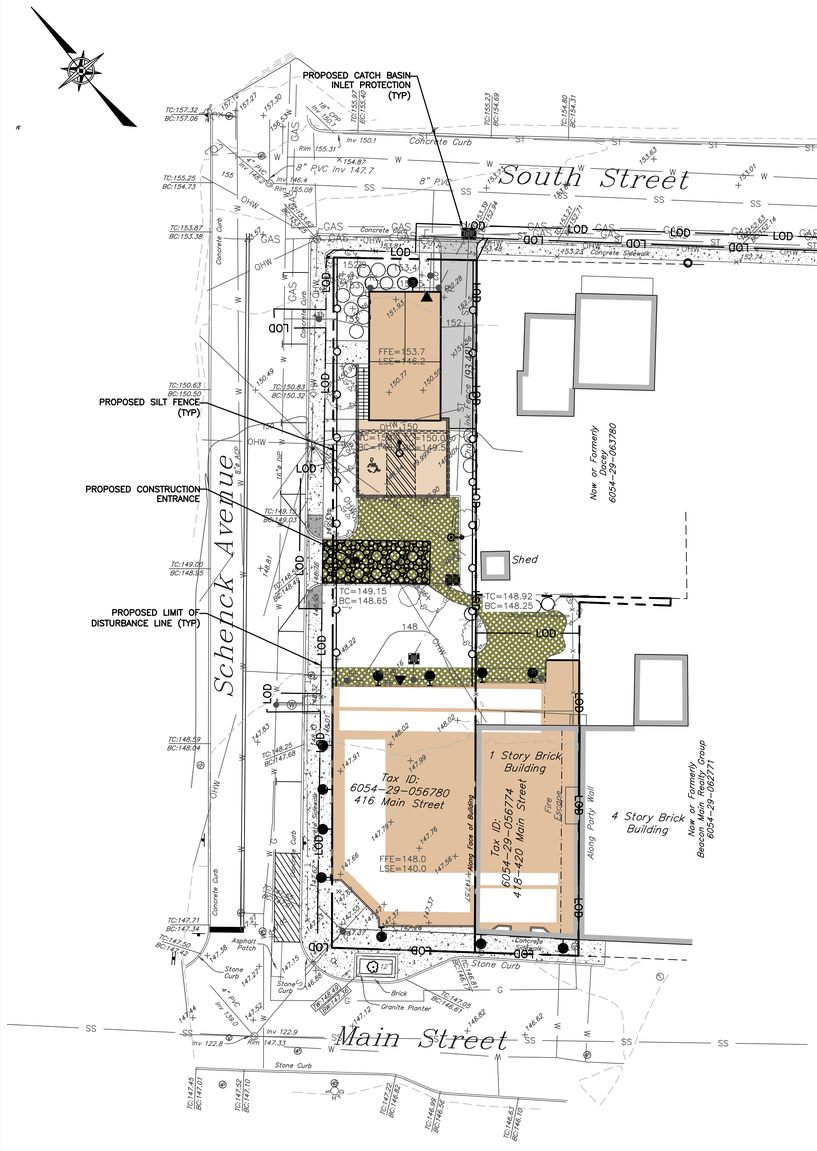
GRADING & UTILITY PLAN

416 MAIN STREET

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

JOB #:	2020:005
DATE:	4/28/2020
SCALE:	1" = 20'
TITLE:	GU-1
SHEET:	6 OF 10

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



EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)

1 inch = 20 ft.

LEGEND:

- EXISTING PROPERTY LINE
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- PROPOSED LIMIT OF DISTURBANCE LINE
- PROPOSED DIP GATE VALVE
- PROPOSED WATER SERVICE SHUT OFF VALVE
- PROPOSED SEWER CLEAN OUT

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.

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.

9. 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.

10. WHEN ALL DISTURBED AREAS ARE STABLE, ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED PER THE APPROVAL OF THE ENGINEER SUPERVISING CONSTRUCTION.

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.

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 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.

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	06/30/2020	NO CHANGE	MAB				
2	07/28/2020	NO CHANGE	MAB				
3	09/28/2020	NO CHANGE	MAB				

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EROSION AND SEDIMENT CONTROL PLAN

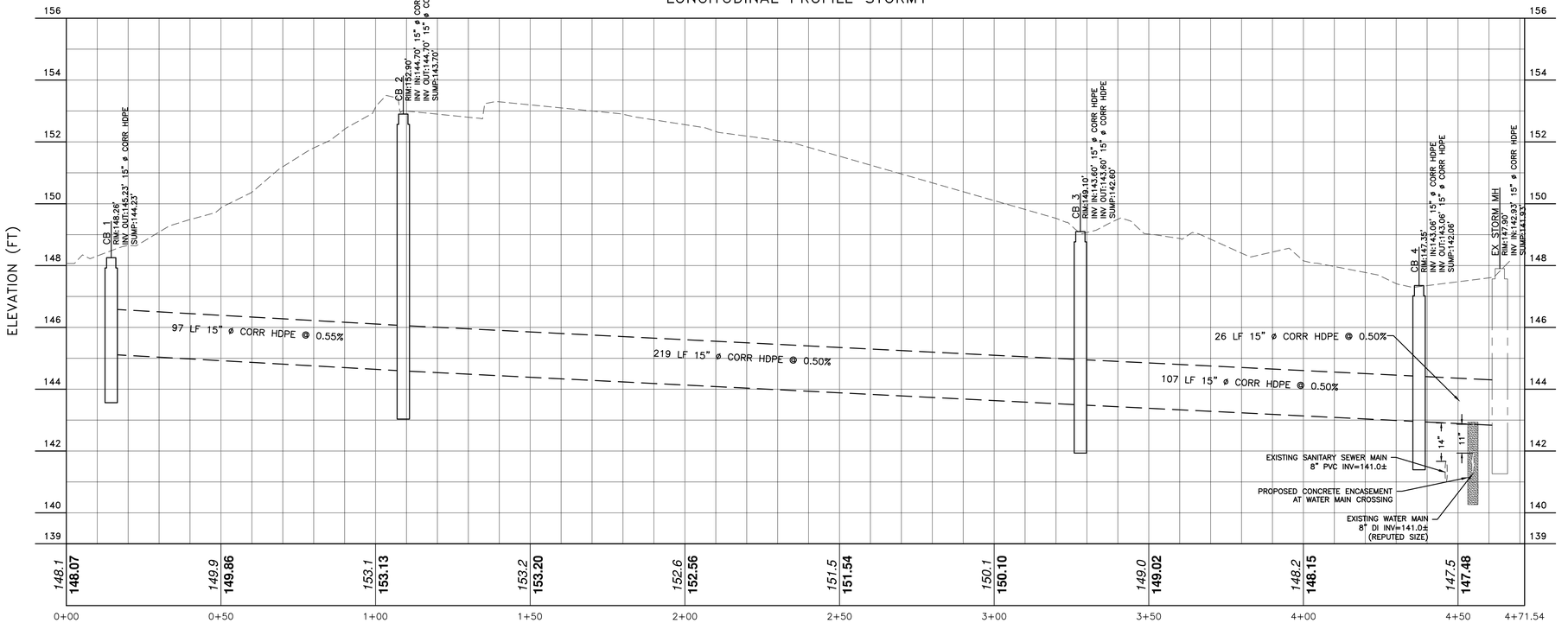
416 MAIN STREET

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

JOB #:	2020:005
DATE:	4/28/2020
SCALE:	1" = 20'
TITLE:	ESC-1
SHEET:	7 OF 10

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LONGITUDINAL PROFILE STORM1



PROPOSED STORM PROFILE
SCALE: 1" = 20' H
1" = 2' V

DRAWN BY: CMB				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
1	06/30/2020	PER PLANNING BOARD COMMENTS	MAB				
2	07/28/2020	PER PLANNING BOARD COMMENTS	MAB				
3	09/28/2020	NO CHANGE	MAB				

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STATE OF NEW YORK MICHAEL A. BOBENCHIK 084466 LICENSED PROFESSIONAL ENGINEER
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UTILITY PROFILES

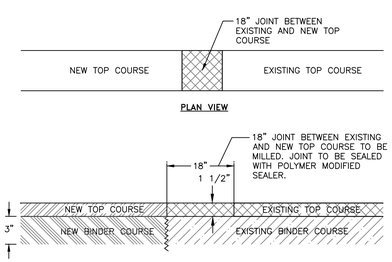
416 MAIN STREET

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

JOB #:	2020:005
DATE:	4/28/2020
SCALE:	1" = 20'
TITLE:	PR-1
SHEET:	8 OF 10

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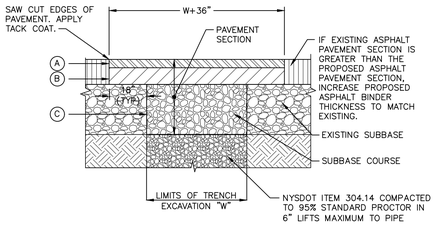
SITE DETAILS



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



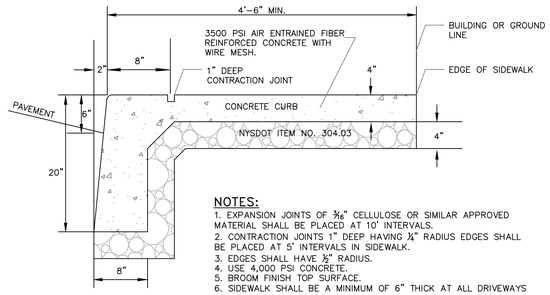
LEGEND

- (A) 1–1/2" ASPHALT CONCRETE TOP COURSE– NYSDOT TYPE 6F
- (B) 3" ASPHALT CONCRETE BINDER COURSE– NYSDOT TYPE 3
- (C) 10" 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.

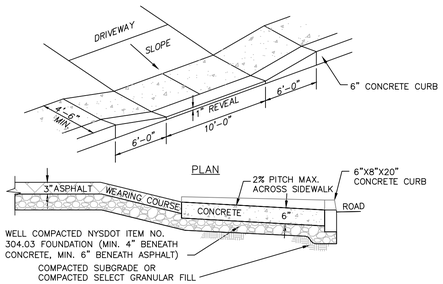
STREET PAVEMENT RESTORATION DETAIL
NOT TO SCALE



NOTES:

1. EXPANSION JOINTS OF 3/8" 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 4,000 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.

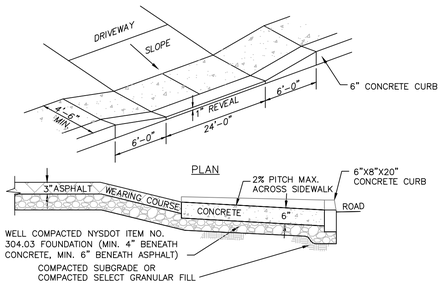
MONOLITHIC CURB AND SIDEWALK DETAIL
NOT TO SCALE



NOTE:

1. PRE–MOLDED EXPANSION JOINTS TO BE USED AT ALL JOINTS.
2. DRIVEWAY SHALL BE PAVED AFTER THE CONCRETE APRON TO THE RIGHT–OF–WAY LINE (MINIMUM).
3. SIDEWALK WIDTH SHALL MATCH EXISTING SIDEWALK, BUT NO LESS THAN 4'–6".

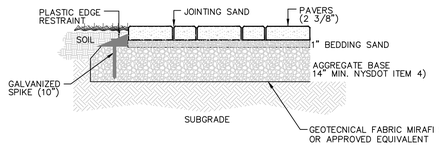
ONE WAY DRIVEWAY ENTRANCE DETAIL
NOT TO SCALE



NOTE:

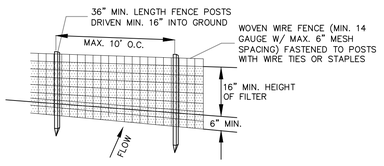
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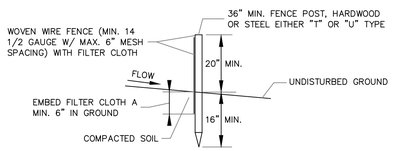
TWO WAY DRIVEWAY ENTRANCE DETAIL
NOT TO SCALE



NOTE:
THE CONCRETE PAVER DRIVE SHALL SUPPORT A MINIMUM OF 75,000 POUNDS PER APPENDIX "D" OF THE 2015 INTERNATIONAL BUILDING CODE

CONCRETE PAVER DETAIL
NOT TO SCALE

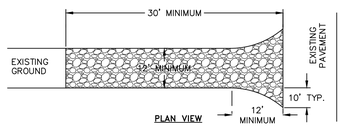




NOTES:

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.

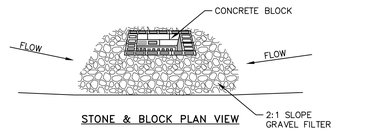
SILT FENCE DETAIL
NOT TO SCALE

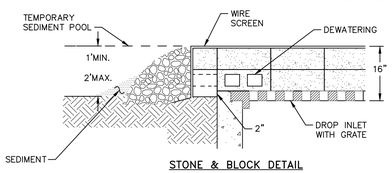


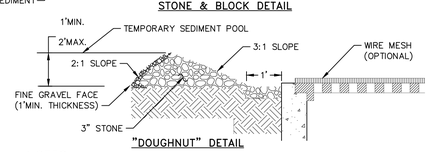
NOTES:

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



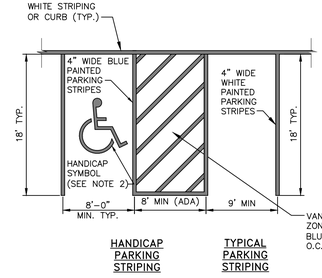




NOTES:

1. 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

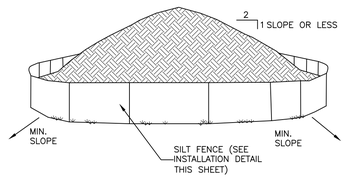
CATCH BASIN INLET PROTECTION DETAIL
NOT TO SCALE



NOTES:

1. 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.

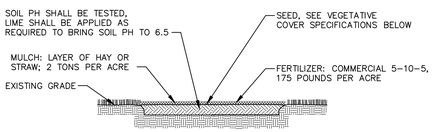
DRIVEWAY PARKING AND STRIPING DETAIL
NOT TO SCALE



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. 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

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

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F: 845–440–6637

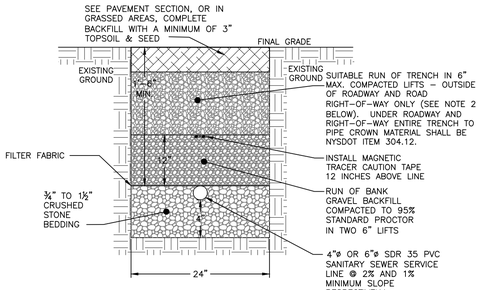
CONSTRUCTION DETAILS

416 MAIN STREET

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

JOB #:	2020:005
DATE:	4/28/2020
SCALE:	NTS
TITLE:	CD–1
SHEET:	9 OF 10

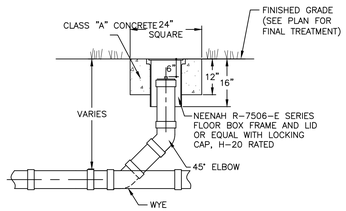
UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209.2 OF THE NEW YORK EDUCATION LAW



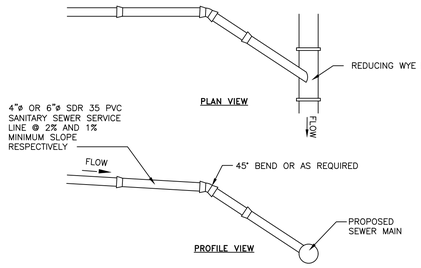
NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

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



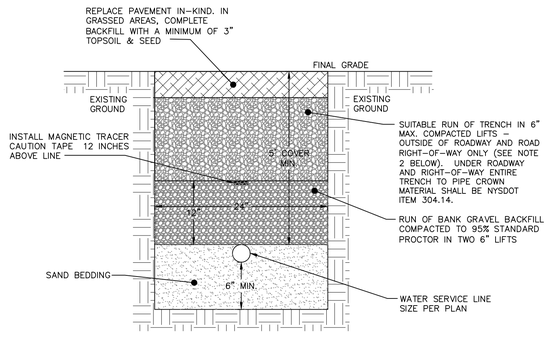
CLEANOUT DETAIL
NOT TO SCALE



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

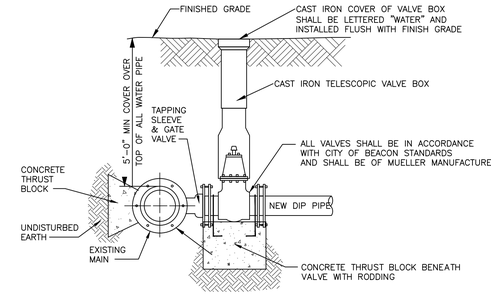


NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

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.

