COURTROOM
1 MUNICIPAL PLAZA
BEACON, NY 12508

Len Warner
Karen Quiana
Kevin Byrne
Donna Francis
J. Randall Williams
David Jensen
Chair John Gunn

December 10, 2024
7:00 PM
Planning Board Agenda

The Planning Board will meet in the Municipal Center Courtroom at 7:00 p.m. A work session will take place at 7:00 p.m. for a training workshop, discussion of agenda items and/or topics of interest to the Planning Board. The regular meeting will begin immediately thereafter, but no later than 7:30 p.m.

Approval of the November 13, 2024, minutes.

Regular Meeting

1. Continue review of application for Site Plan and Subdivision Approval, Mixed-Use Commercial and Residential, 45 Beekman Street, High Street, and High Street, submitted by Beekman Arts Center LLC and Bay Ridge Studios LLC.
2. Continue review of applications for Site Plan Approval and Subdivision Approval, Mixed-Use Commercial Use and Residential, 420-430 Fishkill Avenue, submitted by DKH Realty, LLC.
3. Review of applications for Amended Special Use Permit and Amended Site Plan, hotel and restaurant, 1113 Wolcott Avenue, submitted by Prophecy Theater, LLC.
4. ***APPLICATION WITHDRAWN AT THE REQUEST OF THE APPLICANT*** Review of application for Site Plan Approval, accessory dwelling unit, 23 N Brett Street, Dara Silverman.

Architectural Review

1. Certificate of Appropriateness â€“ 1190 North Avenue; FaÃ§ade
2. Certificate of Appropriateness â€“ 1 E Main Street; FaÃ§ade

City of Beacon Planning Board Agenda
12/10/2024

Title:

Continue review of application for Site Plan and Subdivision Approval, Mixed-Use Commercial and Residential, 45 Beekman Street, High Street, and High Street, submitted by Beekman Arts Center LLC and Bay Ridge Studios LLC.

ATTACHMENTS

45 Beekman PB 12.10.24 Supplemental Submission - cvr ltr (6259646.1).pdf

45 Beekman PB 12.10.24 Ex. A - Comment Response CED (6259422.1).pdf

45 Beekman PB 12.10.24 Ex. B - Comment Response AJS (6259436.1).pdf

45 Beekman PB 12.10.24 Attachment 1 - rev Site Plan Sheets CED (6259438.1).pdf

45 Beekman PB 12.10.24 Attachment 2 - Architectural Plan Sheets A-101 and A-102 AJS (6259685.1).pdf

KARC Review PB_45 Beekman_2024.12.05_.pdf

Lanc & Tully 45 Beekman 12-07-24 review.pdf

Creighton Manning 20241209_45 Beekman Rev5_124008 12.9.24.pdf

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Taylor M. Palmer, Esq.
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November 26, 2024

VIA E-MAIL AND HAND DELIVERY
Hon. John Gunn
and Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Application for Site Plan & Subdivision Approval for Proposed Mixed-Use Development
Supplemental Submission
Property: 45 Beekman Street, High Street, & High Street Beacon, New York
Tax Parcel IDs: (5955-19-706012, 5954-26-689990 & 5954-26-781983)

Dear Chairman Gunn and Members of the Planning Board:

On behalf of Beekman Arts Center LLC and Bay Ridge Studios LLC (the "Applicants"), the owners of the above-referenced Premises, we respectfully submit this letter in furtherance of an Application for Site Plan and Subdivision Approval (the "Application"), proposing to redevelop the Premises by constructing two (2) new mixed-use buildings on the Property (the "Project").

CONSULTANT RESPONSE TO COMMENTS, RECENT ARB SUBCOMMITTEE MEETING, AND RESPONSIVE SITE PLAN REFINEMENTS:

The enclosed Site Plan Sheets prepared by the Applicants' engineering consultants, Colliers Engineering & Design ("CED"), and Architectural Plan Sheets prepared by the Applicants' architect, Aryeh J. Siegel, have been revised in response to comments provided by this Board and those contained in the City Engineer, Traffic Consultant, and Planner's latest comment memoranda. Point-by-point responses prepared by CED and Mr. Siegel are enclosed as **Exhibit A** & **Exhibit B**, respectively.

The letter prepared by Mr. Siegel includes preliminary responses to the comments made at the latest Architectural Review Board ("ARB") Subcommittee meeting on November 8, 2024. As this Board is aware, at the September 10, 2024 meeting, the Planning Board referred the Application to the ARB Subcommittee for review of the Project. Mr. Siegel then met with the Subcommittee for an initial meeting on October 7, 2024, at which time the Subcommittee provided preliminary feedback on the Applicants' design and incorporation of the buildings amongst the surrounding developed, urban landscape. Mr. Siegel revised his plans in accordance with the Subcommittee's initial feedback by, amongst other things, updating the arcade walkway, fenestration and corner tower to reflect less divisions and balancing various façade components. Mr. Siegel has since met with the Subcommittee on November 8th to review these changes and discuss potential additional revisions. The enclosed Architectural Sheets A-101 and A-102, the Beekman Street building floor

plans, have been revised in response to the Subcommittee and City consultant comments made at that that meeting to include a new tower design in which the corner has been chamfered to eliminate the previously proposed column. Mr. Siegel is presently coordinating responsive renderings that will be submitted in advance of the next ARB Subcommittee meeting on December 6, 2024. These renderings are intended to showcase the new corner tower design and updates to the fourth story, which we understand will include set back railings and a including setting back railings and increasing transparency to strengthen contrast to lower levels. Mr. Siegel will be discussing historical references of the new design, glazed infill area details, potential views from High Street, and elements specific to the top of the tower. The Applicant looks forward to updating the Planning Board on the further revised design at its December 10, 2024 meeting date.

In coordination with the updated architectural design for the corner tower on the Beekman Building, the landscaping has been modified in conjunction with the building and hardscape revisions and additional pedestrian access has been provided. There are now two (2) sidewalk connections to the main building entrance at this corner for convenience from the Beekman Street sidewalk and the pedestrian plaza at the Route 9D/Beekman Street intersection, while the proposed accessible ramp and sculpture display described in prior submittals remain. The Project's landscaping has been further revised to include additional street trees and greenspace in direct response to Board member comments. Although existing utilities along the Beekman Street frontage limit the opportunity to provide street trees within the Street Transition Zone, there is a portion of frontage in front of the western portion of the Beekman Building where these utilities do pull away from the curbline and provide an acceptable area for additional trees, which is reflected on the revised Plans. Additionally, the Plans depict the removal of a proposed section of sidewalk that was adjacent to the Beekman Building, which allows for additional greenspace and the introduction of larger, canopy type trees to be planted adjacent to the eastern portion of the Beekman Building. Lastly, several of the proposed maple trees that are located between the Beekman and High Street Buildings have been moved up closer to Beekman Street for added shade opportunities along this sidewalk section. *See* enclosed CED's Landscape and Dimension Plans.[1]

The revised Site Plan Sheets also reflect the addition of three (3) off-street parking spaces, bringing the total number of proposed parking spaces to 91 on the Premises. While the previously proposed number of spaces was based on an analysis that is already conservative and the Applicant's traffic consultant believes it would be sufficient for the Project, we have provided additional spaces in response to the comments recently made by the City Traffic Consultant. *See* **Exhibit A** – CED Response to Comments.

[1] Note: This submittal also includes Grading and Utilities Plans that have been updated in accordance with the comments contained within the City Engineer's comment memoranda. *See* enclosed Grading Plan (West), Grading Plan (East), Utilities Plan (West), & Utilities Plan (East).

UPDATE REGARDING REQUEST TO ACQUIRE SURPLUS PROPERTY FROM NYSDOT:

As this Board is aware, the Applicants formally submitted an Application to Purchase Surplus Property along Beekman Street to the New York State Department of Transportation ("NYSDOT") on July 30, 2024 and the Applicants' traffic consultant met with NYSDOT on August 22, 2024 to discuss the Application. Following that meeting date, we understood that the Application would be referred to the Department's Right-of-Way Mapping division for review and confirmation of the title history related to the High Street parcels. On October 25, 2024, the Applicants received confirmation that the Department the Application would include the High Street parcel abutting Beekman Street, as the Right-of-Way Mapping division was unable to locate any records indicating that title to that parcel was not held by the State. We understand that the Application has been circulated to various Department groups, including Engineering, for their feedback and input. A meeting has been scheduled with NYSDOT for December 5, 2024, to which both the City Traffic Consultant and Engineer have been invited, in order to further discuss the land acquisition process and potential Project traffic mitigations. We will provide the Planning Board with an update at its December 10th meeting date and will continue to provide this Board and its consultants with updates as the Application process progresses.

INDEX OF ENCLOSURES:

In support of this Application, enclosed please find five (5) copies of the following documents:

Exhibit A: Response to Comments Memorandum prepared by Colliers Engineering and Design, P.C., dated November 26, 2024, providing responses to the City Engineering Consultant Lanc & Tully's memoranda dated September 6, 2024 and November 7, 2024 and to the City Traffic Consultant Creighton Manning's memorandum dated November 12, 2024; and

Exhibit B: Response to Comments Memorandum prepared by Aryeh Siegel Architect, dated November 26, 2024, providing responses to the City Planning Consultant, KARC Planning Consultants Memoranda dated November 12, 2024.

In further support of this Application, we respectfully submit five (5) copies of the following additional enclosures:

- Revised Site Plan Sheets prepared by Colliers Engineering and Design, P.C., dated January 30, 2024, last revised November 26, 2024, including:
    - Dimension Plan (Sheet 4 of 19);

- Grading Plan (West) (Sheet 6 of 19);
- Grading Plan (East) (Sheet 7 of 19);
- Utilities Plan (West) (Sheet 8 of 19);
- Utilities Plan (East) (Sheet 9 of 19); and
- Landscape Plan (Sheet 12 of 19).

- Architectural Plan Sheets A-101 and A-102, the Beekman Street building floor plans, prepared by Aryeh Siegel, Architect, dated November 28, 2023, last revised November 26, 2024.

CONCLUSION:

We look forward to appearing at this Board's regular meeting on December 10th to continue the Board's review of the Project and to answer any questions the Board may have. In the meantime, should this Board or City Staff have any questions or comments with regard to the foregoing, please do not hesitate to contact us. Thank you in advance for your consideration of this matter.

Very truly yours,

Taylor M. Palmer

Enclosures

cc: Jennifer L. Gray, Esq.
John Russo, P.E., Lanc & Tully Engineering & Surveying, P.C.
Natalie Quinn, KARC Planning Consultants, Inc.
Kenneth Wersted, P.E., P.T.O.E., Creighton Manning Engineering, LLP
Aryeh J. Siegel Architect
Colliers Engineering & Design, P.C.
Allison Fausner, Esq.