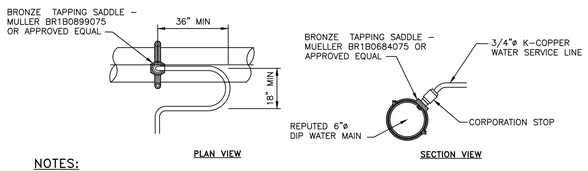
3. IN AREAS WHERE 5' COVER REQUIREMENT CANNOT BE MET, THE CONTRACTOR SHALL PROVIDE PIPE INSULATION TO PREVENT FREEZING.

WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE



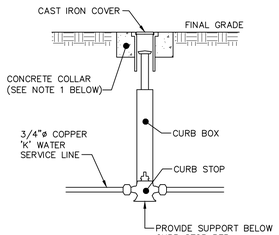
NOTES:
1. TAPPING SLEEVE SHALL BE USED IT THE SECTION OF WATER MAIN IN THE VICINITY OF THE CONNECTION CANNOT BE SHUT DOWN AND ISOLATED.
2. ALL VALVES SHALL OPEN BY TURNING LEFT (COUNTERCLOCKWISE) AND HAVE A 2-INCH SQUARE-OPERATING NUT PAINTED RED.
3. ALL VALVES SHALL BE M.J. RESILIENT WEDGE TYPE WITH "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



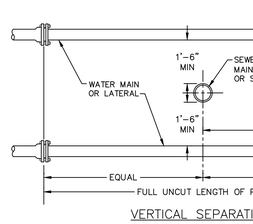
NOTES:
1. A MINIMUM 5' COVER SHALL BE PROVIDED ON THE WATER SERVICE LINE (CONDITIONED ON ACTUAL 5' MIN. WATER MAIN DEPTH).
2. CORPORATION STOP TO BE COMPRESSION TYPE BY MUELLER.
3. WATER SERVICE LINE TO HAVE A 'GOOSENECK' NEAR CORPORATION STOP.
4. CORPORATION STOP TO BE INSTALLED IN THE UPPER HALF OF 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

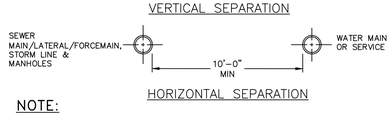


NOTES:
1. CONCRETE COLLAR TO BE PROVIDED IN AREAS THAT ARE NOT PAVED. THE COLLAR SHALL BE 6" FROM THE COVER AND SHALL EXTEND 6" BELOW FINAL GRADE.
2. CURB STOP TO BE COMPRESSION TYPE BY MUELLER.
3. AREA AROUND CURB BOX TO BE BACKFILLED WITH GRAVELLY MATERIAL.

WATER SHUT-OFF VALVE DETAIL
NOT TO SCALE



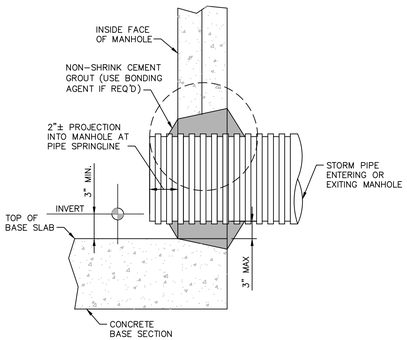
VERTICAL SEPARATION



HORIZONTAL SEPARATION

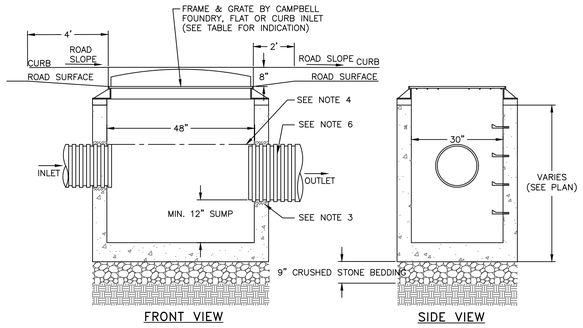
NOTE:
1. NO DEVIATION IN THE SEPARATION REQUIREMENTS WILL BE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE DUTCHESS COUNTY DEPARTMENT OF HEALTH AND THE CITY OF BEACON. CONCRETE ENCASEMENT OF WATERLINE OR OFFSETTING OF WATERLINE SHALL BE REQUIRED WHERE SEPARATION DISTANCES CANNOT BE MAINTAINED.

WATER LINE SEPARATION DETAIL
NOT TO SCALE



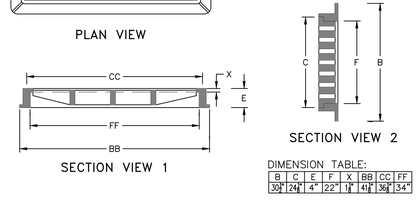
NOTE:
1. REFERENCE MANHOLE DETAIL(S) FOR REQUIRED INVERT CHANNEL CONFIGURATION.

CORED HOLE AND STORM PIPE CONNECTION TO EXISTING MANHOLE
NOT TO SCALE



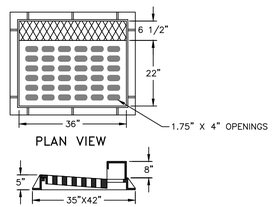
NOTES:
1. PRECAST CONCRETE CATCH BASIN WITH CONCRETE STRENGTH OF 4,000 PSI @ 28 DAYS.
2. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE CATCH BASIN AND PARGED AROUND.
3. PIPES SHALL BE PARGED AROUND INTERIOR AND EXTERIOR PRIOR TO BACKFILLING OF STRUCTURE. CONNECTIONS MADE 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



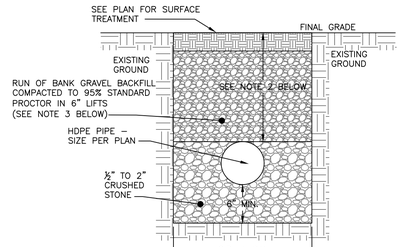
NOTES:
1. HEAVY DUTY RECTANGULAR STORMWATER INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 3433, OR APPROVED EQUAL.
2. CB 1 SHALL RECEIVE A FLAT INLET. CATCH BASINS 2 & 3 RECEIVE CURB INLETS (RE-USE EXISTING CURB INLET ON CB 3)

CAST IRON STORMWATER FLAT INLET GRATE DETAIL
NOT TO SCALE



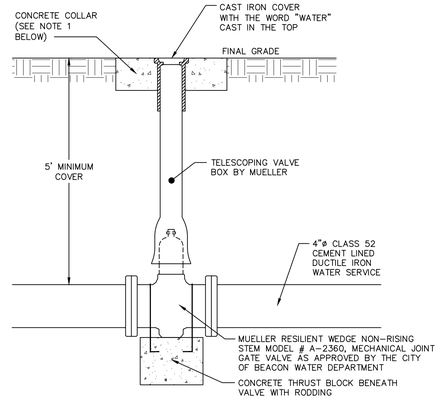
NOTES:
1. HEAVY DUTY RECTANGULAR STORMWATER INLET GRATE TO BE CAMPBELL FOUNDRY MODEL 2541, OR APPROVED EQUAL.
2. CATCH BASINS TO RECEIVE CURB INLETS ARE CB 2 AND CB 3 WITHIN SOUTH STREET.

CAST IRON STORMWATER CURB INLET GRATE DETAIL
NOT TO SCALE



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 SUBBABSE 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. 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

DRAWN BY: CMB				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
1	06/30/2020	NO CHANGE	MAB				
2	07/28/2020	PER PLANNING BOARD COMMENTS	MAB				
3	09/28/2020	PER PLANNING BOARD COMMENTS	MAB				

Dig Safely. New York Call 811 before you dig

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

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

416 MAIN STREET

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

JOB #:	2020:005
DATE:	4/28/2020
SCALE:	NTS
TITLE:	CD-2
SHEET:	10 OF 10

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

City of Beacon City Council Agenda
12/14/2020

Title:

248 Tioronda Avenue Greenway Trail Easement

ATTACHMENTS

Greenway Trail Easement 248 Tioronda Avenue

TP-548 Easement

ACCESS EASEMENT AND MAINTENANCE AGREEMENT FOR PERMANENT PEDESTRIAN GREENWAY TRAIL

This Permanent Pedestrian Greenway Trail Easement Agreement is made and entered into this _____ day of _____, 2020, by and between 248 Beacon Holdings LLC, with a principal place of business as, 147 Union Street, Suite 101, Poughkeepsie, NY 12601 ATT: Berry Kohn (hereinafter, the "Grantor") and the **CITY OF BEACON**, a municipal corporation having an office at One Municipal Plaza, Beacon NY, 12508, (hereinafter, the "Grantee").

WITNESSETH:

WHEREAS, Grantor is the owner of certain property located at 248 Tioronda Avenue in the City of Beacon, Dutchess County New York, presently identified as Tax Parcel 130200-5954-16-993482, such property having been conveyed to Grantor's by deeds recorded in the Dutchess County Clerk's Office as Document Nos. 02-2006-4859, and also owner of another parcel, presently identified as Tax Parcel 130200-6054-45-012574, subsequently acquired by Grantor, by virtue of a certain deed recorded in the Dutchess County Clerk's Office as Document No _____, both such parcels having been consolidated by virtue of a subdivision and lot consolidation map filed in the Dutchess County Clerk's Office on _____ as Filed Map Number _____, said consolidated site being hereafter identified as the "**Development Site**" and further described by metes and bounds on **Schedule "A"** annexed hereto; and

WHEREAS, Grantor submitted an application to the City of Beacon Planning Board for Concept Plan, Subdivision and Site Plan Approvals to construct two (2) multifamily buildings with a total of sixty-four (64) dwelling units and a separate office building with 24,500 square feet along with a Greenway Trail; and

WHEREAS, the City of Beacon City Council granted Concept Plan Approval to Grantor on November 18, 2019 to construct two (2) multifamily buildings with a total of sixty-four (64) dwelling units and a separate office building with 24,500 square feet along with a Greenway Trail ("Concept Plan Resolution"); and

WHEREAS, the City of Beacon Planning Board granted Subdivision (lot merger) and Site Plan approval to Grantor on April 14, 2020, said resolution having been signed by the Planning Board Chair on April 18, 2020 ("Subdivision and Site Plan Approval Resolution"); and

WHEREAS, the development approved by the Site Plan consists of the construction of two (2) multifamily buildings with a total of sixty-four (64) dwelling units and a separate office building with 24,500 square feet and related improvements for access, parking, lighting, landscaping and other improvements and amenities (the "Private Improvements"), together with certain physical improvements to which non-exclusive public access is being provided under the terms of this Easement Agreement (the "Public Improvements"), all as further set forth in this Easement Agreement, the Approval Resolutions, and in the plans, visual representations and application documents prepared by Chazen Companies and submitted in support of the application, and specifically on the plans sets entitled, "Beacon 248 Holdings, LLC Final Lot Consolidation Plan," originally dated February 22, 2020 and last revised 9/2/2020 and "248 Tioronda Ave, Beacon NY," originally dated September 2018 and last revised August 2020, the sheets of which are set forth in and revised in accordance with the Approval Resolutions ("Approved Plans"); and

WHEREAS, Grantee is a municipal corporation, and regulates and operates a public trail system throughout the City, which includes trails on public and private lands; and

WHEREAS, in furtherance of State and Regional policies to encourage Greenway Trails throughout the Hudson Valley, the Grantee has undertaken activities to support the establishment and operation of the Fishkill Creek Greenway & Heritage Trail (the "FCGHT" or "the Trail") along the Fishkill Creek within the City of Beacon, including: establishing a comprehensive document entitled "Fishkill Creek Greenway & Heritage Trail Master Plan," (hereafter, "Trail Master Plan") funded in part by the New York State Hudson River Valley Greenway and adopted by the Beacon City Council by Resolution dated June 17, 2013; and

WHEREAS, pursuant to the Trail Master Plan, the Grantee is acquiring and continues to acquire pedestrian trail easements on properties along the Fishkill Creek, including those adjacent to the Parcel, for the purpose of establishing connectivity of other existing and future pedestrian trail easements along the Fishkill Creek that together will establish the FCGHT; and

WHEREAS, in furtherance of the above trail policies, the Grantee in its legislative capacity, has on April 3, 2017, enacted a uniform set of rules and regulations governing the use of all public trails in the City, to wit: Chapter 170 of the Code of the City of Beacon, covering operation and use of trails on publicly owned land, and also trails, including the FCGHT, where a trail is located on private land over which the City has acquired an easement for trail purposes on behalf of the public, and has established supplementary rules and regulations applicable to the FCGHT in Section 170-5 thereof; and

WHEREAS, in furtherance of the above trail policies, as well as the specific terms and conditions of the project approvals granted to the Project, the Grantee has requested the Grantor to establish a pedestrian trail on the Project to become part of the FCGHT, and Grantor has consented to establish a portion of such trail on its Property; and

WHEREAS, the Approved Plans include a proposed pedestrian pathway designated as the "Greenway Trail"; and

WHEREAS, the Site Plan and Subdivision Resolution requires the conveyance of a Greenway Trail Easement to Grantee providing for pedestrian public access along the Trail to be constructed over and across the Development Site, all as more particularly shown on the Approved Plans. A reduced copy of the plan entitled "Site Plan" prepared by Chazen Engineering, Land Surveying and Landscape Architecture Co., D.P.C., dated September 10, 2018, last revised 9/9/2020, is attached hereto and made part hereof as **Schedule "B"**, which shows the proposed location of the Trail, in addition to the pedestrian path leading from Tioronda Avenue in a generally east-west direction to the Trail as shown on the Approved Plans (the "**Trail Easement Area**"); and

WHEREAS, the parties intend that the Greenway Trail Easement granted herein shall be used only for passive, non-motorized, pedestrian recreation in the form of walking and hiking, including visual enjoyment of the Fishkill Creek corridor, with non-motorized bicycle riding as may be approved by Grantee, all such activities being within the ambit of the protections granted under New York State General Obligations Law §9-103 and New York State Environmental Conservation Law §44-0119(7), and within the coverage requirements of the Greenway Trail Insurance Program; and

WHEREAS, the parties further intend that the FCGHT will be open to the public only during daylight hours (dawn to dusk), and is also subject to the further rules and regulations set forth in Chapter 170 of the City Code; and

WHEREAS, the parties recognize that Grantee shall have the authority to establish further terms and limitations on public use of the FCGHT, as it may deem appropriate.

NOW THEREFORE, in consideration of the foregoing recitals and the mutual covenants below, and One dollar ($1.00) and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged, the Grantor and Grantee do hereby agree as follows:

1. Construction and Location of Improvements: Grantor shall construct the Public Improvements as shown on the Approved Plans according to the construction standards set forth on the Approved Plans and according to all applicable accepted industry standards for such construction. The Public Improvements include the following, all of which are shown in more detail on the Approved Plans:

a. The pedestrian Greenway Trail improvements, running in a generally north-south direction generally parallel with the Fishkill Creek, beginning, at the south, at the shared property line with property owned by Sisters Properties LLC identified as Tax Parcel 130200-5954-16-951357, and terminating at its northerly end in a circular cul-de-sac near the northerly boundary of Tax Parcel 130200-5954-16-993482. Such improvements shall include the Greenway Trail, benches, signage, concrete walkways, and a gravity retaining wall at the south end of the Trail. Grantor shall construct the pedestrian Trail of a variable width of five (5) to eight (8) feet, as shown on the Approved Site Plan, within the twenty (20) foot wide trail easement, as granted in Paragraph 3. The location of the Trail within the trail easement shall be as shown on the Approved Plans, although the City Building Inspector may authorize minor variations in the route during construction based on field conditions

b. A concrete/asphalt pedestrian walkway providing access from Wolcott Avenue to the Trail;

c. A pedestrian concrete/asphalt path with concrete step transition leading from Tioronda Avenue in a generally east-west direction to the Trail.

d. It is specifically understood that due to topographic conditions relating to the Property, the Trail will not meet ADA standards and will not be handicapped accessible.

e. The Grantor shall place two bike racks, one on the north side of building 300 and the other near the south side of building 100 for public use.

2. Timing of Construction of Improvements: Prior to the issuance of a Certificate of Occupancy for the proposed office space or the proposed residential units, the Greenway Trail construction shall be completed to the satisfaction of the City Building Inspector. Upon completion, and prior to any public use, the construction of the Trail shall be inspected, approved, and accepted by the City Building Inspector, with written confirmation of such approval provided to Grantor and Grantee.

3. Grant of Easement: Grantor hereby grants, transfers and conveys to Grantee, for the benefit of the Grantee and the public, to be accepted and exercised under the terms set forth in this agreement, and subject to the further limitations set forth in Chapter 170 of the City Code and any amendments thereto adopted after this conveyance is record, a non-exclusive easement and right-of-way over, across and upon the Easement Area, as described herein, passive, for non-motorized pedestrian walking and hiking, including visual enjoyment of the Fishkill Creek corridor, during daylight hours (dawn to dusk), under the further limitations set forth in the following paragraphs. The trail shall be a variable width and the width of the Easement Area shall be 20 feet. All the easement rights granted herein are non-exclusive, and to be enjoyed subject to the Grantor's reserved rights, on behalf of itself, its successors, assigns and tenants, to use these improvements jointly with members of the public. Grantor and Grantee agree that public access to the Trail, and shall not be permitted until the issuance of a Certificate of Occupancy for the proposed office space or the proposed residential units, unless otherwise agreed to in writing by Grantor and Grantee.

4. Limits on Permitted Public Activities on the Property: The pedestrian uses authorized by this easement are for quiet, non-motorized, passive recreational trail hiking and walking use by members of the public who are users of the FCGHT, and subject to the further limitations set forth in Chapter 170 of the Code of the City of Beacon, and any amendments thereto adopted after this conveyance is recorded, and may include non-motorized bicycle use to the extent reasonably authorized by Grantee, all of which activities are within the coverage of New York State General Obligations Law §9-103. Without in any way limiting the generality of the foregoing, authorized uses shall not include running, skiing, snowshoeing, skateboards, roller skates or use of any all-terrain vehicles, snowmobiles, or any other motorized vehicles. Lawful construction, maintenance and emergency services activities relating to the Trail and the project site are not subject to the prohibition of motorized vehicles. There shall be no dumping of trash, garbage, or other unsightly or hazardous material within the Easement Area. No use of the Trail shall be permitted before dawn or after dusk. Rules and Regulations governing the use of the public trailways in the City, including the FCGHT are set forth in Chapter 170 of the Code of the City of Beacon, as it may be amended from time to time. Grantee may make any further restrictions it deems appropriate in managing the public use of the Trail. Public access to the FCGHT does not constitute permission to enter onto private property adjoining the Trail, and entry on private property adjoining the Trail is subject to prosecution as Trespass under the New York State Penal Law, in addition to constituting a violation of Chapter 170 of the Code of the City of Beacon. No right is granted to park vehicles on Grantor's property.

5. Operation of Trail: Upon completion, including the seeding and planting of grass and trees, and prior to any public use of the Trail, the construction of the Trail shall be inspected, and approved for purposes of City acceptance of the opening of the Trail for public use by the City Building Inspector, with written confirmation of such approval provided to Grantor and Grantee. After the Grantee, through the City Building Inspector, inspects, approves and accepts the constructed Trail, the City shall have the authority to determine when and whether the Trail shall be open for public use, and may suspend public use of the Trail at any time for any length of time, as it may deem appropriate. Operation of the Trail is further subject to the provisions of Chapter 170 of the Code of the City of Beacon as such may be amended from time to time. In view of the natural and open character of the FCGHT, and the changing nature

of the natural environment, neither the Grantor nor the Grantee can make any representation that any portion of the Trail is safely passable at all times when the Trail is open. All users shall approach the Trail with caution and use it prudently and safely at the trail users own risk, in light of seasonal, weather, and other natural conditions. Neither the Grantee nor the Grantor are obligated to clear snow and ice from the Trail. Without limiting the general ability of the Grantee to suspend public use of the Trail at any time for any length of time, as it may deem appropriate, the FCGHT shall be closed during snow and ice storms.

6. Repair and maintenance obligations: Grantor shall be responsible for construction and maintenance of the Trail. Grantor shall not be obligated to clear snow from the Trail, but shall not pile cleared snow from other parts of the Property in a way that will prevent or restrict access to the Trail. Unless such obligations are superseded by City enactment of uniform standards for maintenance and repair of the City's Greenway Trail System, the Trail shall be inspected by Grantor at least once a year and after significant storm events and flooding (as determined by the Building Inspector) and Grantor shall repair any damage to the Trail as near as may be possible to its original condition after significant storm events and flooding (as determined by the Building Inspector). Grantor shall repair any damage to the Trail, however, neither Grantor nor Grantee shall not be obligated to restore or replace eroded areas of the Trail abutting the Fishkill Creek. Grantee shall also have the right to seek grants for trail improvements and to make any such improvements in its sole discretion, and may assign any portion of day-to-day maintenance responsibilities for the Trail to an agency of government or a qualified not-for-profit entity, as the Grantee in its sole discretion may deem appropriate, provided that any such group shall carry liability insurance meeting the standards of this Easement Agreement.

7. Liability and Insurance: Grantee, which already maintains a municipal general liability policy, agrees to include coverage for this Greenway Trail Easement insofar as it is open for public use, in its standard policy of general commercial liability insurance, to include a coverage limit not less than $1,000,000 for any one occurrence and $2,000,000 in the aggregate, such limits to be adjusted at least every five (5) years to an amount equivalent to that sum in 2020 dollars. Grantee shall cause the Grantor, as owner of the fee title of the Easement Area to be named as an additional insured on such policy of municipal liability

insurance, as its interests may appear. Grantee shall indemnify and hold Grantor harmless for any claims, losses, damages or suits connected with or arising out of the use of the Trail and existence of the Greenway Trail Easement, except to the extent that such claims arise from the gross negligence or willful misconduct of Grantor. Notwithstanding the foregoing, Grantor shall also purchase liability insurance relating to the Trail, either through the Greenway Trail Program Insurance or otherwise, with the same limits of coverage, and shall, to the extent permissible, name the Grantee as an additional insured on such policy as its interest may appear.

8. Grantor Reserved Rights: Subject to the easement rights granted herein, the Grantor, for itself, and its successors and assigns, reserve all rights as the owner of their respective properties, including the right to fully use and enjoy the Easement Area herein described, including the rights of ingress and egress to, upon, over, under, through and across the Easement Area, provided same shall not eliminate or obstruct the Easement Area, or unreasonably interfere with Grantee's rights hereunder. Grantor shall not construct anything in or below the Easement Area except as authorized by any required governmental approvals, which shall not be unreasonably denied provided that the proposed use does not unreasonably interfere with Grantee's rights hereunder. In the event that any construction below the Trail is conducted, it shall be performed in a timely manner, and the Easement Area shall be returned as near as possible to its prior condition as soon as the construction is completed. Nothing herein shall be construed as limiting the right of Grantor to sell, give, transfer, or otherwise convey or encumber the Development Site, or any portion or portions of the Development Site, provided that such conveyance is subject to the terms of this Greenway Trail Easement Agreement.

9. Reliance on State Law: Grantor and Grantee agree that in creating this easement for public access, Grantor and Grantee are relying on the protection against liability contained in section 9-103 of the New York State General Obligation Law, as the same may be amended from time to time, and that for such purposes both the Grantor and the Grantee shall be deemed "occupants" of the Easement Area. The limitation of activities permitted within the Easement Area is intended to assure that all activities are within the coverage of this provision of State Law. The parties agree, however, that any repeal or amendment of Section 9-103 that may

diminish its protective effect shall not affect the validity of the Easement herein granted. Grantor and Grantee further agree that, given the City's participation as a Trail Manager, they are relying on the New York State indemnity for participating Greenway Compact Communities contained in the New York State Environmental Conservation Law Section 44-0119(7), as the same may be amended from time to time. Grantor and Grantee further agree that they will limit activities within the Easement Area, including a prohibition on motorized uses, to assure eligibility for participation by Grantor in the Hudson River Valley Greenway Trail Program Insurance program.

10. Binding Effect: The easement granted herein is permanent and non-exclusive. The terms, covenants and agreements herein contained shall inure to the benefit of, and be binding upon the parties hereto, their successors and assigns, and all covenants herein shall run with the land affected thereby and shall be perpetual in duration. Notwithstanding the foregoing, no party shall be liable for a breach of this agreement resulting from acts or conditions occurring prior to or after the period of his or her ownership.

11. Amendment/Modification: This Easement Agreement may be amended upon written consent of Grantor and Grantee by a document duly recorded in the Dutchess County Clerk's Office. Upon completion of the installation of the Trail, this Easement may be modified by recording an Amended Easement acknowledged by the Grantor and Grantee, for the purpose of modifying the description of the Easement Area from that which is described at Schedule "C" to a more specific description of the as-built location of the Easement Area, as necessary.

12. Enforcement of Easement Agreement and Resolution of Disputes Concerning the Easement: The parties may enforce this Easement Agreement in law or equity against any and all persons responsible for any violation thereof. Any failure to enforce a provision of this Easement Agreement shall in no event be deemed a waiver of a right to do so thereafter, either as to the same violation or breach or as to any other violation occurring prior or subsequent thereto. The parties agree to attempt to mutually resolve any differences informally prior to enforcement proceedings. Any authorization of activities outside the protection of General Obligations Law 9-103, as amended, shall be subject to immediate injunctive relief, and the parties hereby consent to the issuance of preliminary injunctive relief.

13. Severability: Any invalidation of a provision of this Easement Agreement by court order or judgment, or by statute, or otherwise, shall not affect the validity of any other provision of this agreement, and all such other provisions shall remain in full force and effect.

14. Governing Law: This Easement Agreement and all disputes relating thereto shall be governed by and construed in accordance with the laws of the State of New York.

15. Notices: Any Notices to be provided pursuant to this Easement shall be in writing and addressed as follows:

To Grantor: Beacon 248 Holdings LLC, 147 Union Street, Suite 101, Poughkeepsie, NY 12601

To Grantee: City of Beacon, 1 Municipal Plaza, Beacon NY 12505; and copy to: Keane & Beane, P.C., 445 Hamilton Avenue, 15th Flr, White Plains, NY 10601, Attn: Nicholas M. Ward-Willis, Esq.

IN WITNESS WHEREOF, Grantor has executed this instrument as of the date first set forth above. This conveyance is made and executed pursuant to the consent of the members of the Grantor and is made in the regular course of business of the Grantor, and the property interest conveyed does not constitute all, or substantially all, of the assets of the Grantor.

The signature of this Agreement by the Mayor or City Administrator of the City of Beacon was duly authorized by a Resolution of the City Council adopted at a duly scheduled public meeting held on _____, 2020.

BEACON 248 HOLDINGS LLC

By:_____

CITY OF BEACON

By:_____
Lee Kyriacou, Mayor

ACKNOWLEDGMENTS

STATE OF NEW YORK)
)ss.:
COUNTY OF)

On the ___ day of _____, in the year 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared _____ , personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is(are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument, and that such individual made such appearance before the undersigned in the ____ _____ (insert the city/town or political subdivision and the state or country or place of acknowledgement was taken)

_____
Notary Public

STATE OF NEW YORK)
)ss.:
COUNTY OF DUTCHESS)

On the ___ day of _____, in the year 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared _____ , personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is(are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

_____
Notary Public

RECORD AND RETURN TO:
KEANE & BEANE, P.C.
445 Hamilton Avenue Suite 1500
White Plains, NY 10601
Attn: Nicholas M. Ward-Willis, Esq.