6259458.v3

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Colliers Engineering & Design

November 26, 2024

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

45 Beekman Street & High Street – Mixed-Use Project
Parcels: 5954-26-689990 & 781983 and 5955-19-706012
City of Beacon, Dutchess County, NY
Colliers Engineering & Design Project No. 23010468A

Dear Chairman Gunn and the Members of the Planning Board,

Below please find our responses to comment letters received from Lanc & Tully Engineering and Surveying dated September 6, 2024 (updated responses provided), and November 7, 2024, and Creighton Manning dated November 12, 2024. The comments have been repeated here for clarity and responded to:

Lanc & Tully Engineering and Surveying - 9/6/24

General Comments:

Comment 1: A lot-line merger plan shall be prepared for the project. ***Applicant notes that a plan will be provided pending NYSDOT response to proposal to acquire additional site area along Beekman Street.***

Response 1: **A meeting has been scheduled with NYSDOT for Thursday, December 5, 2024, to which both the City's Traffic Consultant and the City's Engineer have been invited, to further discuss Project traffic mitigations as well as the on-going land acquisition process and confirming the extent of the land that may be acquired and will be part of any lot line merger/lot line adjustment. An update will be provided to the Board after this meeting is held.**

Comment 2: The applicant's consultant has conducted an Inflow & Infiltration (I&I) Study of the existing site and building and found that there is an interior sump-pump that appears to be tied to the sanitary sewer collection system. We would recommend that dye testing be conducted to verify where the sump pump discharges to. The I&I study should also be expanded upon to reflect the type of soils at this location, the depth to ground water, and the amount of water that could be conveyed from the sump pump to the sanitary sewer collection system during high ground water and long duration storm events.

The applicant's consultant does state that this stormwater connection to the sanitary sewer will be eliminated upon approval and construction of the proposed

Colliers Engineering & Design

development. We recommend that the connection of the sump pump to the sewer collection system be removed, and verified by the City's Building Department, prior to signing of the final plans. ***The applicant's consultant is scheduled to perform dye testing with the City of Beacon to determine if the sump pump enter the City's sewer collection system.***

Response 2: **A completed I&I study for the project site was previously submitted to the Board dated June 25, 2024 last revised September 23, 2024, which study was accepted by the Board's Engineering consultant.**

Comment 3: A subdivision plan shall be prepared to show the combining of the lots and the offers of dedications for lands to be conveyed to the City of Beacon for road right-of-way area along Beekman Street and High Street. ***Applicant notes that a subdivision plan shall be provided to the Board upon confirmation of land acquisition from the NYSDOT.***

Response 3: **Comment noted. Refer to response #1 above.**

Comment 4: A stormwater maintenance and access agreement shall be prepared for the project and provided for review. ***Applicant's consultant notes that this will be provided pending NYSDOT response to acquire additional site area along Beekman Street.***

Response 4: **Comment noted. Refer to response #1 above.**

Comment 5: As the project progresses, the project engineer shall prepare a construction cost estimate for all public improvements and submit it for review. ***Applicant's consultant notes that this will be provided pending NYSDOT response to acquire additional site area along Beekman Street.***

Response 5: **Comment noted. Refer to response #1 above.**

Comment 8: As the current plans show grading, drainage improvements, and sidewalks with the NYSDOT right-of-way along Route 9D, the proposed work within the NYSDOT right-of-way will require their review and approval, as well as NYSDOT permitting for the work. ***Applicant notes that coordination with the NYSDOT for the R.O.W. acquisition and intersection improvements continue to proceed.***

Response 8: **Comment noted. Refer to response #1 above.**

<u>Survey Plans:</u>

Comment 1: The "Sanitary Sewer & Utilities Survey" plan should include a legend to define the following terms TFC, TFA, MMC, TFI, RTJ, and MSA, that appear on this plan. ***Applicant notes final updated plans will be provided once the pending utility investigations are complete.***

Response 1: **Prior response remains.**

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Sheets 4 of 19:

Comment 1: The curb line on the opposite side of the parking lot, across from the entrance off Beekman Street, notes that it is “Depressed Curb” in the curve of the curb line. Why is this curbing being depressed?

Response 1: **This depressed curb was to be coordinated with the proposed dumpster enclosure & concrete apron. Proposed curbing has now been adjusted to terminate at the concrete apron. Refer to the revised Sheet 4 included in this submission.**

Comment 2: The applicant will need to seek a variance for the proposed parking located within the required setback along High Street.

Response 2: **Comment noted. The need for a variance remains.**

Sheets 8 & 9 of 19:

Comment 1: The "Sanitary Sewer & Utilities Survey" plan shows 5 possible connections to the sanitary sewer line running between SMH-12 and SMH-13. The applicant shall conduct further studies of these connections to determine if they are active or not. It may be possible to determine this through dye testing of the neighboring homes. As the sanitary sewer lines running across the site are private, there is concern that a neighboring parcel(s) may be connected to this private system. If it is found that a neighboring parcel(s) is connected to the private system, the applicant will need to make provisions to reconnect the neighboring parcel(s) to th0e sewer collection system in Tompkins Avenue. If dye testing is to be performed, we would recommend that the applicant coordinate this with the City's Water & Sewer Department. ***The applicant’s consultant continues to reach out to the neighboring residents to schedule dye testing to allow for a determination as to possible connections to the existing sewer line running across the parcel.***

Response 1: **To date, CED has visited the neighboring residential parcels at 20 & 22 High Street to dye-test the sewer services to these homes with the City of Beacon. It was confirmed that neither of these connect to the existing sewer line traversing the project site.**

CED has also visited 7 Tompkins Avenue to conduct a dye-test of the sewer and it confirmed that the sewer is connected to the project site sewer line. It is the applicant’s intent to remove this connection, and 7 Tompkins will need to be serviced to the existing sanitary sewer main in Tompkins Avenue.

CED continues to seek dye tests of the sewer services with the property owners of 9 and 11 Tompkins Avenue. No responses from these owners have

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been received to date, despite repeated attempts since mid-August 2024. CED and the applicant will continue to pursue these tests to understand the existing discharge location.

Comment 2: The plans shall show the sanitary sewer to continue from SMH-14 to SMH-12. Based upon recent discussions with the City's Water & Sewer Superintendent, this interconnection is blocked, as the sewer is conveyed south from SMH-14 to SMH-8 on the south side of Beekman Street. This in conjunction with the findings of the Sewer lateral connections just north of SMH-13 as mentioned in Comment No. 1 above, may allow for the applicant to remove the existing sewer collection running across the site, as well as reducing the amount of new sewer main and manholes (213 feet of main and 2 manholes) to be installed as part of the project. ***Applicant's consultant notes that plan revisions will be provided upon the results of the dye-testing for the neighboring parcels.***

Response 2: **As mentioned in response #1 above, conducting the remaining dye-tests for 9 and 11 Tompkins Avenue is being pursued to confirm existing conditions.**

Comment 3: The proposed size of the water connection lines to both buildings shall be noted on the plans. ***Applicant notes that upon completion of the water system for the buildings, the size of the piping will be provided.***

Response 3: **Prior response remains.**

Comment 4: The on-site storm drainage piping between Building No. 1 and High Street is being installed at depths that exceed 10 feet. Is there a need to install the storm lines this deep, as this impacts construction costs as well as future maintenance costs?

Response 4: **Some adjustments have been made to pipe slopes to minorly reduce depths of stormwater infrastructure (west of the subsurface chamber system). Depths for the system are driven by the inlet elevation into the bioretention area. Refer to the revised Sheets 8-9 included in this submission.**

Comment 5: Consideration should be given to bringing the water service line and fire line into the buildings as single line and then branching them off on the interior of the building.

Response 5: **As noted above, the plans have been revised to provide a single water line into the building and separation of potable & fire service will be conducted interior of the building. Refer to the revised Sheets 8-9 included in this submission.**

Comment 6: The condition of the 12" clay sewer line running across Beekman Street from the proposed doghouse manhole to SMH 5 should be assessed as to its condition.

Colliers Engineering & Design

Response 6: **The applicant is seeking to schedule to have the above referenced sewer line videoed. Confirmation will be provided to the Board & Consulting Engineer.**

Stormwater Pollution Prevention Plan:

Comment 1: Our office provided stormwater comments to the applicant's engineer on February 14, 2024, to which they have a memo dated June 25, 2024, in which they have addressed some of the calculation comments. The consultant has noted that a new SWPPP shall be provided once the acquisition of the right-of-way from NYSDOT has been resolved.

Response 1: **Prior response remains.**

Lanc & Tully Engineering and Surveying - 11/7/24

As the submittal is primarily revised information as related to the architectural views and landscaping, our comments are very limited at this time. Although the applicant's consultant has provided written responses to previous engineering comments of September 6, 2024, these comments remain outstanding until such time as revised engineering drawings are submitted for review.

General Comments:

Comment 1: Sheet A-106, although dated November 28, 2023, should include a revision date when the sheet is modified.

Response 1: **Per CED review with the project architect, a revision box has been added to the sheet. See update plan provided with this submission.**

Comment 2: The "Views" on the Elevation plan (Sheet A106) should be labeled as where the view is from. Although the response comments note that they have been labeled, the current plan still is missing the required labeling.

Response 2: **Per CED review with the project architect, a key plan will be included on the next submission that includes photorealistic renderings.**

Creighton Manning - 11/12/24

Comment 1: We understand the city has updated the parking code to require 1 space per dwelling unit and 3 spaces per 1,000 SF of retail. This equates to a parking requirement of 109 spaces. The parking memo applied ITE parking demand distributions to the residential and retail components to determine how each use's peak parking demands complement each other, residential at night and retail during the day. This analysis determined a weekday peak demand of 80 spaces and a weekend demand of 88 spaces. The site plan thus provides 88 spaces.

Response 1: **Comment noted. No further response required.**

Colliers Engineering & Design

Comment 2: The demand estimate are estimates and we recommend caution providing the same value of spaces as the expected demand, albeit the peak demand. The retail demand will largely depend on the tenants and a high-end boutique clothier may not generate the same demand as a popular eatery. Although the project is located near the train station, residents that walk to the train would leave their car at the project occupying a parking space during the day when retail customers need it. Hybrid work schedules remain popular and could result in limited retail space availability during the day, particularly on Monday and Fridays. Alternatively, a resident could leave on the weekend to run an errand and return mid-day to find most of the parking full. Will 88 spaces be adequate? It might, depending on the actual tenants and behaviors of residents. Under peak demand, the city could expect to see some overflow on-street parking demand on High Street and Tompkins Avenue.