THE Chazen COMPANIES 1947 – 2017 70 YEARS
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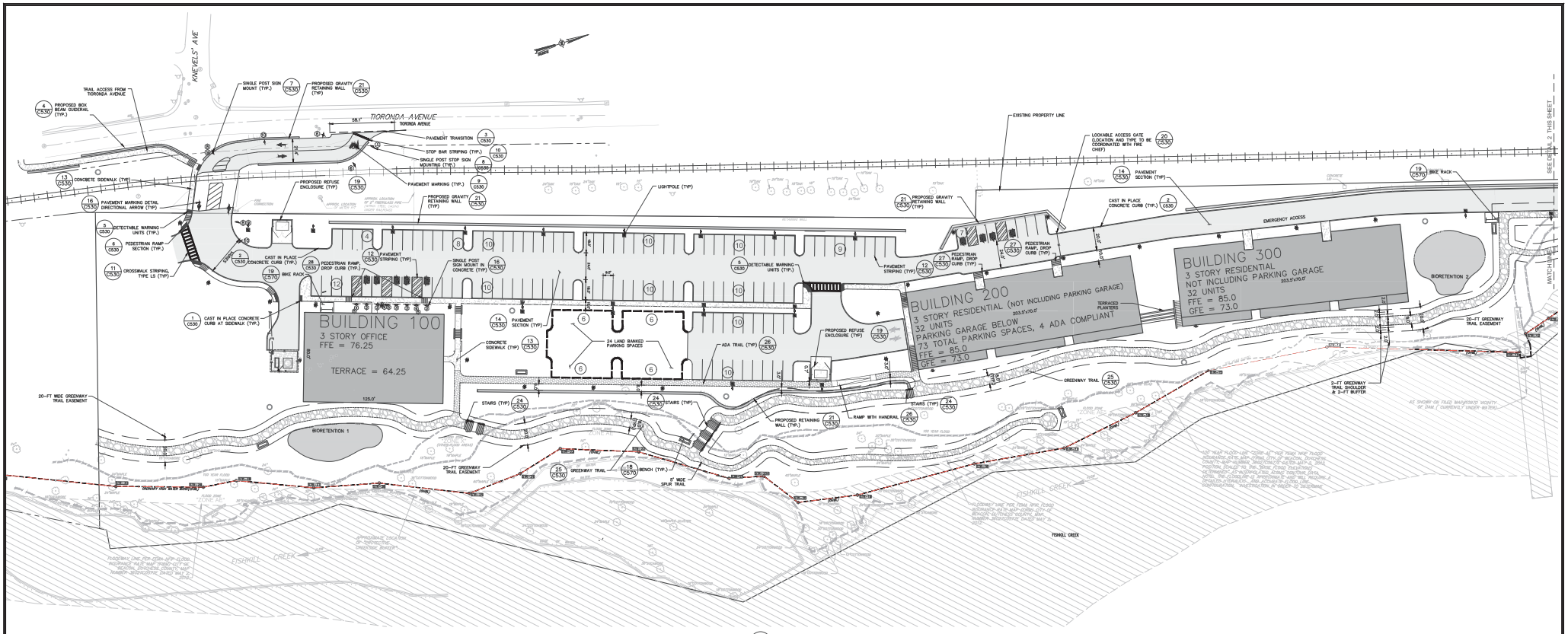
SURVEY DESCRIPTION
LOT AS CONSOLIDATED

ALL that plot, piece or parcel of land, situate and being in the City of Beacon, County of Dutchess, State of New York and being more particularly bounded and described as follows;

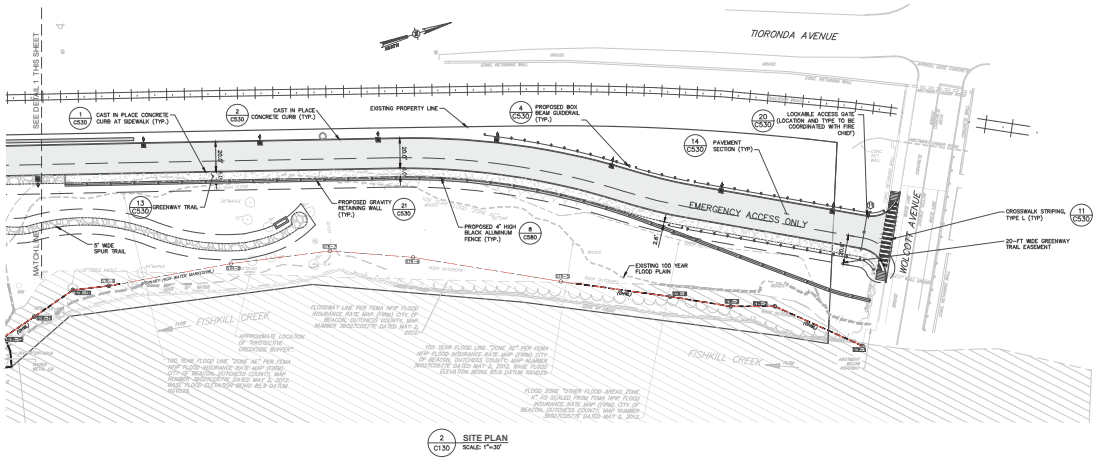
BEGINNING at the southwesterly corner of the herein described parcel, said point being the southwesterly corner of Parcel 1-B as shown on a certain map entitled "Subdivision Plat prepared for Advantage Mortgage" filed in the Dutchess County Clerk's Office on February 22, 2000 as filed map #10970, and running thence; northerly along the easterly line of lands now or formerly of Metro North Commuter R.R. Co. as described in Deed Doc. 02-2007-986, N 18°10'10" E 788.03 feet, N 70°58'28" W 25.02 feet, N 16°44'32" E 740.26 feet to the northwesterly corner of Parcel 1-B of said filed map 10970; thence continuing along said lands of Metro North Commuter R.R. Co., N 17°00'37" E 106.00 feet; along a tangent curve to the right having a radius of 1,612.28 feet an arc length of 214.01 feet and a chord bearing N 20°48'46" E 213.85 feet to a point on the southwesterly highway boundary of NYS Route 9D as shown on appropriation Map 6 Parcel 10 dated September 12, 1997; thence along the southerly highway boundary of NYS Route 9D, S 69°34'43" E 137.24 feet to a point on the westerly side of the Fishkill Creek; thence southerly along the westerly side of the Fishkill Creek, S 26°52'37" W 35.08 feet, S 25° 15' 37" W 175.24 feet and S 22° 36' 31" W 143.48 feet to the northeasterly corner of Parcel 1-B of said filed map 10970; thence continuing generally along the westerly side of the Fishkill Creek, S 10°20'10" W 167.01 feet, S 23°19'50" E 52.38 feet, S 26°30'10" W 78.00 feet, S 00°40'10" W 228.00 feet, S 15°29'50" E 71.00 feet, S 13°40'10" W 128.00 feet, S 09°39'50" E 252.00 feet, S 31°30'10" W 371.00 feet, S 00°59'50" E 100.00 feet, S 13°50'10" W 112.00 feet, N 82°59'50" W 17.00 feet and S 29°20'10" W 6.27 feet to the southeasterly corner of Parcel 1-B of said filed map 10970; thence westerly along the division line between Parcel 1-A on the south and Parcel 1-B on the north, as shown on said filed map 10970, N 72°57'50" W 283.05 feet to the point or place of BEGINNING.

CONTAINING 9.179 ACRES OF LAND MORE OR LESS

November 20, 2017



1 SITE PLAN
C130 SCALE: 1"=30'



2 SITE PLAN
C130 SCALE: 1"=30'

LEGEND:

- EXISTING 100-YEAR FLOOD PLAIN
- EXISTING PROPERTY LINE
- EASEMENT LINE
- PROPOSED BUILDING
- PROPOSED PAVEMENT
- (25) PROPOSED PARKING COUNT
- PROPOSED SIDE WALK
- EXISTING METRO-NORTH RAILROAD TRACKS (INACTIVE)
- PROPOSED CURB
- PROPOSED LIGHT POLE
- PROPOSED RETAINING WALL
- GREENWAY TRAIL

MUTCD SIGN SCHEDULE

SIGN NO.	SIGN	SIGN ACT.	MUTCD NUMBER	MIN SIZE	COLORS: BCK. GRND	COLORS: LEGEND	MOUNTING
①	STOP		R1-1	30"x30"	RED	WHITE	8 C530
②			W11-2	24"x24"	YELLOW/ FYG	BLACK	2 C530
③			NY R7-8D	12"x18"	WHITE/ BLUE	GREEN/ WHITE	16 C530
④			R7-8P	12"x6"	WHITE	BLUE	16 C530
⑤			R7-1	12"x18"	WHITE	RED	16 C530
⑥			R3-2	30"x30"	WHITE	BLACK/ RED	16 C530
⑦			R3-2	30"x30"	WHITE	BLACK/ RED	16 C530
⑧			R15-1	48"x9"	WHITE	BLACK	16 C530
⑨	EXEMPT		R15-3P	24"x12"	WHITE	BLACK	16 C530
⑩			W10-1	30"	YELLOW	BLACK	16 C530
⑪			CUSTOM	18"x18"	WHITE	GREEN	16 C530

SITE PLAN NOTES:

LAND BANKED PARKING SHALL BE CONSTRUCTED IF REQUIRED PER SECTION 223-26E OF CITY CODE..

THE BEACON GREENWAY TRAIL COMMITTEE WILL BE ASKED TO REVIEW LAYOUT OF TRAIL PRIOR TO CONSTRUCTION. ADDITIONALLY, THE COMMITTEE WILL DETERMINE THE FINAL LOCATION OF THE BENCHES ON THE GREENWAY TRAIL DURING FINAL REVIEW PRIOR TO CONSTRUCTION.

SCHEDULE B

242

Dig Safely. New York
Call Before You Dig
Wait The Required Time
Confirm Utility Response
Dig With Care
800-962-7962
www.digsafelynewyork.com

1 0 1
SIGNAL SCALE IN INCHES

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STATE OF NEW YORK — 21041 — LICENSED PROFESSIONAL ENGINEER

The Chazen Companies
Engineers
Land Surveyors
Planners
Environmental & Safety Professionals
Landscape Architects

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

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21 Fox Street
Poughkeepsie, New York 12601
Phone:(845) 454-3980

Capital District Office:
284 Broadway
Saratoga Springs, New York 12866
Phone:(518) 812-0513

Orange County Office:
20 Edw. Street, Suite 1103
Middletown, New York 10940
Phone:(845) 512-0513

Westchester County Office:
1 North Broadway, Suite 803
White Plains, New York 10601
Phone: (914) 997-8510

Nassau County Office:
3445 Veterans Memorial Hwy. S. (Suite 103)
Ronkonkoma, New York 11779
Phone: (631) 380-1359

Connecticut Office:
427 E. 57th St. (Suite 201)
Chattanooga, Tennessee 37403
Phone: (423) 241-6825

rev.	date	description
8	09/09/20	REVISED PER PLANNING BOARD COMMENTS
7	08/07/20	REVISED PER DOH COMMENTS
6	05/21/20	REVISED PER REGULATORY COMMENTS
5	02/25/20	REVISED PER PLANNING BOARD COMMENTS
4	01/28/20	REVISED PER PLANNING BOARD COMMENTS
3	12/20/19	REVISED PER PLANNING BOARD COMMENTS
2	11/26/19	REVISED PER CITY COUNCIL COMMENTS
1	10/25/19	REVISED PER INTERNAL REVIEW

248 TIORONDA AVE., BEACON, N.Y.

SITE PLAN

CITY OF BEACON, DUTCHESS COUNTY, NEW YORK

designed	checked
C.A.	CL
date	scale
09/10/18	1" = 30'
project no.	
81750.00	
sheet no.	
C130	3 of 17

Plotted: Thursday, Sep 24, 2020, 1:57pm
Drawing: C:\Projects\81750-00\CAD\81750-00 Site Plan 8-24-20.dwg
Xref's Attached: 81750-00X-ALTA.dwg, 81750-00X-Base.dwg, 81750-00X-Topo.dwg
Data Attached: Set By: Chazen, 1:57pm

For conveyances of real property, or interest therein, located in New York City, you must use Form TP-584-NYC.

TP-584 (9/19)

Department of Taxation and Finance

Combined Real Estate Transfer Tax Return, Credit Line Mortgage Certificate, and Certification of Exemption from the Payment of Estimated Personal Income Tax

Recording office time stamp

See Form TP-584-I, Instructions for Form TP-584, *before completing this form. Print or type.*

Schedule A – Information relating to conveyance

Grantor/Transferor

☐ Individual
☐ Corporation
☐ Partnership
☐ Estate/Trust
☐ Single member LLC
☒ Multi-member LLC
☐ Other

Name *(if individual, last, first, middle initial)* (☐ *mark an X if more than one grantor)*			Social Security number (SSN)
Beacon 248 Holdings , LLC			
Mailing address			SSN
147 Union Street - Suite 101			
City	State	ZIP code	Employer Identification Number (EIN)
Poughkeepsie	NY	12601	82-0995024
Single member's name if grantor is a single member LLC *(see instructions)*			Single member EIN or SSN

Grantee/Transferee

☐ Individual
☐ Corporation
☐ Partnership
☐ Estate/Trust
☐ Single member LLC
☐ Multi-member LLC
☒ Other

Name *(if individual, last, first, middle initial)* (☐ *mark an X if more than one grantee)*			SSN
City of Beacon			
Mailing address			SSN
One Municipal Plaza			
City	State	ZIP code	EIN
Beacon	NY	12508	
Single member's name if grantee is a single member LLC *(see instructions)*			Single member EIN or SSN

Location and description of property conveyed

Tax map designation – Section, block & lot *(include dots and dashes)*	SWIS code (six digits)	Street address	City, town, or village	County
			Beacon	Dutchess

Type of property conveyed *(mark an X in applicable box)*

1 ☐ One- to three-family house
2 ☐ Residential cooperative
3 ☐ Residential condominium
4 ☒ Vacant land
5 ☐ Commercial/industrial
6 ☐ Apartment building
7 ☐ Office building
8 ☐ Four-family dwelling
9 ☐ Other _____

Date of conveyance: 12 (month) / _____ (day) / 2020 (year)

Percentage of real property conveyed which is residential real property _____ % *(see instructions)*

Condition of conveyance *(mark an X in all that apply)*

a. ☐ Conveyance of fee interest
b. ☐ Acquisition of a controlling interest (state percentage acquired _____ %)
c. ☐ Transfer of a controlling interest (state percentage transferred _____ %)
d. ☐ Conveyance to cooperative housing corporation
e. ☐ Conveyance pursuant to or in lieu of foreclosure or enforcement of security interest *(attach Form TP-584.1, Schedule E)*
f. ☐ Conveyance which consists of a mere change of identity or form of ownership or organization *(attach Form TP-584.1, Schedule F)*
g. ☐ Conveyance for which credit for tax previously paid will be claimed *(attach Form TP-584.1, Schedule G)*
h. ☐ Conveyance of cooperative apartment(s)
i. ☐ Syndication
j. ☐ Conveyance of air rights or development rights
k. ☐ Contract assignment
l. ☐ Option assignment or surrender
m. ☐ Leasehold assignment or surrender
n. ☐ Leasehold grant
o. ☒ Conveyance of an easement
p. ☐ Conveyance for which exemption from transfer tax claimed *(complete Schedule B, Part 3)*
q. ☐ Conveyance of property partly within and partly outside the state
r. ☐ Conveyance pursuant to divorce or separation
s. ☐ Other *(describe)* easement

For recording officer's use	Amount received	Date received	Transaction number
	Schedule B, Part 1 $		
	Schedule B, Part 2 $		

Schedule B – Real estate transfer tax return (Tax Law Article 31)

Part 1 – Computation of tax due

1	Enter amount of consideration for the conveyance *(if you are claiming a total exemption from tax, mark an **X** in the* Exemption claimed *box, enter consideration and proceed to Part 3)* ☐ **Exemption claimed**	**1.**	0
2	Continuing lien deduction *(see instructions if property is taken subject to mortgage or lien)*	**2.**	0
3	Taxable consideration *(subtract line 2 from line 1)*	**3.**	0
4	Tax: $2 for each $500, or fractional part thereof, of consideration on line 3	**4.**	0
5	Amount of credit claimed for tax previously paid *(see instructions and attach Form TP-584.1, Schedule G)*	**5.**	0
6	Total tax due* *(subtract line 5 from line 4)*	**6.**	0

Part 2 – Computation of additional tax due on the conveyance of residential real property for $1 million or more

1	Enter amount of consideration for conveyance *(from Part 1, line 1)*	**1.**	0
2	Taxable consideration *(multiply line 1 by the percentage of the premises which is residential real property, as shown in Schedule A)*	**2.**	0
3	Total additional transfer tax due* *(multiply line 2 by 1% (.01))*	**3.**	0

Part 3 – Explanation of exemption claimed on Part 1, line 1 *(mark an **X** in all boxes that apply)*

The conveyance of real property is exempt from the real estate transfer tax for the following reason:

a. Conveyance is to the United Nations, the United States of America, New York State, or any of their instrumentalities, agencies, or political subdivisions (or any public corporation, including a public corporation created pursuant to agreement or compact with another state or Canada) ..... a ☒

b. Conveyance is to secure a debt or other obligation ..... b ☐

c. Conveyance is without additional consideration to confirm, correct, modify, or supplement a prior conveyance ..... c ☐

d. Conveyance of real property is without consideration and not in connection with a sale, including conveyances conveying realty as bona fide gifts ..... d ☐

e. Conveyance is given in connection with a tax sale ..... e ☐

f. Conveyance is a mere change of identity or form of ownership or organization where there is no change in beneficial ownership. (This exemption cannot be claimed for a conveyance to a cooperative housing corporation of real property comprising the cooperative dwelling or dwellings.) Attach Form TP-584.1, Schedule F ..... f ☐

g. Conveyance consists of deed of partition ..... g ☐

h. Conveyance is given pursuant to the federal Bankruptcy Act ..... h ☐

i. Conveyance consists of the execution of a contract to sell real property, without the use or occupancy of such property, or the granting of an option to purchase real property, without the use or occupancy of such property ..... i ☐

j. Conveyance of an option or contract to purchase real property with the use or occupancy of such property where the consideration is less than $200,000 and such property was used solely by the grantor as the grantor's personal residence and consists of a one-, two-, or three-family house, an individual residential condominium unit, or the sale of stock in a cooperative housing corporation in connection with the grant or transfer of a proprietary leasehold covering an individual residential cooperative apartment ..... j ☐

k. Conveyance is not a conveyance within the meaning of Tax Law, Article 31, § 1401(e) *(attach documents supporting such claim)* ..... k ☐

* The total tax (from Part 1, line 6 and Part 2, line 3 above) is due within 15 days from the date of conveyance. Make check(s) payable to the county clerk where the recording is to take place. For conveyances of real property within New York City, use Form TP-584-NYC. If a recording is not required, send this return and your check(s) made payable to the ***NYS Department of Taxation and Finance***, directly to the NYS Tax Department, RETT Return Processing, PO Box 5045, Albany NY 12205-0045. If not using U.S. Mail, see Publication 55, *Designated Private Delivery Services*.