Response 2: **Based on the information available to us at this time, the City Code parking requirements and the shared parking analysis we have completed and provided to the City, we are comfortable that 88 parking spaces is sufficient to accommodate the parking needs of the Project based on the City Code parking requirements and the shared parking analysis. It should also be noted that the Applicant has indicated that an eatery/ restaurant is not planned for this location.**

Nevertheless, in an abundance of caution and in order to provide an alternative assessment of the parking demands for the Project we have conducted a supplementary shared parking analysis based on ITE Parking Demand data rather than using the City Code parking standards as was done in the Traffic Impact Study. This supplementary shared parking analysis was conducted based on both the number of residential units (45 Units in the Beekman Street building, 19 Units in the High Street Building) and separately based on the number of total residential bedrooms (65 Bedrooms in the Beekman Street building, 30 Bedrooms in the High Street Building). The supplementary shared parking analysis is summarized in Tables No. P-1A, P-2A, P-1B and P-2B attached. As shown in these tables, the ITE data indicates a peak parking demand of 91 parking spaces can be expected on a Saturday. As a result, three (3) additional parking spaces have been added to the site in order to provide a total of 91 parking spaces.

It should be noted that the above summarized analysis does not take any credit for proximity to the train station. All ITE data available for residential developments near rail (defined as within ½ mile), indicates that parking demand would be reduced by as much as 8-15%.

Colliers
Engineering & Design

Comment 3: The applicant continues to receive direction from NYSDOT as the surplus property process continues.

Response 3: Comment noted. A s noted herein, a meeting has been scheduled with NYSDOT for Thursday, December 5, 2024, to which both the City's Traffic Consultant and the City's Engineer have been invited, to further discuss Project traffic mitigations as well as the on-going land acquisition process.

If you have any questions regarding the above project responses, please feel free to call me at 845.564.4495. We look forward to the continued discussions with the Board on this project at the next available meeting.

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.

Justin E. Dates, R.L.A.
Geographic Discipline Leader

cc: File

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TABLE NO. P-1A
SHARED PARKING ANALYSIS
ITE PARKING DEMAND RATES PER RESIDENTIAL DWELLING UNIT
WEEKDAY

		45 Beekman Street				High Street				
Use		**Residential**		**Retail**		**Residential**		**Retail**		
Size		45 Units		10,566 Sq. Ft.		19 Units		4,326 Sq. Ft.		**Total Peak**
Demand Factor		1.27 /Unit		2.79 /1,000 Sq. Ft.		1.27 /Unit		2.79 /1,000 Sq. Ft.		**Parking**
Peak Hour Demand		57 Spaces		29 Spaces		24 Spaces		12 Spaces		**Demand**
Time of Day		**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**Parking**
Start	**End**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Spaces**
12:00 AM	1:00 AM	97%	56	0%	-	97%	24	0%	-	80
1:00 AM	2:00 AM	97%	56	0%	-	97%	24	0%	-	80
2:00 AM	3:00 AM	97%	56	0%	-	97%	24	0%	-	80
3:00 AM	4:00 AM	97%	56	0%	-	97%	24	0%	-	80
4:00 AM	5:00 AM	97%	56	0%	-	97%	24	0%	-	80
5:00 AM	6:00 AM	100%	57	0%	-	100%	24	0%	-	81
6:00 AM	7:00 AM	96%	55	0%	-	96%	24	0%	-	79
7:00 AM	8:00 AM	85%	49	0%	-	85%	21	0%	-	70
8:00 AM	9:00 AM	67%	39	19%	6	67%	17	19%	3	65
9:00 AM	10:00 AM	54%	31	33%	10	54%	13	33%	4	58
10:00 AM	11:00 AM	48%	28	47%	14	48%	12	47%	6	60
11:00 AM	12:00 PM	45%	26	55%	16	45%	11	55%	7	60
12:00 PM	1:00 PM	45%	26	89%	26	45%	11	89%	11	74
1:00 PM	2:00 PM	42%	24	100%	29	42%	11	100%	12	76
2:00 PM	3:00 PM	42%	24	73%	22	42%	11	73%	9	66
3:00 PM	4:00 PM	47%	27	73%	22	47%	12	73%	9	70
4:00 PM	5:00 PM	49%	28	66%	20	49%	12	66%	8	68
5:00 PM	6:00 PM	56%	32	70%	21	56%	14	70%	9	76
6:00 PM	7:00 PM	64%	37	75%	22	64%	16	75%	9	84
7:00 PM	8:00 PM	72%	42	70%	21	72%	18	70%	9	90
8:00 PM	9:00 PM	77%	44	54%	16	77%	19	54%	7	86
9:00 PM	10:00 PM	85%	49	48%	14	85%	21	48%	6	90
10:00 PM	11:00 PM	92%	53	0%	-	92%	23	0%	-	76
11:00 PM	12:00 AM	95%	55	0%	-	95%	23	0%	-	78
								Peak Parking Demand		**90**

Notes:

1) "%of Peak Demand" based on Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition Land Use 220 - Multifamily Housing (Low-Rise) and Land Use 820 - Shopping Center Hourly Demand Distributions.

TABLE NO. P-2A
SHARED PARKING ANALYSIS
ITE PARKING DEMAND RATES PER RESIDENTIAL DWELLING UNIT
WEEKEND

		45 Beekman Street				High Street				
Use		**Residential**		**Retail**		**Residential**		**Retail**		
Size		45 Units		10,566 Sq. Ft.		19 Units		4,326 Sq. Ft.		**Total Peak**
Demand Factor		1.18 /Unit		2.77 /1,000 Sq. Ft.		1.18 /Unit		2.77 /1,000 Sq. Ft.		**Parking**
Peak Hour Demand		53 Spaces		29 Spaces		22 Spaces		12 Spaces		**Demand**
Time of Day		**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**Parking**
Start	**End**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Spaces**
12:00 AM	1:00 AM	92%	49	0%	-	92%	21	0%	-	70
1:00 AM	2:00 AM	92%	49	0%	-	92%	21	0%	-	70
2:00 AM	3:00 AM	92%	49	0%	-	92%	21	0%	-	70
3:00 AM	4:00 AM	92%	49	0%	-	92%	21	0%	-	70
4:00 AM	5:00 AM	92%	49	0%	-	92%	21	0%	-	70
5:00 AM	6:00 AM	100%	53	0%	-	100%	22	0%	-	75
6:00 AM	7:00 AM	99%	53	0%	-	99%	22	0%	-	75
7:00 AM	8:00 AM	97%	52	0%	-	97%	22	0%	-	74
8:00 AM	9:00 AM	92%	49	0%	-	92%	21	0%	-	70
9:00 AM	10:00 AM	83%	44	38%	12	83%	19	38%	5	80
10:00 AM	11:00 AM	79%	42	55%	16	79%	18	55%	7	83
11:00 AM	12:00 PM	71%	38	66%	20	71%	16	66%	8	82
12:00 PM	1:00 PM	68%	37	85%	25	68%	15	85%	11	88
1:00 PM	2:00 PM	65%	35	100%	29	65%	15	100%	12	91
2:00 PM	3:00 PM	62%	33	96%	28	62%	14	96%	12	87
3:00 PM	4:00 PM	66%	35	79%	23	66%	15	79%	10	83
4:00 PM	5:00 PM	66%	35	66%	20	66%	15	66%	8	78
5:00 PM	6:00 PM	67%	36	64%	19	67%	15	64%	8	78
6:00 PM	7:00 PM	70%	38	67%	20	70%	16	67%	9	83
7:00 PM	8:00 PM	78%	42	70%	21	78%	18	70%	9	90
8:00 PM	9:00 PM	77%	41	70%	21	77%	17	70%	9	88
9:00 PM	10:00 PM	80%	43	51%	15	80%	18	51%	7	83
10:00 PM	11:00 PM	82%	44	0%	-	82%	19	0%	-	63
11:00 PM	12:00 AM	88%	47	0%	-	88%	20	0%	-	67
								Peak Parking Demand		**91**

Notes:

1) "%of Peak Demand" based on Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition Land Use 220 - Multifamily Housing (Low-Rise) and Land Use 820 - Shopping Center Hourly Demand Distributions.

TABLE NO. P-1B
SHARED PARKING ANALYSIS
ITE PARKING DEMAND RATES PER RESIDENTIAL BEDROOM
WEEKDAY

		45 Beekman Street				High Street				
Use		**Residential**		**Retail**		**Residential**		**Retail**		
Size		65 Bedrooms		10,566 Sq. Ft.		30 Bedrooms		4,326 Sq. Ft.		**Total Peak**
Demand Factor		0.68 /Bedroom		2.79 /1,000 Sq. Ft.		0.68 /Bedroom		2.79 /1,000 Sq. Ft.		**Parking**
Peak Hour Demand		44 Spaces		29 Spaces		20 Spaces		12 Spaces		**Demand**
Time of Day		**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**Parking**
Start	**End**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Spaces**
12:00 AM	1:00 AM	97%	43	0%	-	97%	20	0%	-	63
1:00 AM	2:00 AM	97%	43	0%	-	97%	20	0%	-	63
2:00 AM	3:00 AM	97%	43	0%	-	97%	20	0%	-	63
3:00 AM	4:00 AM	97%	43	0%	-	97%	20	0%	-	63
4:00 AM	5:00 AM	97%	43	0%	-	97%	20	0%	-	63
5:00 AM	6:00 AM	100%	44	0%	-	100%	20	0%	-	64
6:00 AM	7:00 AM	96%	43	0%	-	96%	20	0%	-	63
7:00 AM	8:00 AM	85%	38	0%	-	85%	17	0%	-	55
8:00 AM	9:00 AM	67%	30	19%	6	67%	14	19%	3	53
9:00 AM	10:00 AM	54%	24	33%	10	54%	11	33%	4	49
10:00 AM	11:00 AM	48%	22	47%	14	48%	10	47%	6	52
11:00 AM	12:00 PM	45%	20	55%	16	45%	9	55%	7	52
12:00 PM	1:00 PM	45%	20	89%	26	45%	9	89%	11	66
1:00 PM	2:00 PM	42%	19	100%	29	42%	9	100%	12	69
2:00 PM	3:00 PM	42%	19	73%	22	42%	9	73%	9	59
3:00 PM	4:00 PM	47%	21	73%	22	47%	10	73%	9	62
4:00 PM	5:00 PM	49%	22	66%	20	49%	10	66%	8	60
5:00 PM	6:00 PM	56%	25	70%	21	56%	12	70%	9	67
6:00 PM	7:00 PM	64%	29	75%	22	64%	13	75%	9	73
7:00 PM	8:00 PM	72%	32	70%	21	72%	15	70%	9	77
8:00 PM	9:00 PM	77%	34	54%	16	77%	16	54%	7	73
9:00 PM	10:00 PM	85%	38	48%	14	85%	17	48%	6	75
10:00 PM	11:00 PM	92%	41	0%	-	92%	19	0%	-	60
11:00 PM	12:00 AM	95%	42	0%	-	95%	19	0%	-	61
								Peak Parking Demand		**77**

Notes:

1) "%of Peak Demand" based on Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition Land Use 220 - Multifamily Housing (Low-Rise) and Land Use 820 - Shopping Center Hourly Demand Distributions.

TABLE NO. P-1B
SHARED PARKING ANALYSIS
ITE PARKING DEMAND RATES PER RESIDENTIAL BEDROOM
WEEKEND

		45 Beekman Street				High Street				
Use		**Residential**		**Retail**		**Residential**		**Retail**		
Size		65 Bedrooms		10,566 Sq. Ft.		30 Bedrooms		4,326 Sq. Ft.		**Total Peak**
Demand Factor		0.80 /Bedroom		2.77 /1,000 Sq. Ft.		0.80 /Bedroom		2.77 /1,000 Sq. Ft.		**Parking**
Peak Hour Demand		52 Spaces		29 Spaces		24 Spaces		12 Spaces		**Demand**
Time of Day		**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**% of Peak**	**Parking**	**Parking**
Start	**End**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Demand**	**Spaces**	**Spaces**
12:00 AM	1:00 AM	92%	48	0%	-	92%	23	0%	-	71
1:00 AM	2:00 AM	92%	48	0%	-	92%	23	0%	-	71
2:00 AM	3:00 AM	92%	48	0%	-	92%	23	0%	-	71
3:00 AM	4:00 AM	92%	48	0%	-	92%	23	0%	-	71
4:00 AM	5:00 AM	92%	48	0%	-	92%	23	0%	-	71
5:00 AM	6:00 AM	100%	52	0%	-	100%	24	0%	-	76
6:00 AM	7:00 AM	99%	52	0%	-	99%	24	0%	-	76
7:00 AM	8:00 AM	97%	51	0%	-	97%	24	0%	-	75
8:00 AM	9:00 AM	92%	48	0%	-	92%	23	0%	-	71
9:00 AM	10:00 AM	83%	44	38%	12	83%	20	38%	5	81
10:00 AM	11:00 AM	79%	42	55%	16	79%	19	55%	7	84
11:00 AM	12:00 PM	71%	37	66%	20	71%	18	66%	8	83
12:00 PM	1:00 PM	68%	36	85%	25	68%	17	85%	11	89
1:00 PM	2:00 PM	65%	34	100%	29	65%	16	100%	12	91
2:00 PM	3:00 PM	62%	33	96%	28	62%	15	96%	12	88
3:00 PM	4:00 PM	66%	35	79%	23	66%	16	79%	10	84
4:00 PM	5:00 PM	66%	35	66%	20	66%	16	66%	8	79
5:00 PM	6:00 PM	67%	35	64%	19	67%	17	64%	8	79
6:00 PM	7:00 PM	70%	37	67%	20	70%	17	67%	9	83
7:00 PM	8:00 PM	78%	41	70%	21	78%	19	70%	9	90
8:00 PM	9:00 PM	77%	41	70%	21	77%	19	70%	9	90
9:00 PM	10:00 PM	80%	42	51%	15	80%	20	51%	7	84
10:00 PM	11:00 PM	82%	43	0%	-	82%	20	0%	-	63
11:00 PM	12:00 AM	88%	46	0%	-	88%	22	0%	-	68
								Peak Parking Demand		**91**

Notes:

1) "%of Peak Demand" based on Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition Land Use 220 - Multifamily Housing (Low-Rise) and Land Use 820 - Shopping Center Hourly Demand Distributions.

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

Re: 45 Beekman Street & High Street, Beacon, New York
Site Plan Application – Responses to Comments

November 26, 2024

Dear Chairman Gunn and Members of the Planning Board,

Below please find our responses to the comments included in KARC Planning Consultant's Memorandum, dated November 12, 2024.

KARC Planning Consultant's Comment Responses:

1. Architecture & Design: The Architectural Review Board subcommittee met with the applicant's architect on November 8, 2024 to discuss the revised elevations. Please review the provided notes from that meeting for comments on the revised architecture materials and design.

The following includes excerpts from the ARB Subcommittee, Meeting # 2 Notes and corresponding responses.

Next steps

- Aryeh to explore alternative designs for the corner tower, considering options like chamfered or octagonal shapes instead of the current clock tower design.

  Response: Revised corner tower design to be reviewed with the ARB at the meeting scheduled for December 6, 2024.

- Aryeh to reconsider the design of the infill areas between brick piers, addressing concerns about its office building-like appearance and exploring ways to make it more residential in character.

  Response: Glazed infill area details to be reviewed and assessed before the December 6th ARB meeting.

- Aryeh to review and potentially adjust the placement of railings on the 4th floor setback to ensure they are not overly visible from street level.

  Response: Railings will set back further on 4th floor.

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

- Aryeh to prepare views of the building from High Street properties now that foliage has decreased, to better understand the visual impact on neighboring areas.

  Response: It appears that views from the High Street properties, even with reduced foliage, are heavily screened by existing trees at the rear of those properties. Views of the building from this area would be limited. If the Board still wants to see a view from High Street, we can review the best location and prepare that additional view.

Summaries

- **Building Design Progress and Feedback**
  Aryeh discussed the progress made on the building design, focusing on the coherence of the glass and the first-floor arches. He also mentioned the site landscape, including ideas for landscaping and hardscape on the corner plaza, and the development of the landscaping between the buildings. Karen expressed her approval of the progress, particularly the uniformity of the arcade openings and the improved window design. She also noted the improved rhythm and proportions of the building.

- **Addressing Clock Tower Design Concerns and Plaza Integration Issues**
  Len expressed concerns about the clock tower element in the design, describing it as anachronistic and incompatible with the historical elements of Beacon. He suggested that the corner could be redesigned to better evoke Beacon's history. Natalie agreed with Len's points and added that the front pillar in the clock tower seemed to create an obstacle to pedestrian access rather than an inviting entrance point. She proposed exploring alternative design options, such as using a chamfer instead of a corner post, to make the main entrance stand out. Aryeh acknowledged these suggestions and agreed to consider them. The group further discussed the design of the tower, focusing on its angles and materials. They debated whether the tower should match the corners of the brick piers or be a separate element. Concerns were raised by Kevin about the infill element between the brick details, which was likened to an office building and felt out of place. The team also discussed the entrance beneath the tower, noting its lack of integration with the landscaping and the awkwardness of the steps leading up to it. It was noted that the design still felt somewhat disjointed and was not yet successfully pulling together as a cohesive design.

  Response: The revised tower design with be reviewed with the ARB at the December 6, 2024 meeting. The corner has been chamfered to eliminate the corner column. The landscaping has been revised to work with the new tower layout.

- **Reevaluating Building Design and Construction**
  Kevin suggested a different approach to the infill area, stating that it looks like a curtain wall construction where spandrel panels pass in front of and cover steel beams. Kevin stated that it will likely be built as a window wall, where prefab windows rest on the floor slab, and would benefit from more conventional infill. He proposed simplifying the field behind the bays and avoiding the use of spandrel panels, which he felt were not suitable for the project. A field wall with 2 bays projecting from it would look better than 5 bays in Kevins opinion. Meanwhile, Len was considering the specifics of the building's construction and suggested sharing a Google Street View of the corner of Elm and Main Street for further

discussion.

Response: Construction of the building will be detailed to accommodate the approved design. Although an important consideration, building construction detailing is normally not in the purview of the Planning Board at this stage of schematic design, and is developed as the project moves towards construction drawings.

- **Exploring Beacon's Architectural Elements**
  Len proposed considering architectural elements from Beacon's cityscape to create cohesion across the city. He suggested emphasizing the cornice or considering a hip roof element, but Kevin expressed concerns about the historical context and the need for consistency. Kevin also mentioned the Beacon Rubber Company's clock tower as a potential reference point. Meanwhile, Aryeh acknowledged the possibility of incorporating some brickwork elements from Beacon's architecture. The team agreed to further explore these ideas and consider their appropriateness for the project.

  Response: Historic references will be compiled and discussed with the ARB at the December 6th meeting.

- **Designing Iconic Building with Prisms**
  The team discussed the option of focusing on the towers with prisms on top. Len expressed concerns about the design being bland and not visually impactful. Kevin suggested that the building's prominence and iconic status could make it stand out, but also warned about the difficulty of making a big gesture in design. The team also discussed the potential for using glass spandrels and motifs reminiscent of glass blocks or tiles. They considered the idea of making the space inside the prisms dynamic and usable. The team also discussed the possibility of incorporating a clock face into the design. Aryeh agreed to further explore these ideas and refine the design.

  Response: The tops of the tower elements have been updated and will be reviewed with the ARB. The space inside the towers cannot be habitable, per Beacon Zoning Code. These are going to be integrated with their function as solar collectors.

- **Design Updates for Building Project**
  Aryeh presents revised renderings with a simplified roofline and simplified glass facade. Kevin suggests making the top floor more transparent and distinct from the lower levels. Karen appreciates the clean look of the setback fourth floor and asks about views from nearby High Street properties, which Aryeh plans to study further. Karen also suggests exploring alternative treatments for the angled corner instead of the proposed tower element.

  Response: The top floor has been visually lightened to make it more transparent and distinct from the lower levels.

2. **Plaza / Sculpture Display Area:** I appreciate and support the changes the applicant has made to provide direct pedestrian access at the corner of Beekman Street and NYS Route 9D via sidewalk access and an accessible ramp. However, the access to the corner still feels circuitous and does notyet present as the main entrance. I encourage the applicant to continue to revise the layout and landscaping to better frame this corner as the main entrance to the building.