Schedule C – Credit Line Mortgage Certificate (Tax Law Article 11)

Complete the following only if the interest being transferred is a fee simple interest.
This is to certify that: *(mark an **X** in the appropriate box)*

1. ☐ The real property being sold or transferred is not subject to an outstanding credit line mortgage.

2. ☐ The real property being sold or transferred is subject to an outstanding credit line mortgage. However, an exemption from the tax is claimed for the following reason:

   a ☐ The transfer of real property is a transfer of a fee simple interest to a person or persons who held a fee simple interest in the real property (whether as a joint tenant, a tenant in common or otherwise) immediately before the transfer.

   b ☐ The transfer of real property is (A) to a person or persons related by blood, marriage or adoption to the original obligor or to one or more of the original obligors or (B) to a person or entity where 50% or more of the beneficial interest in such real property after the transfer is held by the transferor or such related person or persons (as in the case of a transfer to a trustee for the benefit of a minor or the transfer to a trust for the benefit of the transferor).

   c ☐ The transfer of real property is a transfer to a trustee in bankruptcy, a receiver, assignee, or other officer of a court.

   d ☐ The maximum principal amount secured by the credit line mortgage is $3 million or more, and the real property being sold or transferred is **not** principally improved nor will it be improved by a one- to six-family owner-occupied residence or dwelling.

   Note: for purposes of determining whether the maximum principal amount secured is $3 million or more as described above, the amounts secured by two or more credit line mortgages may be aggregated under certain circumstances. See TSB-M-96(6)-R for more information regarding these aggregation requirements.

   e ☐ Other *(attach detailed explanation)*.

3. ☐ The real property being transferred is presently subject to an outstanding credit line mortgage. However, no tax is due for the following reason:

   a ☐ A certificate of discharge of the credit line mortgage is being offered at the time of recording the deed.

   b ☐ A check has been drawn payable for transmission to the credit line mortgagee or mortgagee's agent for the balance due, and a satisfaction of such mortgage will be recorded as soon as it is available.

4. ☐ The real property being transferred is subject to an outstanding credit line mortgage recorded in _____ (insert liber and page or reel or other identification of the mortgage). The maximum principal amount of debt or obligation secured by the mortgage is _____. No exemption from tax is claimed and the tax of _____ is being paid herewith. *(Make check payable to county clerk where deed will be recorded.)*

Signature (both the grantors and grantees must sign)

The undersigned certify that the above information contained in Schedules A, B, and C, including any return, certification, schedule, or attachment, is to the best of their knowledge, true and complete, and authorize the person(s) submitting such form on their behalf to receive a copy for purposes of recording the deed or other instrument effecting the conveyance.

Grantor signature	Title	Grantee signature	Title
	Member		
Grantor signature	Title	Grantee signature	Title

Reminder: Did you complete all of the required information in Schedules A, B, and C? Are you required to complete Schedule D? If you marked *e*, *f*, or *g* in Schedule A, did you complete Form TP-584.1? Have you attached your check(s) made payable to the county clerk where recording will take place? If no recording is required, send this return and your check(s), made payable to the ***NYS Department of Taxation and Finance,*** directly to the NYS Tax Department, RETT Return Processing, PO Box 5045, Albany NY 12205-0045. If not using U.S. Mail, see Publication 55, *Designated Private Delivery Services*.

Schedule D – Certification of exemption from the payment of estimated personal income tax (Tax Law, Article 22, § 663)

Complete the following only if a fee simple interest or a cooperative unit is being transferred by an individual or estate or trust.

If the property is being conveyed by a referee pursuant to a foreclosure proceeding, proceed to Part 2, mark an *X* in the second box under *Exemption for nonresident transferors/sellers*, and sign at bottom.

Part 1 – New York State residents

If you are a New York State resident transferor/seller listed in Form TP-584, Schedule A (or an attachment to Form TP-584), you must sign the certification below. If one or more transferor/seller of the real property or cooperative unit is a resident of New York State, **each** resident transferor/seller must sign in the space provided. If more space is needed, photocopy this Schedule D and submit as many schedules as necessary to accommodate all resident transferors/sellers.

Certification of resident transferors/sellers

This is to certify that at the time of the sale or transfer of the real property or cooperative unit, the transferor/seller as signed below was a resident of New York State, and therefore is not required to pay estimated personal income tax under Tax Law § 663(a) upon the sale or transfer of this real property or cooperative unit.

Signature	Print full name	Date
Signature	Print full name	Date
Signature	Print full name	Date
Signature	Print full name	Date

Note: A resident of New York State may still be required to pay estimated tax under Tax Law § 685(c), but not as a condition of recording a deed.

Part 2 – Nonresidents of New York State

If you are a nonresident of New York State listed as a transferor/seller in Form TP-584, Schedule A (or an attachment to Form TP-584) but are not required to pay estimated personal income tax because one of the exemptions below applies under Tax Law § 663(c), mark an ***X*** in the box of the appropriate exemption below. If any one of the exemptions below applies to the transferor/seller, that transferor/seller is not required to pay estimated personal income tax to New York State under Tax Law § 663. **Each** nonresident transferor/seller who qualifies under one of the exemptions below must sign in the space provided. If more space is needed, photocopy this Schedule D and submit as many schedules as necessary to accommodate all nonresident transferors/sellers.

If none of these exemption statements apply, you must complete Form IT-2663, *Nonresident Real Property Estimated Income Tax Payment Form*, or Form IT-2664, *Nonresident Cooperative Unit Estimated Income Tax Payment Form.* For more information, see *Payment of estimated personal income tax,* on Form TP-584-I, page 1.

Exemption for nonresident transferors/sellers

This is to certify that at the time of the sale or transfer of the real property or cooperative unit, the transferor/seller (grantor) of this real property or cooperative unit was a nonresident of New York State, but is not required to pay estimated personal income tax under Tax Law § 663 due to one of the following exemptions:

☐ The real property or cooperative unit being sold or transferred qualifies in total as the transferor's/seller's principal residence (within the meaning of Internal Revenue Code, section 121) from _____ (Date) to _____ (Date) *(see instructions)*.

☐ The transferor/seller is a mortgagor conveying the mortgaged property to a mortgagee in foreclosure, or in lieu of foreclosure with no additional consideration.

☐ The transferor or transferee is an agency or authority of the United States of America, an agency or authority of New York State, the Federal National Mortgage Association, the Federal Home Loan Mortgage Corporation, the Government National Mortgage Association, or a private mortgage insurance company.

Signature	Print full name	Date
Signature	Print full name	Date
Signature	Print full name	Date
Signature	Print full name	Date

Title:

Capital Planning

ATTACHMENTS

Draft Capital Plan 2021

Capital Update Letter Water and Sewer

Capital Planning Wastewater Treatment Plant

CITY OF BEACON CAPITAL PLAN 2021-2025					
	2021	2022	2023	2024	2025
HIGHWAY:					
PUBLIC BUILDINGS					
City Hall HVAC Chiller	200,000				
City Hall Stairs					
City Hall Roof	250,000				
Exterior Painting of City Hall		150,000			
Park Shed		300,000			
Heat Pumps for City Hall					
PARK					
Memorial (Hilltop) 20x30 Pavilion	30,000				
South Avenue Retainng Wall	80,000				
Riverfront Park Basketball Court Restoration/Fencing and Parking Lot/Walkway Expansion		$400,000			
Riverfront playground		120,000			
Memorial playground			120,000		
Pool Restoration			250,000		
HIGHWAY EQUIPMENT					
Replace 1992 #992 Dump/Plow/Sander	300,000				
Replace 2000 John Deere excavator	225,000				
Replace 1998 1 ton dump with plow	65,000				
Replace 2005 1 ton dump with plow	65,000				
Replace 950 truck: 6 wheel w/plow		300,000			
Replace 2007 3/4 ton pickup with plow		115,000			
Replace 954 trucks: 6 wheel w/plow		300,000			
Replace 1993 #932 truck with 6-wheel w/ plow		300,000			
Replace 1998 Backhoe			125,000		
Replace 2001 Trackless Mower			175,000		
Replace 2005 Front-end Loader				175,000	
Replace 2000 Daewoo Excavator				225,000	
ROAD RECONSTRUCTION					

CITY OF BEACON CAPITAL PLAN 2021-2025					
	2021	**2022**	**2023**	**2024**	**2025**
Fulton Reconstruction					
Washington Avenue Box Wing Walls	125,000				
West Main Storm Drain Slip Line 48 in.					
SIDEWALKS					
POLICE					
3 Hybrid Police Vehicles, SUV	155,000				
Main St Camera at 162 Main St	7,820				
2 In Car Cameras	14,000				
FIRE					
Replace 2005 American LaFrance	600,000				
Station #2 Apparatus Ramp Replacment		70,000			
Replace 12 SCBA harness/bottles			120,000		
TOTAL ANNUAL PROJECT AMOUNTS	**2,116,820**	**2,055,000**	**790,000**	**400,000**	**-**
	2021	2022	2023	2024	2025
Grants	**Amount**	**Grant**			
TOTAL	-				

CITY OF BEACON WATER CAPITAL PLAN 2021-2025					
	2021	2022	2023	2024	2025
WATER MAIN IMPROVEMENTS					
Fulton St line replacement	402,000				
Fowler St line replacement	476,000				
John St line replacement	411,000				
Well 3 Development Engineering	130,000				
WATER TREATMENT FACILITY IMPROVEMENTS					
Melzingah Dam Piping	400,000				
Removal of Existing Underground 1000 gallons storage tank and installation of new natural gas generator	350,000				
EQUIPMENT					
Replace 2002 Box Van #022	62,500				
TOTAL ANNUAL PROJECT AMOUNTS	**2,231,500**	-	-	-	-

CITY OF BEACON SEWER CAPITAL PLAN 2021-2025					
	2021	2022	2023	2024	2025
WWTP UPGRADES					
Primary Settlling Tanks	$ 1,600,000				
Belt Sludge Press		2,400,000			
SEWER LINE IMPROVEMENTS					
West Main Pump Station - Forcemain Replacement	1,800,000				
West Main Pump Station	2,100,000				
Fishkill Avenue Sewer Replacement Delevan to Hanna Lane	1,162,229				
Ackerman Street Sewer Engineering		50,000			
TOTAL ANNUAL PROJECT AMOUNTS	**6,662,229**	**2,450,000**	-	-	-

CITY OF BEACON
New York

WATER DEPARTMENT 845-831-3136

To: Anthony Ruggiero **Date:** December 10, 2020

From: Edward Balicki

Re: Water and Sewer Capital Projects Update

Anthony,

I have compiled a list of recently completed and current Capital Projects from 2019, 2020 and projected completion in 2021. I have broken down the list by each department that the Capital Project is for; Wastewater Treatment (WWTP), Sanitary Sewer and Water Department (both Filter Plant and Distribution). I included the WWTP Projects that I facilitate prior to moving the Water Department full time.

WWTP Project	Status	Year	Cost
Headworks Project	95% Complete	2019/20	$3,600,000
Chlorine Contact Chamber	Under Construction	2020/21	$2,900,000
Centrifuge Study (Sludge Dewatering Equip.)	In Progress 95% Complete	2020	$30,000
Final Settling Tanks Overhaul	Complete	2019/20	$751,000

Sanitary Sewer	Status	Year	Cost
North Interceptor (Dia to WWTP)	Under Construction	2020/21	$1,600,000
Philips Street Road Reconstruction (Sanitary Sewer Portion)	Complete	2019/20	$420,000
Slip Line Wilkes St	Complete	2019	$265,000
Teller Ave (Catherine to Henry)	Complete	2019	$300,000
Fishkill Avenue Sewer Study (Part of Road Re-hab)	Study Complete	2020	$25,000

Flow Metering Study (North Interceptor Drainage Area)	Flow Metering Complete. Reviewing Data	2020	$100,000
West Main Street Pump Station Design	Under Design Not Complete	2020/21	$242,000
West Main Street Pump Station Force Main Design	Survey Complete need pump station final design	2020/21	$170,000

Water Department	Status	Year	Cost
Filter Plant Rate of Control Panel (SCADA)	Complete	2019/20	$150,000
Filter Media Replacement	Complete	2019	$198,000
Filter Plant Roof Replacement	Waiting Replacement	2020/21	$200,000
Well Pump #2 Replacement and Re-Hab	Pump Installed. Pumping to waste and testing pump	2020	$250,000
Mt. Beacon & Pocket	Public Comment Period. DEC accepted applications	2020/21	$2,500,000
Wilson Street Water Main Replacement	Complete	2019	$640,000
Vine St Water Main Replacement	Complete	2019	$510,000
Philips Street Road Reconstruction (Water Portion)	Complete	2019/20	$580,000
Cargill Transmission Main	Engineering	2020/21	$1,300,000

CITY OF BEACON
New York

WATER DEPARTMENT 845-831-3136

I believe that the City has taken great steps in improving the water and wastewater infrastructures and should be commended. I would like to thank the City Engineers, Consultants, City Staff, Attorneys, City Mayor and Council Members and the City Administrator for all of their assistance in moving these projects forward. If you have any questions, comments or need further explanation of any of the projects please let me know.

Respectfully,

Edward Balicki
City of Beacon
Water and Sewer Department

TO: Anthony Ruggiero

From: Charles C Beckett
Chief Operator
Beacon WWTP

Subject: Capital Projects -Update

Headworks Project:

Project is now completed except the parking lot paving; Due to the cold weather the parking lot will be paved in the spring.

Primary Settling Tanks:

Preliminary Design report will be completed January 2021

Belt Press Upgrades:

Preliminary Design Report is completed, it is now being reviewed by Ed Balicki and Charles Beckett. After we review the preliminary report and attach our comments we will review the report with Anthony Ruggiero.