   Response: In coordination with the updated architectural design for the Beekman building (Building #1), the pedestrian plaza and access have also been revised. There are now two (2) sidewalk connections to the main building entrance at this corner for convenience from the Beekman Street sidewalk and also the pedestrian plaza at the Route 9D/Beekman Street intersection. A proposed accessible ramp also remains. The proposed landscaping for the area has been modified in conjunction with the building & hardscape revisions. The sculpture display area remains as an aesthetic accent for this prominent corner

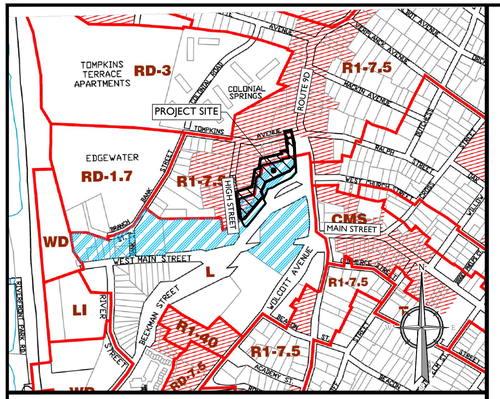
3. **Streetscape Improvements**: Per Section 223-41.19(G)(3) the Planning Board may require the planting of street trees on average 30 to 40 feet apart as a condition of site plan approval. The applicant has proposed street trees along the Beekman Street frontage; however, they are located within the Building Transition Zone, along the backside of the sidewalk rather than directly behind the curbline. The provision of vertical divisions between the sidewalk and roadway, such as benches or trees, will provide a defined and comfortable pedestrian space that is separated from traffic. As the creation of quality pedestrian space is key focus of the Linkage District, I continue to encourage the applicant to explore ways to provide street trees within the Street Transition Zone.

   Response: As discussed at the 11/12/24 Planning Board meeting, existing utilities along the Beekman Street frontage limit the opportunity to provide street trees within the Street Transition Zone. However, there is a portion of frontage where these utilities do pull away from the curbline and provide an acceptable separate for a street tree. Based on this, we have added street trees at this location in front of the western portion of Building #1. We have also removed a proposed section of sidewalk that was adjacent to Building #1 which allowed for added greenspace and the introduction of larger, canopy type trees to be planted adjacent to the eastern portion of Building #1. Lastly, some the proposed maple trees that are located between the buildings have been moved up closer to Beekman Street for added shade opportunities along this sidewalk section. Refer to the revised landscape plan provided by Colliers Engineering & Design.

Please refer to Collier's letter for responses to Lanc & Tully comments. Thank you. Please let me know if you have any questions.

Sincerely,

Aryeh Siegel
Aryeh Siegel, Architect



VICINITY MAP
SCALE: 1" = 500'
SOURCE: CITY OF BEACON ZONING MAP

ZONING DISTRICT:

L: (LINKAGE DISTRICT)
USE PERMITTED BY RIGHT: RETAIL
USE PERMITTED BY RIGHT: OFFICE
USE PERMITTED BY RIGHT: MULTIFAMILY DWELLING
-IF THE BUILDING FACES THE NORTH SIDE OF BEEKMAN STREET BETWEEN ROUTE 9D AND WEST MAIN STREET
-SUBJECT TO A REQUIREMENT THAT ANY DWELLING UNIT SHALL ONLY BE LOCATED ON THE UPPER STORIES OR AT LEAST 50 FEET BEHIND THE FACADE IN THE REAR PORTION OF THE GROUND FLOOR

HDLO: (HISTORIC DISTRICT AND LANDMARK OVERLAY ZONE)

TABLE OF BULK REQUIREMENTS

L - LINKAGE DISTRICT

MINIMUM	REQUIRED	PROVIDED	REMARKS
LANDSCAPED AREA	15%	35.5%	OK
LOT AREA	N/A	N/A	OK
LOT AREA PER UNIT	N/A	N/A	OK
LOT WIDTH	N/A	N/A	OK
LOT DEPTH	75 FT.	143 FT.	OK
FRONT YARD SETBACK	0 FT.	1 FT.	OK
SIDE YARD SETBACK	0 FT.	N/A	OK
REAR YARD SETBACK	25 FT.	46.7 FT.	OK
DISTANCE BETWEEN BUILDINGS SAME LOT	N/A	N/A	OK
MAXIMUM			
BUILDING HEIGHT	4 STORIES AND 48 FT.	4 STORIES AND ≤48 FT.	OK
BUILDING COVERAGE	N/A	N/A	OK
UNITS PER BUILDING	N/A	N/A	OK
FRONT YARD SETBACK	20 FT.	19.6 FT.	OK
SIDE YARD SETBACK	30 FT.	N/A	OK

ZONING DISTRICT:

R1-7.5: (ONE FAMILY RESIDENTIAL DISTRICT (7,500 SF/DWELLING))
NO USE PROPOSED IN R1-7.5 DISTRICT

TABLE OF BULK REQUIREMENTS

R1-7.5 - ONE FAMILY RESIDENTIAL DISTRICT

MINIMUM	REQUIRED	PROVIDED	REMARKS
LANDSCAPED AREA	15%	NO STRUCTURE PROPOSED IN R1-7.5 DISTRICT	OK
LOT AREA	7,500 SF		OK
LOT AREA PER UNIT	7,500 SF		OK
LOT WIDTH	75 FT.		OK
LOT DEPTH	100 FT.		OK
FRONT YARD SETBACK	15 FT.		OK
SIDE YARD SETBACK	10 FT.		OK
REAR YARD SETBACK	25 FT.		OK
DISTANCE BETWEEN BUILDINGS SAME LOT	N/A		OK
WELL-DESIGNED AND LANDSCAPED RECREATION OR USABLE OPEN SPACE AREA IN REAR YARD	100 SF PER DWELLING UNIT		OK
MAXIMUM			
BUILDING HEIGHT	2.5 STORIES AND 35 FT.		OK
BUILDING COVERAGE	30%		OK
UNITS PER BUILDING	N/A		OK
FRONT YARD SETBACK	35 FT.		OK
SIDE YARD SETBACK	N/A		OK

PARKING REQUIREMENTS:

MAXIMUM PERMITTED:

RESIDENTIAL:
1 SPACE PER UNIT
64 DWELLING UNITS = 64 SPACES

RETAIL:
3 SPACES PER 1,000 SF OF GFA
14,892 SF OF RETAIL SPACE = 45 SPACES

TOTAL MAXIMUM PARKING PERMITTED = 109 SPACES

PROVIDED

TOTAL PARKING PROVIDED = 91 SPACES
(BASED ON SHARED PARKING ANALYSIS)

LOADING REQUIREMENTS:

REQUIRED

RETAIL:
1 SPACE FOR THE FIRST 7,500 SF OF GFA AND 1 SPACE FOR EACH ADDITIONAL 10,000 SF OF GFA OR MAJOR PORTION THEREOF, EXCEPT THAT NO BERTHS SHALL BE REQUIRED FOR BUILDINGS OF LESS THAN 5,000 SQUARE FEET OF GFA

BUILDING 1: 10,566 SF OF RETAIL SPACE = 1 LOADING SPACE
BUILDING 2: 4,326 SF OF RETAIL SPACE = 0 LOADING SPACES

PROVIDED

TOTAL LOADING SPACES PROVIDED:
EAST BLDG: = 1 LOADING SPACE
WEST BLDG: = 1 LOADING SPACE

OWNER/APPLICANT:

BEEKMAN ARTS CENTER LLC (TAX ID: 5955-19-706012)
268 MAIN STREET
BEACON, NY 12508

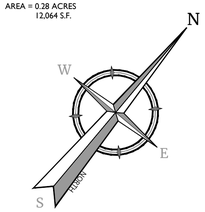
BAYRIDGE STUDIOS LLC (TAX ID: 5954-26-781983 & 5954-26-689990)
268 MAIN STREET
BEACON, NY 12508

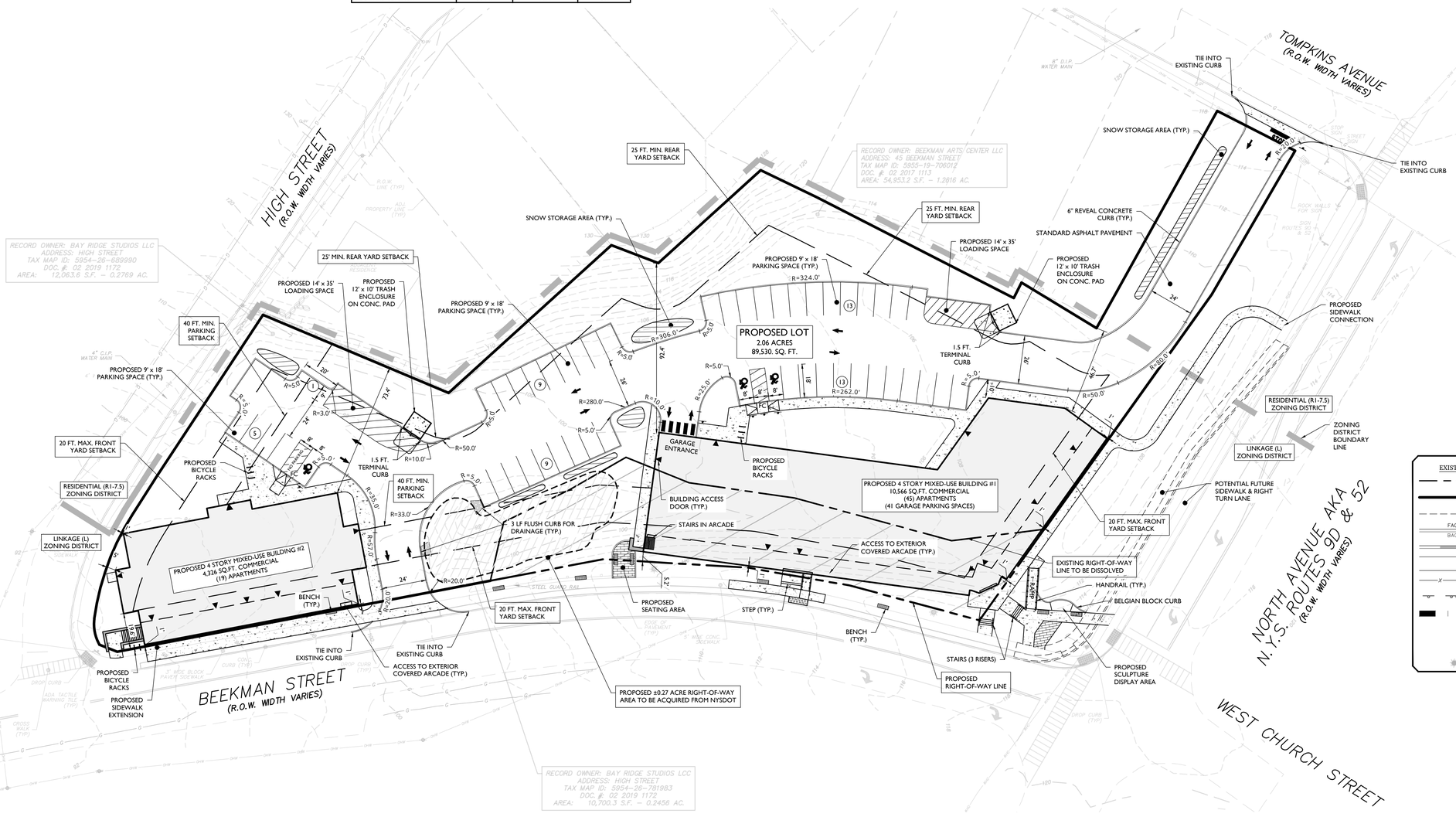
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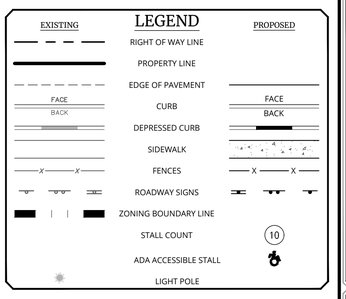
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AREA = 1.26 ACRES
54,953 S.F.

5954-26-781983
AREA = 0.25 ACRES
10,700 S.F.

5954-26-689990
AREA = 0.28 ACRES
12,064 S.F.









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2023\23010468A\Engineering\Site Plans\C-LAYT.dwg\C-04-DIMENSION PLAN By: KYLE.SHALLOW

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REV	DATE	DRAWN BY	DESCRIPTION
1	05/25/24	KAS	REVISED PER PLANNING BOARD COMMENTS
2	08/27/24	KAS	REVISED PER PLANNING BOARD COMMENTS
3	09/23/24	JED	REVISED PER PLANNING BOARD COMMENTS
4	10/29/24	JED	REVISED PER PLANNING BOARD COMMENTS
5	11/26/24	KAS	REVISED PER PLANNING BOARD COMMENTS
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Digitally signed by Justin E. Dates
Date: 2024.11.26 12:02:18-04'00'

Justin Eric Dates
NEW YORK REGISTERED LANDSCAPE ARCHITECT
LICENSE NUMBER: 001964-01
COLLIERS ENGINEERING & DESIGN CT, P.C.

SITE PLAN

FOR

BEEKMAN ARTS CENTER LLC & BAY RIDGE STUDIOS LLC

TAX LOTS:
5955-19-706012
5954-26-689990
5954-26-781983

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK STATE

Colliers Engineering & Design
NEWBURGH
555 Hudson Valley Avenue
Suite 101
New Windsor, NY 12553
Phone: 845.564.4495
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING ENGINEERING & LAND SURVEYING

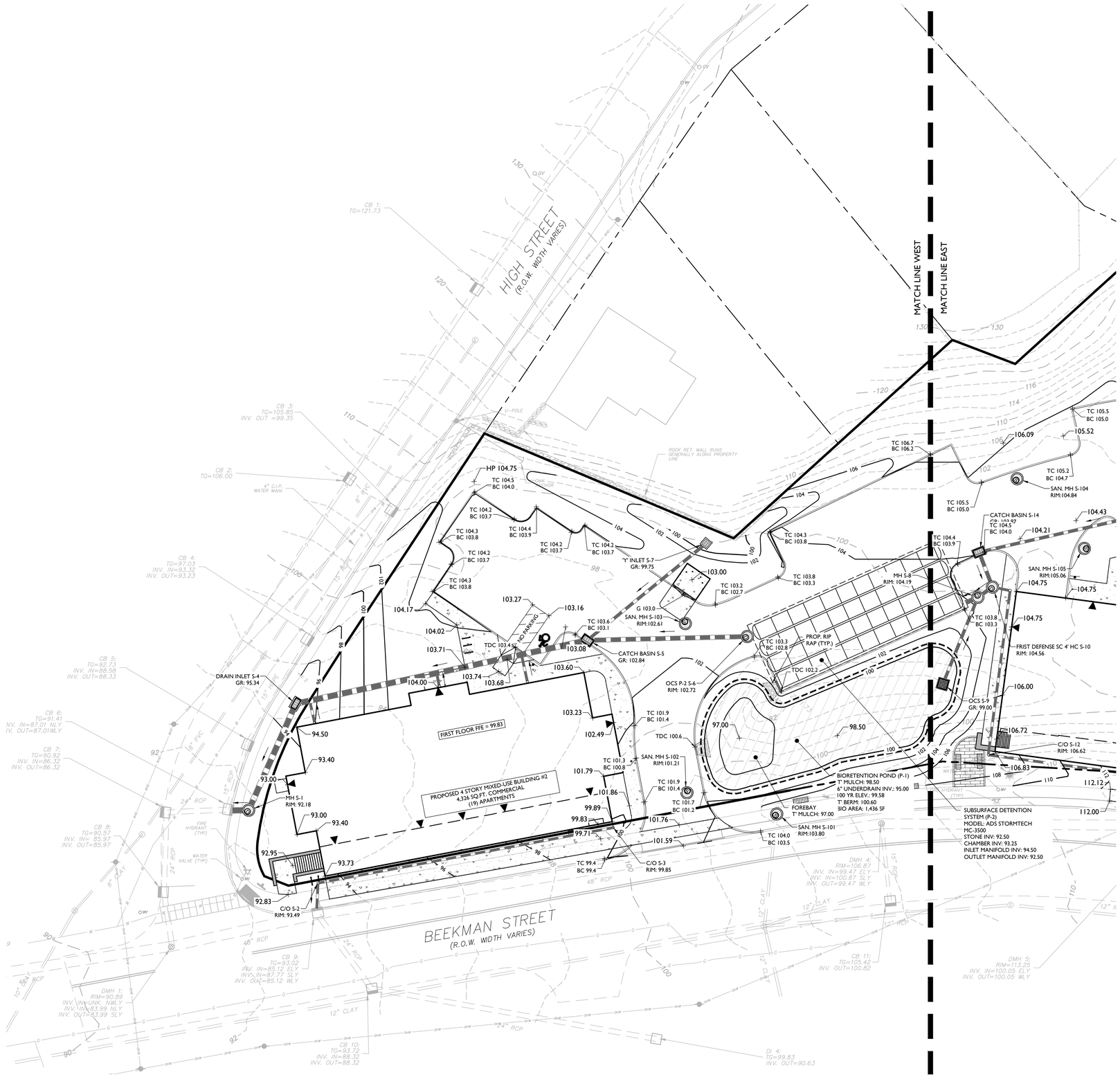
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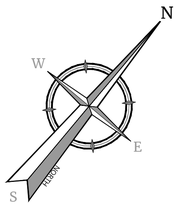
PROJECT NUMBER: 23010468A
DRAWING NAME: C-LAYT

SHEET TITLE: DIMENSION PLAN

SHEET NUMBER: 04 of 19

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION





LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
x x	FENCES	x x
	TREELINE	
	ROADWAY SIGNS	
	WETLAND LINE	
	MUNICIPAL BOUNDARY LINE	
	CATCH BASIN	
	DRAIN INLET	
D	STORM MANHOLE	D
S	SANITARY MANHOLE	S
	FLARED END SECTION	
	HEADWALL	
	HYDRANT	
	POLE MOUNTED LIGHT	
75 / 74	CONTOURS	75 / 74
× G 29.0	SPOT ELEVATION	× G 29.0
	DIRECTION OF OVERLAND FLOW	
× TC 29.0	TOP OF CURB ELEVATION	× TC 29.0
× BC 29.0	BOTTOM OF CURB ELEVATION	× BC 29.0
	TOP OF DEPRESSED CURB ELEVATION	× TDC 29.0

20 0 20 40

SCALE : 1" = 20'

Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

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3	09/23/24	JED	REVISED PER PLANNING BOARD COMMENTS
4	10/29/24	JED	REVISED PER PLANNING BOARD COMMENTS
5	11/26/24	KAS	REVISED PER PLANNING BOARD COMMENTS
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SITE PLAN

FOR

BEEKMAN ARTS CENTER LLC & BAY RIDGE STUDIOS LLC

TAX LOTS:
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5954-26-689990
5954-26-781983

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PROJECT NUMBER: 23010468A
DRAWING NAME: C-GRAD

SHEET TITLE: GRADING PLAN (WEST)

SHEET NUMBER: 06 of 19

2023\23010468A\Engineering\Site Plans\C-GRAD.dwg\C-06-GRADING WEST By: KYLE SHALLOW



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
X X	FENCES	X X
	TREELINE	
	ROADWAY SIGNS	
	WETLAND LINE	
	MUNICIPAL BOUNDARY LINE	
	CATCH BASIN	
	DRAIN INLET	
(D)	STORM MANHOLE	(D)
(S)	SANITARY MANHOLE	(S)
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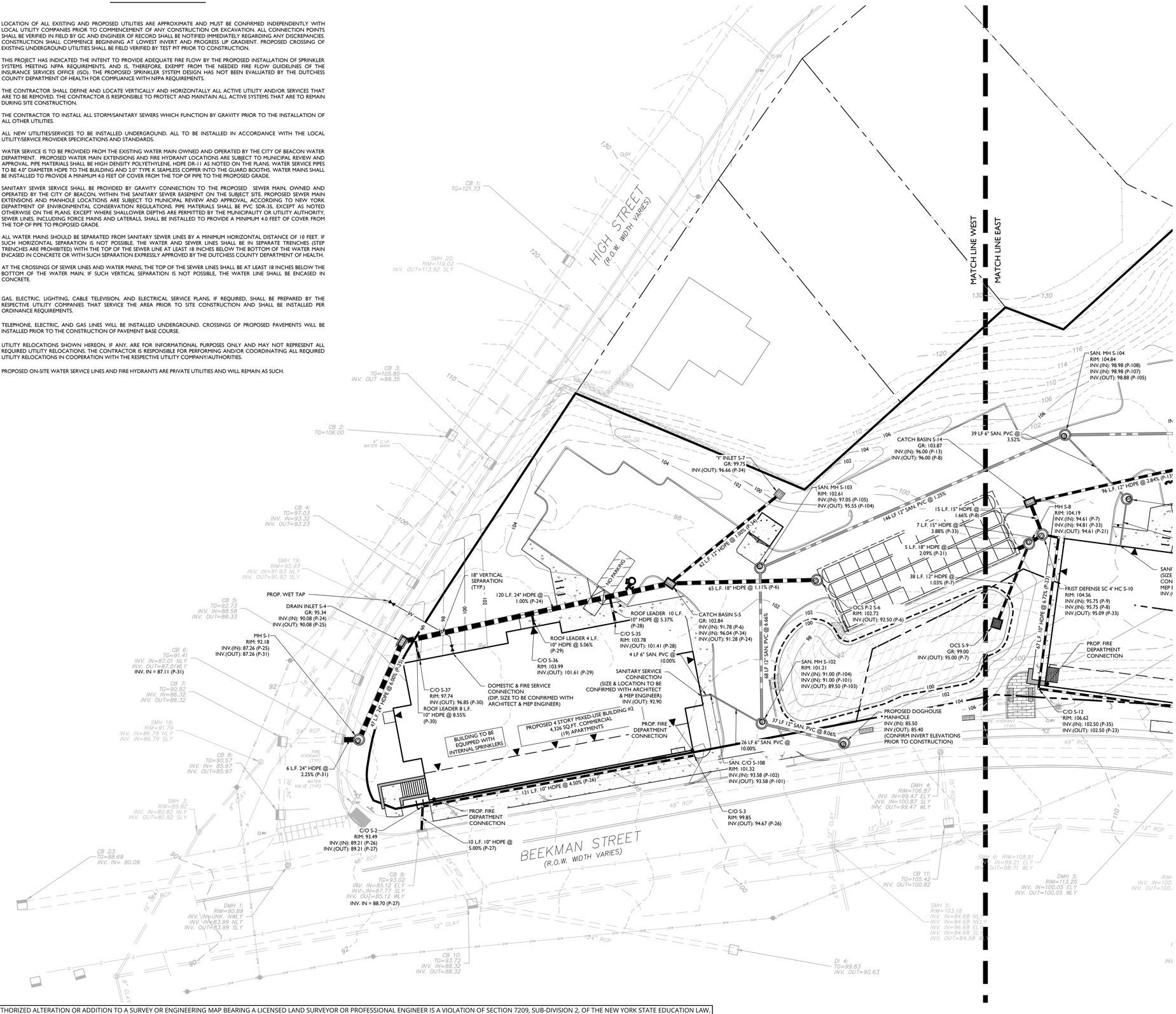
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AS SHOWN	01/30/2024	KAS	CPM
PROJECT NUMBER:	DRAWING NAME:		
23010468A	C-GRAD		