City of Beacon City Council Agenda
12/14/2020

Title:

Memorandum of Agreement with the Beacon Firefighter's Association

ATTACHMENTS

Memorandum of Agreement with the Beacon Firefighter's Association

MEMORANDUM OF AGREEMENT
BETWEEN THE CITY OF BEACON AND
THE CITY OF BEACON FIREFIGHTER'S ASSOCIATION, INC. LOCAL 3490
INTERNATIONAL ASSOCIATION OF FIREFIGHTER'S (IAFF) AFL-CIO

IT IS HEREBY AGREED, by and between the bargaining team for the City of Beacon ("City") and the bargaining team for the City of Beacon Firefighter's Association, Inc. Local 3490, International Association of Firefighter's ("IAFF") AFL-CIO that, subject to ratification by the membership of the IAFF and ratification by the City, the following shall constitute the new terms and conditions of the successor agreement to the Collective Bargaining Agreement covering the period of January 1, 2018 through December 31, 2019.

1. **ARTICLE IV**

SALARIES

Revise to provide as follows:

Section 1.

Add 2.00% to each employee's base salary for the year of 2020.
Add $1,500 onto the 5th year of employment base salary for the year of 2020.

Salary increases shall go into effect within thirty (30) days after the Union executes the January 1, 2020 through December 31, 2020 Collective Bargaining Agreement and delivers it to the City Administrator.

The annual wage rate to be paid to each employee covered by this agreement shall be as follows on the date indicated.

EFFECTIVE	01/01/20
1ST YR OF EMPLOYMENT	$56,606
2ND YR OF EMPLOYMENT	$62,642

3RD YR OF EMPLOYMENT	$64,553
4TH YR OF EMPLOYMENT	$66,132
5TH YR OF EMPLOYMENT	$69,224

2. **ARTICLE XIII**

PENSIONS

Section 4. Delete.

3. **ARTICLE XIV**

TRAINING

Add new paragraph after the first (1st) paragraph detailing the following:

In addition to mandatory New York State required training, the Chief shall be permitted to schedule all employees for additional training annually for up to twelve (12) hours. If such training is during off-duty time it shall be compensated at the employees' normal rate of pay. Training during on-duty time shall not impact minimum staffing as contained in Article XXV, Section 1. Training shall be scheduled so as to not interfere with a trainee's scheduled vacation. An employee who is unavailable for training due to a scheduled vacation shall be required to take such training at a different time during the year.

4. **ARTICLE XX**

TERM OF AGREEMENT

Revise to provide as follows:

Section 1. This Agreement shall be effective as of January 1, 2020 and shall continue to December 31, 2020.

5. **ARTICLE XXII**

Delete.

6. **ARTICLE IV**

SALARIES

Add:

The City shall create two (2) new Lieutenants' positions. The base salary for these positions shall be 10% above the base salary indicated for a firefighter in the fifth year of employment. The Fire Chief, upon approval from the City Administrator, shall create and post the schedule for the Lieutenants positions.

All other terms of the 2018–2019 Agreement not expressly modified above shall remain unchanged in the new Agreement.

Dated: December 2, 2020

FOR THE CITY OF BEACON

12/4/20

FOR THE INTERNATIONAL ASSOCIATION OF FIREFIGHTER'S (IAFF) AFL-CIO

12/2/20

12/2/20

Michael E. Bennett, Pres. 12/2/20

12/2/20

City of Beacon City Council Agenda
12/14/2020

Title:

Dutchess County SPCA Agreement Renewal

ATTACHMENTS

City of Beacon Animal Control Housing Agreement

Resolution Authorizing A Dog Housing Control Agreement Between the City of Beacon and the DCSPCA

DOG CONTROL HOUSING AGREEMENT

THIS AGREEMENT, made this___day_____, 20 , by and between

DUTCHESS COUNTY SPCA,
A New York Not for Profit Corporation,
Having an address of 636 Violet Avenue, Hyde Park, New York 12538
Hereinafter referred to as the "DCSPCA"
&
CITY OF BEACON
Having an address of 1 Municipal Plaza, Beacon, New York 12508
A municipal corporation
Hereinafter referred to as the "CITY"

WHEREAS, the CITY OF BEACON Animal Control Officer, hereinafter referred to as the "ACO", is empowered to seize dogs pursuant to the provisions of Agriculture and Markets Law Article 7, §117; and

WHEREAS, this Agreement applies only to dog(s) seized by the ACO; and

WHEREAS, pursuant to Agriculture and Markets Law Article 7, §117, dogs seized by the ACO are required to be properly fed and watered during the applicable redemption period; and

WHEREAS, DCSPCA maintains a kennel for boarding dogs and other animals at its office located at 636 Violet Avenue, Hyde Park, New York 12538; and

WHEREAS, the CITY wishes to contract with the DCSPCA to provide shelter for dogs seized by the ACO upon terms and conditions hereinafter set forth

NOW, THEREFORE, it is hereby agreed by and between DCSPCA and the CITY as follows:

1) **RECITATION INCORPORATED**: These recitations above set forth are incorporated in this Agreement as if fully set forth and recited herein.

2) **TERM OF AGREEMENT**: This Agreement shall become effective January 1, 2021 and shall continue until December 31, 2021. This agreement may be terminated by either party upon thirty (30) days written notice to the other.

3) **BOARDING**: DCSPCA hereby agrees to provide boarding, which includes shelter, food and water, as required by the Law for the following dogs:
    a. Any and all dogs running at large (unidentified) seized by the ACO as outlined by the Agriculture and Markets Law Article 7, §117 (1) & (2); and
    b. Any and all dogs who have been seized by a court order pending a "dangerous dog" hearing, as outlined by the Agriculture and Markets Law Article 7, §123 (2)

    All unidentified dogs seized by the ACO shall be delivered to the DCSPCA and 636 Violet Avenue, Hyde Park, New York 12538. For dogs that can be identified in the field via microchip or community outreach, DCSPCA asks that the CITY ACO make every

reasonable attempt to return the dog to the owner, using guidelines set by Agriculture and Markets Law, before bringing the dog to DCSPCA. This request reflects the national animal shelter policy which strives to keep dogs in their homes.

4) **DOGS SEIZED FOR REASONS OTHER THAN §117 (1) & (2) AND §123 (2):** Any and all dogs seized for reasons other than those listed under Article 7, §117 (1) & (2) and §123 (2), which sections were in full force and effect at the time of this agreement, are not to be boarded and held other than for safekeeping purposes. The DCSPCA must not refuse to board and hold dogs seized for safekeeping purposes or pursuant to this paragraph. These include dogs seized for reasons such as owner death, car accident, cruelty, owner arrest, etc. Said dogs must be released to City of Beacon Animal Control upon his/her request. Therefore, the City of Beacon Animal Control Officer may make corrections or amendments to an impoundment form if a determination is made that the reasons for dog seizure are for reasons other than pursuant to §117 (1) & (2) AND §123 (2). The holding periods for unidentified and identified dogs pursuant to §117 (4) & (6) respectively, will be applicable.

5) **HOLDING PERIOD**: In order to provide the owners a reasonable time period in which to reclaim their seized dog, the DCSPCA and the CITY agree to the following:
   a. For dogs running at large (unidentified):
      i. Dogs that are not appropriately identified, as outlined by the Agriculture and Markets Law Article 7, §117 (4), will be held for five (5) business days from the date they enter the shelter;
      ii. Dogs that are appropriately identified, as outlined by the Agriculture and Markets Law Article 7, §117(6), will be held for a maximum of nine (9) business days from the date they enter the shelter. The CITY is responsible for notifying the owner of the seizure, as per the Agriculture and Markets Law Article 7, §117(6).
      iii. Upon expiration of the above stated holding periods, any and all dogs that have NOT been redeemed by their owner, will become the property of the DCSPCA, as outlined by the Agriculture and Markets Law Article 7, §117 (7-a).
   b. For dogs seized under a court order pending a “dangerous dog hearing”, as outlined by the Agriculture and Markets Law Article 7, §123 (2), said dogs will be held until final disposition by the court OR a maximum of fourteen (14) days, whichever comes first. If the final hearing has not been held by the end of the fourteenth day, the CITY will be responsible to make alternate arrangements for the housing of such dogs. The DCSPCA may consider continued housing on a case by case basis to be negotiated with the CITY. If it is agreed by both parties

that the dog shall be euthanized, either pursuant to a Court order or otherwise, said costs of euthanasia procedure shall be the responsibility of CITY.

c. For dogs that are being held for a 10-day Rabies observation period:
    i. DCSPCA may take ownership of said dog upon expiration of the 10-day Rabies holding period if there is no owner to reclaim said dog; or
    ii. If an owner becomes known to DCSPCA or CITY, owner may reclaim said dog during the 10-day rabies observation holding period if the Dutchess county Department of Health provides written approval of the dog's release to its owner.

6) **UNCLAIMED DOG DISPOSITION**: Unclaimed dogs will be evaluated by the DCSPCA staff to determine if a dog's disposition and temperament will enable it to be adopted. If the dog is determined to be adoptable, it will be placed for adoption by the DCSPCA. If the dog is determined to not be adoptable, the DCSPCA will determine the best option for the dog. The DCSPCA reserves the right to handle the final disposition of dogs determined to be unadoptable within the mission statement of the DCSPCA. If it is determined that the dog shall be euthanized, either pursuant to a Court order or otherwise, said costs of euthanasia procedure shall NOT be the responsibility of CITY. CITY shall not be liable for determinations made by the DCSPCA pursuant to this paragraph.

7) **RABIES VACCINATION:** As outlined by the Agriculture and Markets Law Article 7, §109 (1) (a), for all dogs that are to be redeemed, the owner must provide proof of city license, including proof of Rabies vaccination. As such, the DCSPCA will not release any dog to its owner without proof of the current city license and the Rabies vaccination. In the event that the dog is not up to date on its Rabies vaccine and/or the owner is unable to provide proof of such vaccine to the CITY, the DCSPCA will administer a Rabies vaccine to the dog prior to redemption and will charge the owner for the cost of this service.

8) **EMERGENCY VETERINARY CARE:** In the event that an impounded dog is determined, by best judgement of the DCSPCA medical staff, to need emergency veterinary care, the DCSPCA will arrange medical care for the dog. All expenses related to such care will be the responsibility of the owner. If there is no owner or said dog is not redeemed by the owner, said costs shall be borne by DCSPCA.

9) **FEES:**
    a. Boarding:
        i. The DCSPCA boarding fee shall be **THIRTY DOLLARS ($30.00)** per day. The first day is charged upon admission to the shelter and each subsequent day is calculated upon the dog being on the DCSPCA property at 12:00 pm each day.
        ii. For dogs who are reclaimed by their owner, the owner will be required to pay the boarding fee directly to the DCSPCA. If the owner is unable to

pay the boarding fee, DCSPCA will determine whether or not to release the dog on a case by case basis.

iii. For dogs not redeemed by the owner, the DCSPCA will invoice the CITY for the boarding fee for the period running from the date of seizure until the expiration of the applicable redemption period.

b. Rabies Vaccination:
   i. The fee for the Rabies Vaccination shall be **TEN ($10.00) DOLLARS.**
   ii. For dogs that are reclaimed by their owner, the owner will be required to pay the vaccine fee directly to the DCSPCA.
   iii. For dogs that are not redeemed by the owner, the CITY will not be billed for the Rabies vaccine.

c. Veterinary Care:
   i. For services provided by the DCSPCA medical team, the DCSPCA usual and customary fees will be applied.
   ii. For care that requires services from a community-based veterinarian, the actual fee from the veterinarian will be applied.
   iii. For dogs that are reclaimed by their owner, the owner will be required to pay the medical care fees to the DCSPA.
   iv. For dogs that are not redeemed by the owner, the CITY will NOT be responsible for any DCSPCA administered medical care fees incurred during the redemption holding period.

10) RECLAIM/REDEMPTION OF DOGS:

a. All owners will be informed by the CITY and DCSPCA of the necessary documentation and redemption, license and/or other fees to be paid in order to reclaim their dog as well as the process to accomplish this task. The CITY shall provide such information to the owner as part of its notice given pursuant to Paragraph 5 (a) (ii) of the agreement. The DCSPCA will also make every effort to contact the owner if he/she/they can be identified.
b. Upon payment of all city fees, the CITY will issue a license tag and certificate for said dog, and a receipt of payment. The owner will be instructed to present this documentation to the DCSPCA in order to reclaim their dog. The DCSPCA will release the dog after proper documentation has been presented and the owner of the dog has signed the dog's Agriculture and Markets Department Form DL-18 (or comparable form).
   i. The DCSPCA shall be available to process reclaims of dogs Monday – Friday, 9am to 5pm. Reclaims will not be processed on federally observed holidays or in cases of inclement weather that result in DCSPCA closing early.

11) **KENNEL SPACE:** At all times, the DCSPCA will provide kennel space for all dogs that are seized; the ACO will have 24-hour access to the DCSPCA kennels for the delivery of dogs. The kennels are locked with a code that will be provided to the CITY's ACO. The ACO will be required to complete the DCSPCA paperwork, attached to the kennel, and ensure the dog has food, water and bedding in its kennel.

12) **IDEMNIFICATION:** The DCSPCA shall defend, indemnify and hold the CITY, its officials, officers, and employees, harmless from and against all actions, proceedings, claims, damages, liabilities, losses, and expenses including, without limitation, reasonable attorney's fees arising out of the wrongful actions or omissions of the DCSPCA. The CITY shall defend, indemnify and hold the DCSPCA, its officials, officers, and employees harmless from and against all actions, proceedings, claims, damages, liabilities, losses, and expenses including, without limitation, reasonable attorney's fees arising out of the wrongful actions or omissions of the CITY.

13) **APPLICABLE LAW**: This Agreement shall be governed by, construed and conformed in accordance with the laws of New York State with regard to conflicts of laws and principles of laws.

14) **WAIVER:** No waiver of any breach of any condition of this Agreement shall be binding unless in writing and signed by both parties. No such waiver shall in any way affect any other term or condition of this Agreement or constitute a cause for reception of such or any other breach unless the waiver shall specifically include the same.

15) **MODIFICATION:** This Agreement constitutes the complete understanding of the parties. No modification of any provisions thereof shall be valid unless in writing and signed by both parties.

16) **NOTICES:** All notices, demands, requests, consents, approvals or other communications (for the purpose of this paragraph collectively called "Notices") required or permitted to be given hereunder to any party to this Agreement shall be in writing and shall be sent overnight delivery service or registered or certified mail with return service requested, and/or e-mail.

17) **SUCCESSORS AND ASSIGNS:** This Agreement shall apply to bind the successors and heirs, administrators and executor of the parties hereto.

18) **ENTIRE AGREEMENT:** This written Agreement, when signed by both parties' forms the entire Agreement between the parties and replaces and supersedes all prior Agreements or undertakings between the parties, if any.

19) **BINDING EFFECT:** This Agreement shall be binding on the heirs, executors, administrators, successors, and assigns of the parties hereto.

20) **PAYMENT:** All bills properly submitted to the CITY in accordance with this Agreement will be paid within sixty (60) days.

IN WITNESS WHEREOF, the parties have executed this Agreement in two (2) counterparts, each of which shall constitute an original, the day and year first above written.