SHEET TITLE:
GRADING PLAN (EAST)

SHEET NUMBER:
07 of 19

UTILITY NOTES

1. LOCATION OF ALL EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE AND MUST BE CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION. ALL CONNECTION POINTS SHALL BE VERIFIED IN FIELD BY GC AND ENGINEER OF RECORD SHALL BE NOTIFIED IMMEDIATELY REGARDING ANY DISCREPANCIES. CONSTRUCTION SHALL COMMENCE BEGINNING AT LOWEST INVERT AND PROGRESS UP GRADIENT. PROPOSED CROSSING OF EXISTING UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO CONSTRUCTION.
2. THIS PROJECT HAS INDICATED THE INTENT TO PROVIDE ADEQUATE FIRE FLOW BY THE PROPOSED INSTALLATION OF SPRINKLER SYSTEMS MEETING NFPA REQUIREMENTS, AND IS, THEREFORE, EXEMPT FROM THE NEEDED FIRE FLOW GUIDELINES OF THE INSURANCE SERVICES OFFICE (ISO). THE PROPOSED SPRINKLER SYSTEM DESIGN HAS NOT BEEN EVALUATED BY THE DUTCHESS COUNTY DEPARTMENT OF HEALTH FOR COMPLIANCE WITH NFPA REQUIREMENTS.
3. THE CONTRACTOR SHALL DEFINE AND LOCATE VERTICALLY AND HORIZONTALLY ALL ACTIVE UTILITY AND/OR SERVICES THAT ARE TO BE REMOVED. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN ALL ACTIVE SYSTEMS THAT ARE TO REMAIN DURING SITE CONSTRUCTION.
4. THE CONTRACTOR TO INSTALL ALL STORM/SANITARY SEWERS WHICH FUNCTION BY GRAVITY PRIOR TO THE INSTALLATION OF ALL OTHER UTILITIES.
5. ALL NEW UTILITIES/SERVICES TO BE INSTALLED UNDERGROUND. ALL TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL UTILITY/SERVICE PROVIDER SPECIFICATIONS AND STANDARDS.
6. WATER SERVICE IS TO BE PROVIDED FROM THE EXISTING WATER MAIN OWNED AND OPERATED BY THE CITY OF BEACON WATER DEPARTMENT. PROPOSED WATER MAIN EXTENSIONS AND FIRE HYDRANT LOCATIONS ARE SUBJECT TO MUNICIPAL REVIEW AND APPROVAL. PIPE MATERIALS SHALL BE HIGH DENSITY POLYETHYLENE, HDPE DR-11 AS NOTED ON THE PLANS. WATER SERVICE PIPES TO BE 4.0" DIAMETER HDPE TO THE BUILDING AND 2.0" TYPE K SEAMLESS COPPER INTO THE GUARD BOOTHS. WATER MAINS SHALL BE INSTALLED TO PROVIDE A MINIMUM 4.0 FEET OF COVER FROM THE TOP OF PIPE TO THE PROPOSED GRADE.
7. SANITARY SEWER SERVICE SHALL BE PROVIDED BY GRAVITY CONNECTION TO THE PROPOSED SEWER MAIN, OWNED AND OPERATED BY THE CITY OF BEACON, WITHIN THE SANITARY SEWER EASEMENT ON THE SUBJECT SITE. PROPOSED SEWER MAIN EXTENSIONS AND MANHOLE LOCATIONS ARE SUBJECT TO MUNICIPAL REVIEW AND APPROVAL, ACCORDING TO NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION REGULATIONS, PIPE MATERIALS SHALL BE PVC SDR-35, EXCEPT AS NOTED OTHERWISE ON THE PLANS. EXCEPT WHERE SHALLOWER DEPTHS ARE PERMITTED BY THE MUNICIPALITY OR UTILITY AUTHORITY, SEWER LINES, INCLUDING FORCE MAINS AND LATERALS, SHALL BE INSTALLED TO PROVIDE A MINIMUM 4.0 FEET OF COVER FROM THE TOP OF PIPE TO PROPOSED GRADE.
8. ALL WATER MAINS SHOULD BE SEPARATED FROM SANITARY SEWER LINES BY A MINIMUM HORIZONTAL DISTANCE OF 10 FEET. IF SUCH HORIZONTAL SEPARATION IS NOT POSSIBLE, THE WATER AND SEWER LINES SHALL BE IN SEPARATE TRENCHES (STEP TRENCHES ARE PROHIBITED) WITH THE TOP OF THE SEWER LINE AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN ENCASED IN CONCRETE OR WITH SUCH SEPARATION EXPRESSLY APPROVED BY THE DUTCHESS COUNTY DEPARTMENT OF HEALTH.
9. AT THE CROSSINGS OF SEWER LINES AND WATER MAINS, THE TOP OF THE SEWER LINES SHALL BE AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN. IF SUCH VERTICAL SEPARATION IS NOT POSSIBLE, THE WATER LINE SHALL BE ENCASED IN CONCRETE.
10. GAS, ELECTRIC, LIGHTING, CABLE TELEVISION, AND ELECTRICAL SERVICE PLANS, IF REQUIRED, SHALL BE PREPARED BY THE RESPECTIVE UTILITY COMPANIES THAT SERVICE THE AREA PRIOR TO SITE CONSTRUCTION AND SHALL BE INSTALLED PER ORDINANCE REQUIREMENTS.
11. TELEPHONE, ELECTRIC, AND GAS LINES WILL BE INSTALLED UNDERGROUND. CROSSINGS OF PROPOSED PAVEMENTS WILL BE INSTALLED PRIOR TO THE CONSTRUCTION OF PAVEMENT BASE COURSE.
12. UTILITY RELOCATIONS SHOWN HEREON, IF ANY, ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT REPRESENT ALL REQUIRED UTILITY RELOCATIONS. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING AND/OR COORDINATING ALL REQUIRED UTILITY RELOCATIONS IN COOPERATION WITH THE RESPECTIVE UTILITY COMPANY/AUTHORITIES.
13. PROPOSED ON-SITE WATER SERVICE LINES AND FIRE HYDRANTS ARE PRIVATE UTILITIES AND WILL REMAIN AS SUCH.



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
X X	FENCES	X X
	TREELINE	
	ROADWAY SIGNS	
	WETLAND LINE	
	MUNICIPAL BOUNDARY LINE	
	CATCH BASIN	
	DRAIN INLET	
(D)	STORM MANHOLE	(D)
(S)	SANITARY MANHOLE	(S)
	FLARED END SECTION	
	HEADWALL	
	HYDRANT	
	POLE MOUNTED LIGHT	
75 / 74	CONTOURS	75 / 74
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× BC 29.0	BOTTOM OF CURB ELEVATION	× BC 29.0
	TOP OF DEPRESSED CURB ELEVATION	× TDC 29.0

20 0 20 40

SCALE : 1" = 20'

Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

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2023\23010468\Engineering\Site Plans\C-UTIL.dwg|C-08 UTILITY By: KYLE SHALLOW