DUTCHESS COUNTY SPCA

By: _____

Lynne Meloccaro, Executive Director

Date:_____

CITY OF BEACON

By: _____

Anthony Ruggiero, City Administrator

Date:

CITY OF BEACON
CITY COUNCIL

Resolution No.____ of 2020

RESOLUTION AUTHORIZING A DOG HOUSING CONRTOL AGREEMENT BETWEEN THE CITY OF BEACON AND DUTCHESS COUNTY SPCA

WHEREAS, the City of Beacon Dog Control Officer is empowered to seize dogs pursuant to the provisions of Agriculture and Markets Law Article 7, §117; and

WHEREAS, this Agreement applies only to dog(s) seized by the DCO that are running at large; and

WHERES, pursuant to Agriculture and Markets Law Article 7, §117, dogs seized by a DCO are required to be properly fed and watered during the applicable redemption period; and

WHEREAS, Dutchess County SPCA maintains a kennel for boarding dogs and other animals at its office located at 636 Violet Avenue, Hyde Park, New York, 12538; and

WHEREAS, the City of Beacon wishes to contract with DCSPCA to provide shelter for dogs seized by the DCO.

NOW THEREFORE, BE IT RESOLVED, that the City Council hereby authorizes the Mayor and/or City Administrator to sign the Dog Housing Control Agreement with the Dutchess County SPCA.

Resolution No._____of 2020			**Date:**				
□ Amendments						**□ 2/3 Required**	
□ Not on roll call.			**□ On roll call**			**□ 3/4 Required**	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Terry Nelson					
		Jodi McCredo					
		George Mansfield					
		Amber Grant					
		Air Rhodes					
		Dan Aymar-Blair					
		Mayor Lee Kyriacou					
		Motion Carried					

City of Beacon City Council Agenda
12/14/2020

Title:

Proposed Board and Committee Reappointments

ATTACHMENTS

Proposed Committee and Board Reappointments

PROPOSED BOARD & COMMITTEE REAPPOINTMENTS

Planning Board*;*

3-year term

- Leonard Warner

Zoning Board of Appeals
3-year term

- Judith Smith
- Jordan Haug

Human Relations Committee
2-year term

- Kara Deane-Assael

Conservation Advisory Committee
9 members; 2-year term

- Faye Leone
- Nicole Wooten (Chair)
- Antony Tseng
- Hollis Bogdanffy
- Don Raskopf

Tree Committee
5 members; 2-year term

- Victoria Raabin

Recreation Committee
7 members; 3-year term

Board of Assessment Review
5 members; 5 year-term

- Ron Donofrio

Board of Ethics
5 members; 5-year term

- Andre Richards

Additional Openings	
Human Relations Commission	1
Conservation Advisory Committee	2
Traffic Safety Committee	1
Recreation Committee	2
Beacon Housing Authority	1

City of Beacon City Council Agenda
12/14/2020

Title:

Local Law Regarding Records Retention

ATTACHMENTS

Proposed Local Law Regarding Records Retention

DRAFT LOCAL LAW NO. ____ OF 2020

CITY COUNCIL
CITY OF BEACON

PROPOSED LOCAL LAW TO AMEND
CHAPTER 55, SECTION 16 OF THE CODE
OF THE CITY OF BEACON

A LOCAL LAW to amend Chapter 55, SECTION 16 of the Code of the City of Beacon concerning records retention.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 55, Section 16 of the Code of the City of Beacon entitled "Records retention." is hereby amended as follows:

§ 55-16. Records retention.

A records retention schedule will be adopted in accordance with the current records retention and disposition schedules ~~Records Retention and Disposition Schedule MU-1~~ issued pursuant to Article 57-A of the Arts and Cultural Affairs Law and as may be amended from time to time.

Section 2. Ratification, Readoption and Confirmation

Except as specifically modified by the amendments contained herein, Chapter 55 of the Code of the City of Beacon is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 3. Numbering for Codification

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local

Law; that the word "Local Law" shall be changed to "Chapter," "Section" or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

Section 4. Severability. The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 5. Effective Date

This local law shall take effect immediately filing with the Office of the Secretary of State.

DRAFT

City of Beacon City Council Agenda
12/14/2020

Title:

Contract: Royal Carting and City of Beacon

ATTACHMENTS

Royal Carting Contract

CITY OF BEACON
CITY COUNCIL

Resolution No. 176 of 2019

RESOLUTION AUTHORIZING EXECUTION OF AN AGREEMENT WITH ROYAL CARTING FOR WASTE COLLECTION

WHEREAS, the City wishes to employ Royal Carting Service Co. ("Royal Carting") to collect, remove and dispose of burnable and recyclable waste from designated privately-owned real property, municipal buildings and public spaces within the City of Beacon, and

WHEREAS, Royal Carting submitted a bid proposal to the City which the City Council has found to be advantageous with respect to the collection and removal of burnable and recyclable waste.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Beacon hereby authorizes the execution of the attached Waste Collection Agreement between the City of Beacon and Royal Carting for a term commencing January 1, 2020 and ending December 31, 2020, with the ability at the City's option, to extend for two (2) additional one (1) year terms.

BE IT FURTHER RESOLVED, that the Waste Collection Agreement shall be subject to review and approval by the City Administrator and the City Attorney as to form and substance.

Resolution No. 176 of 2019			**Date: December 16, 2019**				
☐ Amendments						**☐ 2/3 Required.**	
☐ Not on roll call.			**☐ On roll call**			**☐ 3/4 Required**	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Terry Nelson	x				
	x	**Jodi McCredo**	x				
		George Mansfield	x				
		Lee Kyriacou	x				
		John Rembert	x				
x		**Amber Grant**	x				
		Mayor Randy J. Casale	x				
		Motion Carried	x				

Waste Collection Agreement
Between the City of Beacon and Royal Carting

THIS AGREEMENT, made the 17th day of Dec. 2019, by and between the City of Beacon (the "City"), a municipal corporation with offices located at One Municipal Plaza, Beacon, New York 12508, and Panichi Holding Corp. d/b/ a Royal Carting Service Co. ("Royal"), a corporation with offices located at 409 Route 82, Hopewell Junction, New York 12533.

WITNESSETH:

WHEREAS, the City wishes to employ a contractor to collect, remove and dispose of burnable and recyclable waste from designated privately-owned real property, municipal buildings and public spaces within the City of Beacon, and

WHEREAS, Royal has submitted a bid proposal to the City which the City Council has found to be advantageous to the City with respect to the collection and removal of burnable and recyclable waste.

NOW THEREFORE, in consideration of these mutual promises and covenants, and other good and valuable consideration, the parties hereby agree as follows:

ARTICLE I

A. Burnable Waste Collection and Disposal

Royal shall furnish all the materials, equipment and labor required to on a weekly basis collect, remove and dispose of one (1) Royal-supplied ninety-five (95) gallon container with attached lid and wheels for mechanical pickup of burnable waste from approximately 4,300 tax parcels in the City of Beacon.

Property owners may put additional containers out for pick up by purchasing "Add-a-Can" tags at City offices and attaching same to each additional can or by enrolling in the annual Add-a-Can Program. The City will reimburse Royal for every "Add-a-Can" tag turned into the City in accordance with the "Service and Price Schedule", annexed hereto as Exhibit "A".

Work shall include collection from street/trash-receptacles (defined herein as publicly available trash receptacles maintained in a public right of way by the City of Beacon) five (5) times per week on Monday, Tuesday, Wednesday, Thursday, and Friday. The street trash

receptacles shall be combination trash/recycling containers with 18 gallon capacity each and a lockable door, except for up to twenty-two (22) new trash and/ or recycling receptacles (without regard to the condition of the 22 receptacles to be replaced and to be provided by Royal at no equipment cost or rental to the City), having a capacity and design that shall be agreed to by the City and Royal. The City shall provide a list of street trash-receptacles (Exhibit "B", annexed) which list shall be attached to and become a part of this Contract as well as designate up to 20 receptacles to be replaced. Royal shall repair, maintain and replace, at its sole cost and expense, all street trash-receptacles existing or installed during the term of this Contract, or any renewal or extension thereof, except that in the event of accidental damage or destruction by the City or an act of vandalism, the City shall submit an insurance claim to cover the cost of repair or replacement, if coverage is available. "Vandalism," for purposes of this Agreement, shall mean the defacement or destruction of any street-trash receptacle by a third party to this Agreement, but shall not include instances of defacement or destruction facilitated by Royal's failure to properly secure or maintain said receptacles. The City reserves the right, upon written notification to Royal, to add to or delete from the attached list of street trash-receptacles at any time during the term of the Contract, including any renewal or extension term.

Royal shall collect, remove and dispose of residential, commercial and municipal waste collected from the curb or designated area on a day or days of the week agreed to by the City. Any spillage into the road or sidewalks while carrying the containers to the truck or while emptying containers into the truck must be cleaned up by Royal before moving to the next collection pickup. A broom and shovel shall be carried on each truck to facilitate clean up. Lids must be replaced on containers after pickup. Royal must notify the City Administration via facsimile on a form provided by the City of all waste not collected and the reason collection was refused. The City reserves the right to change the collection schedule and specifications.

B. Recyclable Waste Collection

Royal shall provide one (1) 65 gallon recycling collection bin for approximately 4,300 tax parcels, and shall furnish all materials and perform all work to collect, remove and dispose of single stream recyclables from each tax parcel that meets the collection specifications once every week corresponding with the burnable waste collection schedule. Royal shall provide without cost to the City up to one hundred (100) 95 gallon recycling collection bins and thereafter, additional 95 gallon recycling collection bins at cost, upon written demand. A broom and shovel shall be carried on each truck to facilitate clean-up of spillage or breakage during recyclable waste collection. Royal shall provide an additional 65 gallon recycling collection bin at the rate of $60.00 per bin.

C. Container Lease and Services

Royal shall provide all equipment and perform all work to provide waste and/ or recyclable collection services the Beacon City Hall, Transfer Station, Parks Department, Memorial Building, Memorial Park, Riverfront Park and Fire Station #2 or as more specifically described in the Service and Price Schedule, annexed. The burnable waste containers shall be serviced by the burnable waste collection truck. Containers shall be emptied in accordance with the requirements set forth in the Service and Price Schedule which includes, but is not limited to:

1. Beacon City Hall

Royal shall provide Beacon City Hall with containers for recyclables;

2. Waste Water Treatment Facility

Royal shall provide the Waste Water Treatment Facility with two (2) two-cubic-yard containers - one (1) for the septage receiving station and one (1) for grit removal. These containers shall be emptied daily; and

3. Transfer Station

Royal shall provide the Transfer Station with a service which includes the container hauling and disposal of materials in accordance with requirements more particularly described in the Service and Price Schedule. Containers shall be serviced on demand. The Transfer Station requires up to 12 containers (6 for commingles and 6 for newspapers).

ARTICLE II

A. Changes in Disposal Costs and Tonnage: Burnable Waste

1. Should Royal's cost of burnable waste disposal increase or decrease more than $10.00 per ton during the term of this Contract, or any extension or renewal thereof, the City will increase or decrease its contract payments as follows:

Base Disposal Cost Per Ton:	Provided by Royal, subject to audit
New Disposal Cost per Ton:	Provided to the City within three days of Royal's notification effective thirty days after change; also subject to audit.

Monthly tonnage to be used only for calculation of payment change: 300 tons per month.

Calculation of payment change:

[(new per ton rate) - (base per ton rate)]*300 =increase/decrease in monthly payment

Example: Base rate = $55.00 New Rate = $65.00

[($65.00 - $55.00] *300 = $3,000 payment increase as a result of audited increase in Royal's cost of disposal.

2. Payment will be recalculated for each year beginning January 1, 2019, and January 1 of each renewal term based upon the average of the quarterly surveys of tonnage collected, but shall not be less than 300 tons per month effective as of July 1, 2018. Payment on the tonnage shall be reduced or increased as determined by the calculation of the results of quarterly surveys (to be conducted on a schedule the parties shall mutually establish) with such adjustment being made not later than the second monthly statement following the final survey for the relevant contract year. If the term of the Contract is extended for subsequent years, the tonnage will be adjusted based on the average tonnage collected in the preceding year, effective January 1st of the new term.

B. Recyclable Waste Collection

Recyclable volume of 350 tons (per annum) of commingled recyclables and 300 tons (per annum) of mixed paper waste is anticipated. If the volume increases, the City will not be responsible for any increase in collection and removal costs incurred by Royal. The City will pay the actual cost of disposal and shall collect 100% of the revenue, if any, derived for the sale of such recyclable materials. All credits to be paid to (and all costs to be borne by) the City shall be pursuant to a separate and direct account to be established with ReCommunity Recycling.

If there is a change in disposal costs by any other recyclable disposal facility, the City must be notified in writing within two (2) days of the date Royal is notified. Payment, if any, will be based on an audit of Royal's disposal costs.

C. Roll Off Container and Dumpster Lease and Service

Cost based on service and lease of equipment in accordance with the Service and Price Schedule, and includes:

1. Transfer Station

Royal shall provide the charge for the container, hauling and disposal at the prices per the Service and Price Schedule. Any adjustment to these costs will be provided to the City within three (3) days of Royal's notification effective thirty (30) days after an approved adjustment by the New York State Office of General Services. Bulk waste shall include metal, construction and demolition debris, furniture and junk.

Decreases/Increases in collection costs will be calculated as follows: X (disposal price/ton)

X annual disposal costs = adjusted annual cost to city. X = new disposal rate/ ton

2. Dumpster Lease

The dumpster lease for Beacon City Hall, Transfer Station, Parks Department, Memorial Park Riverfront Park* and Fire Station #2 shall be based on Service and Price Schedule. These rates will not increase during the life of the contract. These containers shall be serviced under the burnable waste and collection contract.

2.1 Riverfront Park

Collection services for the Riverfront Park shall be in accordance with the Service and Price Schedule, annexed.

3. Waste Water Treatment Facility

The Waste Water Treatment Facility requires two (2) two-cubic yard containers - one (1) for the septage receiving station and one (1) for grit removal.

ARTICLE III

Agreement Summary

The City shall pay Royal for the performance of solid waste management activities and for the provision of solid waste management equipment in accordance with the Service and Price Schedule.

ARTICLE IV

Term of Agreement

The work will be performed under this Contract shall begin as of January 1, 2019 and shall continue for a period of one (1) year terminating on December 31, 2020.

The City of Beacon reserves the right to renew this contract for two (2) additional one-year terms under the same terms and conditions as this contract.

Royal's Bid Proposal Form and accompanying documentation, dated April 30, 2018, are attached an incorporated into this Contract with the intent that they be binding on the parties in accordance with the terms set forth therein.

Tonnage adjustments will be made upon renewal and shall take effect as of January 1, 2020 of the renewal term.

ARTICLE V

A. Entire Agreement

The terms and conditions set out herein are the entire terms and conditions of this Contract and any prior or contemporaneous understandings or Contracts, oral or written, are merged herein. There are no representations or warranties, Contracts, or covenants other than those expressly set forth in this Contract. This Contract may be amended or modified and/ or any right or obligation arising under this Contract may be waived from time to time only by a written instrument executed by the City and Royal. The failure of either party at any time to enforce any of the provisions of this Contract shall not constitute a waiver of such provision.

B. Compliance with Law

The parties shall comply with Applicable Laws in performing their respective obligations hereunder.

C. Indemnification

Royal shall, during the performance of this Agreement, take all necessary precautions and place proper safeguards for the prevention of accidents and shall indemnify and save harmless, the City, its employees, officers and agents from any and all liability for damages,

costs, losses, penalties and expenses, including reasonable attorney's fees, resulting from any claim asserted by a third party for wrongful death, bodily injury and/ or property damage which are caused solely by willfulness, negligence or carelessness in the performance of the Agreement or in guarding and protecting the same or from any improper methods, materials implements or appliances used in its performance or construction, except to the extent such damages, costs, losses, penalties and expenses are the result of any passive or concurrent negligent act or omission by the City or any of its employees, officers or agents.

D. Governing Law and Venue

This Contract and performance under it shall be governed by and construed in accordance with the laws of the State of New York. All claims counterclaims, disputes and other matters in question between the City and Royal, not otherwise resolved, arising out of or relating to this Contract or its breach shall be decided in a court of competent jurisdiction. The City and Royal hereby agree that there shall be no requirement for arbitration of any controversies or disputes hereunder, all such matters to be resolved at law.

E. Severability

If this Contract contains any unlawful provision, the same shall be deemed of no effect and shall, upon the application of either party, be deemed stricken from this Contract without affecting the binding force of the remainder.

F. Assignment or Novation

Royal shall not assign or transfer, whether by an assignment or novation, any of its rights, duties, benefits, obligations, liabilities or responsibilities under this Contract without the written consent of the City; provided, however, that assignments to banks, trust companies, or other financial institutions may be made without the consent of the City. No assignment or novation of this Contract shall be valid unless the assignment or novation expressly provides that the assignment of any of Royal's rights or benefits under the Contract is subject to a prior lien for labor performed, services rendered and materials, tools and equipment supplied for the performance of the work under this contract in favor of all persons, firms or corporations rendering such labor or services or supplying such materials, tools or equipment.

G. Prevailing Wage Determination

Royal shall ensure that the wages to be paid to laborers, workmen or mechanics shall not be less than the prevailing rate of wages as defined in New York Labor Law §220.

IN WITNESS WHEREOF, the parties hereto have caused their corporate seals to be hereunto affixed, and, these presents to be signed by their duly authorized officers the day and year first above written.

APPROVED AS TO FORM: **CITY OF BEACON**

By: _____
RANDY CASALE, Mayor

By: _____
ANTHONY RUGGIERO, City Administrator

By: _____
NICHOLAS M. WARD-WILLIS, City Attorney

APPROVED AS TO FORM: **ROYAL CARTING SERVICE CO.**

By: _____
JAMES P. POPOVICH, Vice President

EXHIBIT "A"

SERVICE AND PRICE SCHEDULE

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SERVICE SCHEDULE

In addition to the service requirements outlined in the Master Contract, the following requirements shall also apply:

Region 14, Lot 1, Item #1 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: ±4,300 parcels - 95 gallon automated refuse collection carts picked up curbside once per week

Region 14, Lot 5, Item #2 Single Stream Recycling: ±4,300 parcels - 65 gallon automated refuse collection carts picked up curbside once per week

Region 14, Lot 1, Item #3 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: ±60 - 35 gallon litter baskets picked up curbside five times per week

Region 14, Lot 1, Item #4 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: additional 95 gallon automated refuse collection cart picked up curbside once per week

Region 14, Lot 1, Item #5 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards - 3 cubic yard container (Fire Station–Main Street) picked up twice per week

Region 14, Lot 5, Item #6 Single Stream Recycling: 65 gallon automated refuse collection cart picked up twice per week (Fire Station–Main Street)

Region 14, Lot 1, Item #7 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards - 3 cubic yard container (City Hall) picked up three times per week

Region 14, Lot 1, Item #8 Disposal of Municipal Solid Waste in Bins Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (soccer club) picked up once per week

Region 14, Lot 1, Item #9 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 2 cubic yard container (Water Treatment Plant) picked up five times per week

Region 14, Lot 1, Item #10 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Camp) picked up twice per week (seasonal: June – August)

Region 14, Lot 1, Item #11 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yard container – 6 cubic yard container (Fire Station/Legion–South Avenue) picked up once per week

Region 14, Lot 1, Item #12 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yard container – 6 cubic yard container (Transfer Station) picked up once per week

Region 14, Lot 1, Item #13 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 - 95 gallon automated refuse collection carts (City Hall) picked up once per week

Region 14, Lot 1, Item #13.1 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 6 cubic yard container (Memorial Park) picked up twice per week

Region 14, Lot 1, Item #13.2 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Riverfront Park) picked up twice per week (seasonal: May – September)

Region 14, Lot 1, Item #13.3 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Riverfront Park) picked up once per week (seasonal: October – April)

Region 14, Lot 5, Item #14 Single Stream Recycling: 8 cubic yard container (Transfer Station) picked up once per week

Region 14, Lot 3, Item #15 Disposable of Construction and Demolition (C&D) Materials: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 13, Item #16 Recycling of Scrap Metal: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 10, Item #17 Recycling of Corrugated Cardboard: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 6, Item #18 Recycling of Comingled Recyclables (E-Waste Only): 15 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 1, Item #19 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 33 gallon container on-call

Region 14, Lot 1, Item #20 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 4 cubic yard container (Camp) seasonal (September – May) on-call

PRICE SCHEDULE

Lot 1 – Disposal of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers

Item 1: Bins (1 CY or smaller)
The bidder shall provide the following pricing:
$ 3.20 price per container per pickup
$ 13,760 price per pickup for all containers (price per container per pickup x number of containers)
$ 59,580.80 /month -- weekly curbside trash

Item 2: Bins (1 CY or smaller)
The bidder shall provide the following pricing:
$ 1.03 price per container per pickup
$ 4,429 price per pickup for all containers (price per container per pickup x number of containers)
$ 19,177.57/month -- weekly curbside recycling

Item 3: Bins (1 CY or smaller)
The bidder shall provide the following pricing:
$ 1.00 price per container per pickup
$ 60.00 price per pickup for all containers (price per container per pickup x number of containers)
$ 1,299.00 /month -- weekly City trash/recycling receptacles

Item 4: Bins (1 CY or smaller)
The bidder shall provide the following pricing:
*$ 4.33 price per container per pickup
$ 18.75/month

* **Extra 65 gallon container: $3.68/pickup $15.95/month**
Extra 35 gallon container: $2.95/pickup $12.75/month

Item 5: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 7: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 8: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 9: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 10: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 11: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 12: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 13: Bins (1 CY or smaller)
The bidder shall provide the following pricing:
$ 0 price per container per pickup
$ 0 price per pickup for all containers (price per container per pickup x number of containers)

Item 13.1: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 13.2: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 13.3: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

Item 19: Bins (1 CY or smaller)
The bidder shall provide the following pricing:
$ 2.25 price per container per pickup
$ N/A price per pickup for all containers (price per container per pickup x number of containers)

ADD-A-CAN

Item 20: Dumpsters (2 to 10 CY)
The bidder shall provide the following pricing:
$ 25.00 price per container per pickup
$ 0 Rental fee

Lot 3 – Disposal of Construction and Demolition (C&D) Materials
Item 15: Roll-off Containers (20 to 40 CY)
The bidder shall provide the following pricing:
$ 0 Rental Fee (per month)
$ 78.00 Tipping Fee (per ton)
$ 175.00 Haul Charge (per pickup)

Lots 5 – Single Stream Recycling
Item 6: Bins (1 CY or smaller)
The bidder shall provide the following pricing:
$ 0 price per container per pickup

$ 0 price per pickup for all containers (price per container per pickup x number of containers)

Item 14: (2 to 10 CY) Dumpsters
The bidder shall provide the following pricing for the service
$ 0 price per cubic yard of dumpster per pickup
$ 0 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY)
$ 0 Recyclable Processing Fee (per ton)
$ 0 Recyclable Floor Price (per ton)
0 % Revenue Sharing Percentage

Lot 6 – Recycling of Comingled Recyclables (E-Waste Only)
Item 18: Roll-off Containers (15 CY)
The bidder shall provide the following pricing for the service
$ 0 price per cubic yard of dumpster per pickup
$ 117.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)
$ ** Recyclable Processing Fee (per ton)
$ 0 Recyclable Floor Price (per ton)
0 % Revenue Sharing Percentage

Lot 10 – Recycling of Corrugated Cardboard
Item 17: Roll-off Containers (20 to 40 CY)
The bidder shall provide the following pricing for the service
$ 0 price per cubic yard of dumpster per pickup
$ 75.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)
$ 0 Recyclable Processing Fee (per ton)
$ 0 Recyclable Floor Price (per ton)
0 % Revenue Sharing Percentage

Lot 13 – Recycling of Scrap Metal
Item 16: Roll-off Containers (20 to 40 CY)
The bidder shall provide the following pricing for the service
$ 0 price per cubic yard of dumpster per pickup
$ 50.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)
$ 0 Recyclable Processing Fee (per ton)
$ 0 Recyclable Floor Price (per ton)
100 % Revenue Sharing Percentage

** **Residents direct pay processing fee per schedule**

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EXHIBIT "C"

June 11, 2018

Randy Casale, Mayor of City of Beacon
1 Municipal Center
Beacon, New York 12508

Anthony Ruggiero, City Administrator
City of Beacon
1 Municipal Center
Beacon, New York 12508

Re: December Trash and Recycling Weight Survey
2017 Rate Adjustment

Gentlemen:

Survey Results:

Enclosed are summaries of the 2017 trash and recycling surveys for City of Beacon materials collected as follows:

2017 Summary Results:

SURVEY FOR WEEK OF	TRASH (tons)	RECYCLABLES (tons)
December 11, 2017	55.50	-------
December 4, 2017	-------	23.51

EXHIBIT B

Waste Collection Agreement
Between the City of Beacon and Royal Carting

SOUTH SIDE MAIN STREET

129 Main Street *(Bank Square Coffee House)*
149 Main Street *(Wood & Cotton)*
167 Main Street *(Play)*
Corner of Main Street and Cliff *(Bus Stop)*
201 Main Street *(Beacon Institute)*
213 Main Street *(BJ's Restaurant)*
223 Main Street *(County Building at corner)*
257 Main Sueet *(Barber Shop)*
285 Main Street *(Dry Cleaners)*
291 Main Street *(Old telephone building)*
303 Main Street *(Hair Dresser)*
307 Main Street *(Howland Library)*
319 Main Street *(formerly Weymes)*
335 Main Street *(Photography Shop)*
341 Main Street *(Pizza & Stuff)*
347 Main Street *(Main Street Cleaners)*
369 Main Street *(Post Office)*
381 Main Street *(Towne Crier Cafe)*
403 Main Street *(Pat Malouf)*
417 Main Street *(Memorial Building)*
445 Main Street *(Beacon Creamery)*
469 Main Street *(Seoul Kitchen)*
477 Main Street *(Howland Cultural Center)*
Main Street – *(bench across from South Street)*

NORTH SIDE MAIN STREET

144 Main Street *(Mountain Tops)*
172 Main Street *(Riverwinds)*
190 Main Street *(Sign of the Times)*
200 Main Street *(M & T Bank)*
200 Main Street *(by clock)*
240 Main Street *(Izamu)*
268 Main Street *(Key Food)*
276 Main Street *(Amarcord)*
294 Main Street *(Subway)*
300 Main Street *(Duso Travel)*
320 Main Street *(Rite Aid)*
338 Main Street *(near Antalek Insurance)*
348 Main Street *(Beacon Natural Market)*
364 Main Street *(Citizens Bank)*
378 Main Street *(Walden's Building)*
392 Main Street *(Kennedy Chicken)*
412 Main Street *(by tree planter)*
436 Main Street *(Ella's Bellas)*
466 Main Street *(Beacon Bagel)*
468 Main Street *(Echo)*
480 Main Street *(Utensil Store)*
498 Main Street *(corner of South Street)*
504 Main Street *(corner of South Street)*
530 Main Street *(Feng Shui)*

WOLCOTT AVENUE

Wolcott Avenue at Harborview Court
(bus stop across from Hudson Avenue)
North Avenue at Main *(Robert Pohill Park)*

EAST MAIN STREET

25 East Main Street *(L. Way Building)*
28 East Main Street *(side of Durkin's Deli)*
20 East Main Street *(McMillan Building)*

MUNICIPAL PARKING LOTS

Veteran's Place – 1 can
Tioronda Bridge Park at Wolcott Avenue – 1 can
206 Main *(near Pleasant Ridge Restaurant)* – 1 can

September 18, 2017	72.53[1]	-----
September 25, 2017	-----	19.37
June 12, 2017	71.08	-------
June 19, 2017	-------	21.63
April 3, 2017	66.89	------
April 10, 2017	------	21.26

Analysis - Trash:

As you know, the City was not increased in 2018, even though the holdover terms of its Agreement with Royal would have permitted such an increase. Given the City's current 2018 budget constraints, Royal proposes to use the 2014 base rate to compete its increase from July 1, 2018 through December 31, 2018. The 2018 base rate will be applied effective January 1, 2019 for rate adjustments (up or down) based on prior year surveys, it being understood that the 2019 rate will be based on 3 (not 4) quarterly surveys. The initial 2018 survey will be conducted during the week of June 10, 2018 for trash and the week of June 17, 2018 for recycling. The fall and winter surveys will be set at a later time.

Based on the forgoing and in accordance with Section II A.2. of the Waste Collection Agreement Between City of Beacon and Royal Carting (the "Agreement"), the 2018 Burnable Waste payment (provided for in Article III) should have been adjusted based on the 2017 survey results.

The annual estimated average trash disposal to be applied for 2017 is computed as follows:

$$(55.50 + 72.53 + 71.08 + 66.89) \div 4 \times 52 = 3{,}458 \text{ Tons}$$

[1]Monday and Tuesday of this week was not surveyed due to City personnel shortage. The actual tonage collected over the 3 day survey period was 43.52. Adjusting for a 5 day week resulted in estimated survey tonage of 72.53 determined as follows: 43.52 tons ÷ 3 x 5 = 72.53 tons.

Burnable Waste Collection and Disposal:

2014 Base Monthly Payment[2]			$57,863.21
Less: 2017 Weight Survey Result computed as follows:			
2014 Agreement budget base of 300 tons per month X 12 =	3,600.00	Annual Tons[3]	
Less 2017 average survey tonnage	< 3,458>Tons		
Difference	142	Tons	
Times Disposal Rate (per ton)	X 73.75		
2016 Annual Survey Rate Reduction	$10,472.50		
Divided by 12 to determine monthly rate adjustment	÷ 12		
Monthly Adjustment Amount	872.71		<872.71>
Tentative 2018 Adjusted Monthly Burnable Waste Fee[4]			$56,990.50

Therefore, beginning July 1, 2018, through December 31, 2018 the adjusted monthly rate for curbside trash pick up will be 56,990.50[5].

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[2]Article III

[3]Article II 2

[4] Effective July 1, 2018.

[5] Per the bid, the recyclables collection fee remains unchanged for 2018.

Please feel free to communicate with me if you have any questions or comments.

Very truly yours,

/s/

James P. Constantino
General Counsel

JPC/cr
Enclosures

cc: Randy Casale, Mayor
Reuben Simmons, Jr., Highway Supt.
Nicholas M. Ward-Willis, Esq.
Emil Panichi, President
Betty Guarino, Accounts Supervisor

S:\jconstantino work files\Beacon 2009 Bid\Ltr to Ruggiero re December Trash & Rec Wt Survey and adjusted fee 5-24-18.wpd

Waste Collection Agreement
Between the City of Beacon and Royal Carting

E-WASTE PRICE LIST

1	TV-bubble back	$25
2	Computer monitors-bubble back	$25
3	TV-flat screen	$15
4	Computer monitors-flat screen/lap tops	$15
5	Small scale servers/microwave	$5
6	Personal Computers w/mouse & keyboard	$3
7	Fax machines	$2
8	Printers	$2
9	Scanners	$2
10	VCR/DVR/DVD players-Radios	$2
11	Cable or satellite receivers	$2
12	Electronic or video game consoles	$2
13	Portable digital music players	$1
14	Digital converter boxes	$1
15	Cell phones	FREE
16	Mouse and/or Keyboard	FREE

Title:

Personnel

ATTACHMENTS