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SITE PLAN

FOR

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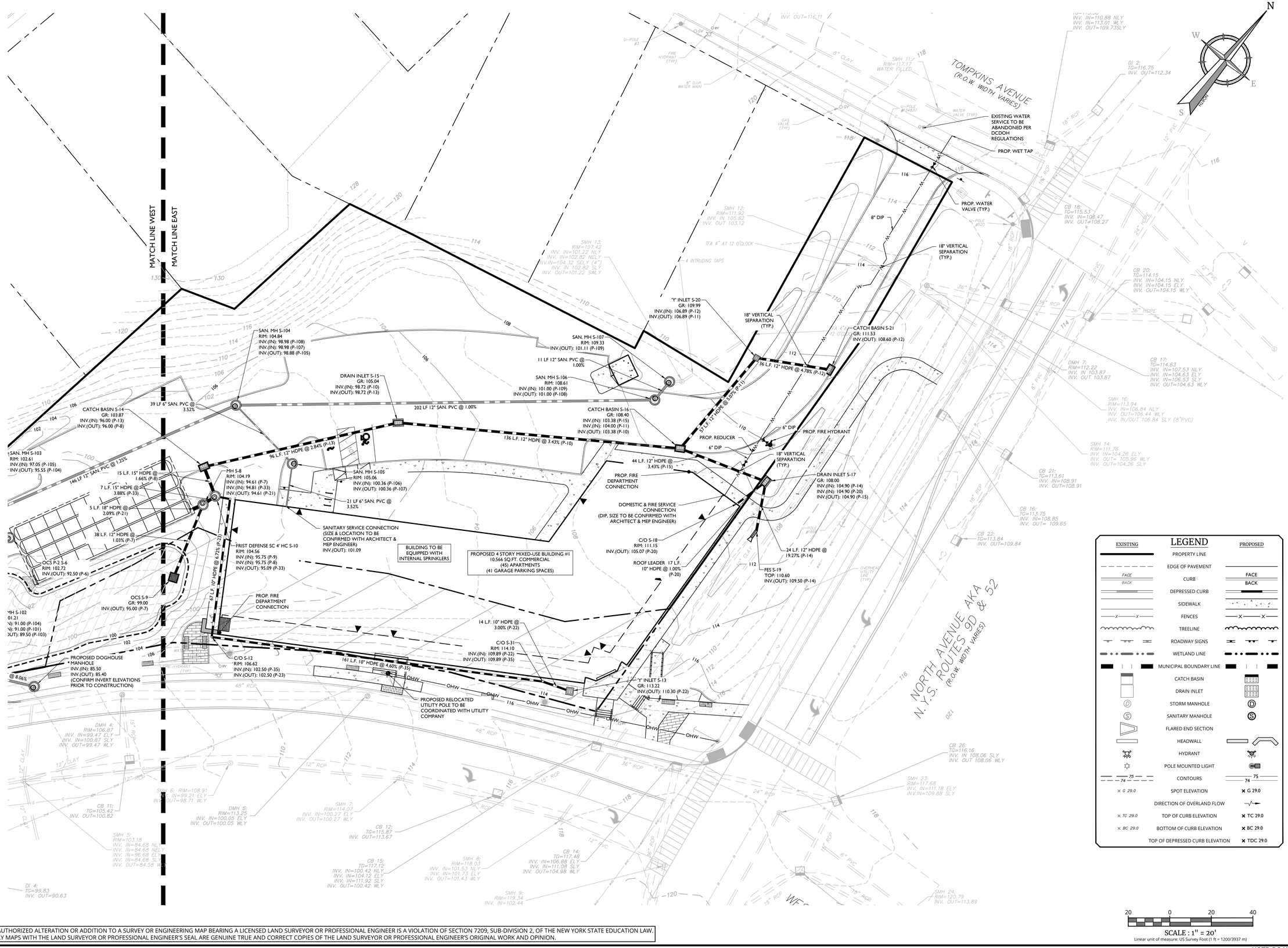
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PROJECT NUMBER: 23010468A
DRAWING NAME: C-UTIL

SHEET TITLE: UTILITIES PLAN (WEST)

SHEET NUMBER: 08 of 19

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LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
X X	FENCES	X X
	TREELINE	
	ROADWAY SIGNS	
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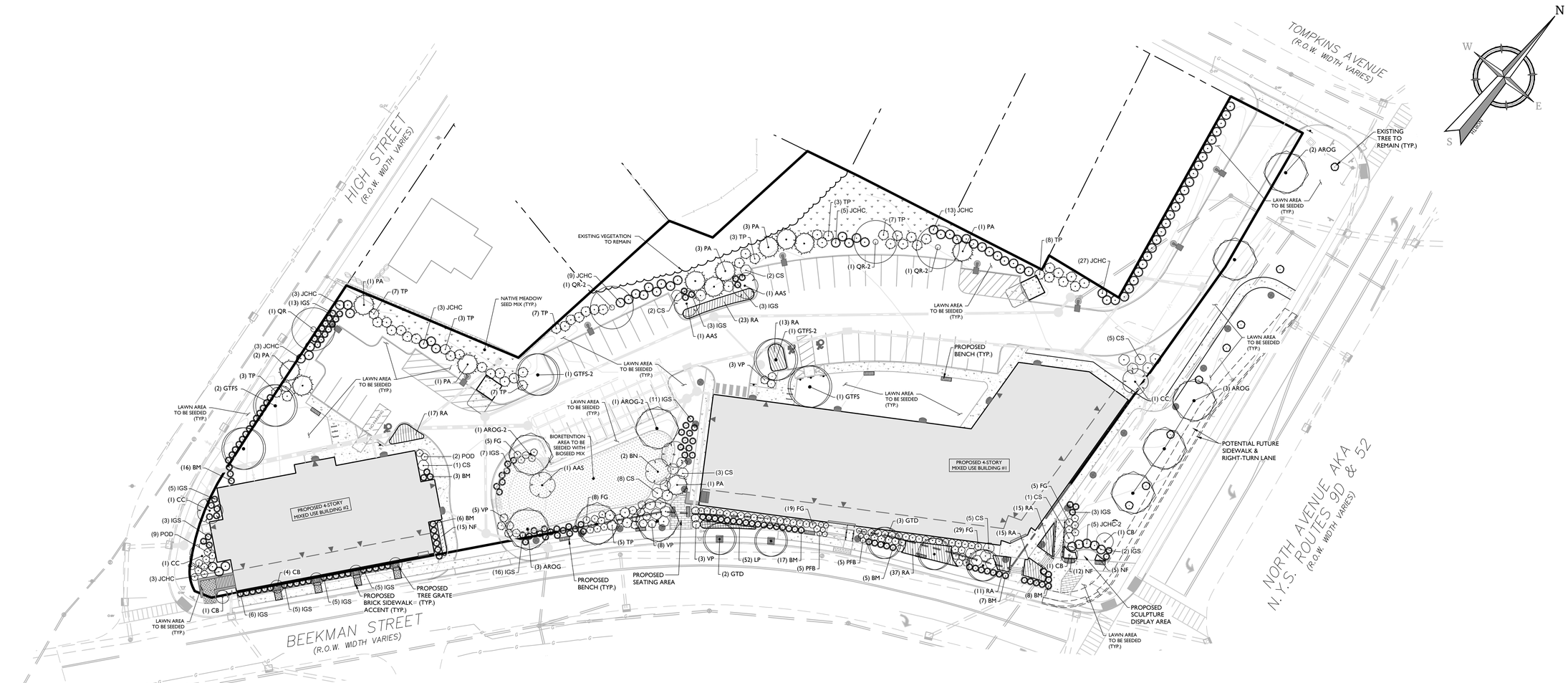
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PROJECT NUMBER: 23010468A
DRAWING NAME: C-UTIL

SHEET TITLE: UTILITIES PLAN (EAST)

SHEET NUMBER: 09 of 19

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SITE PLANTING SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	REMARKS
AROG	8	Acer rubrum 'October Glory'	October Glory Red Maple	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
AROG-2	2	Acer rubrum 'October Glory'	October Glory Red Maple	B & B	3"-3-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
GTD	5	Gleditsia triacanthos 'Draves'	Street Keeper Honeylocust	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
GTFS	3	Gleditsia triacanthos 'Skyline'	Skyline Honey Honeylocust	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
GTFS-2	2	Gleditsia triacanthos 'Skyline'	Skyline Honey Honeylocust	B & B	3"-3-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
QR	1	Quercus rubra	Red Oak	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
QR-2	3	Quercus rubra	Red Oak	B & B	3"-3-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
EVERGREEN TREES	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**ROOT**	**SIZE**	**REMARKS**
PA	12	Picea abies	Norway Spruce	B & B	6-8` Ht.	DENSE / TYP. SPECIES HABIT
ORNAMENTAL TREES	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**ROOT**	**SIZE**	**REMARKS**
AAS	3	Amelanchier alnifolia	Serviceberry	B & B	6-7` Ht.	MULTISTEM / TYP. SPECIES HABIT
BN	2	Betula nigra	River Birch	B & B	6-7` Ht.	MULTISTEM / TYP. SPECIES HABIT
CB	8	Carpinus betulus 'Frans Fontaine'	Frans Fontaine Hornbeam	B & B	1-3/4"-2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
CC	3	Cercis canadens	Eastern Redbud	B & B	6-7` Ht.	STRAIGHT LEADER/SYM. BRANCHING
SHRUBS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**ROOT**	**SIZE**	**REMARKS**
CS	27	Cornus sericea	Red Twig Dogwood	CONT	24" - 30"	TYPICAL SPECIES HABIT
BM	54	Buxus microphylla var. japonica 'Winter Gem'	Winter Gem Boxwood	CONT	18" - 24"	TYPICAL SPECIES HABIT
FG	66	Fothergilla gardenii	Dwarf Fothergilla	CONT	18" - 24"	TYPICAL SPECIES HABIT
IGS	87	Ilex glabra `Shamrock`	Inkberry	CONT	18" - 24"	TYPICAL SPECIES HABIT
JCHC	61	Juniperus chinensis 'Hetzii Columnaris'	Hetzi Column Juniper	CONT	6-8` Ht.	TYPICAL SPECIES HABIT
JCHC-2	5	Juniperus chinensis 'Hetzii Columnaris'	Hetzi Column Juniper	CONT	3-4` Ht.	TYPICAL SPECIES HABIT
PFB	13	Potentilla fruticosa	Bush Cinquefoil	CONT	18" - 24"	TYPICAL SPECIES HABIT
POD	11	Physocarpus opulifolius 'Diabolo'	Diabolo Ninebark	CONT	24" - 30"	TYPICAL SPECIES HABIT
RA	131	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	CONT	12" - 18" SPREAD	TYPICAL SPECIES HABIT, 3.5' O.C.
TP	53	Thuja x plicata 'Green Giant'	Green Giant Arborvitae	CONT	5-6' Ht.	TYPICAL SPECIES HABIT
VP	19	Viburnum prunifolium	Blackhaw Viburnum	CONT	24" - 30"	TYPICAL SPECIES HABIT
GROUND COVERS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**SPACING**	
LP	52	Liriope platyphylla	Liriope Grass	SP5	18" o.c.	
NF	32	Nepeta x faassenii	Catmint	1 gal.	24" o.c.	

PLAN NOTE

1. THIS PLAN IS TO BE USED FOR LANDSCAPE PURPOSES ONLY. REFER TO DETAIL SHEETS FOR GENERAL NOTES AND LANDSCAPE DETAILS.

PARKING AREA TREES

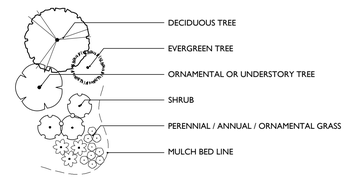
REQUIRED: ONE (1) TREE (MIN. 3" CALIPER) PER EIGHT (8) PARKING SPACES
47 PARKING SPACES / 8 = 6 TREES

PROVIDED: 7 TREES (COMPLIES)

LANDSCAPE NOTES

1. LOCATIONS OF ALL PLANT MATERIAL AND PLANTING BED OUTLINES IS APPROXIMATE AND MAY VARY DUE TO THE LOCATIONS OF SITE IMPROVEMENTS AND/OR BUILDING.
2. FINAL LOCATION OF ALL PLANT MATERIAL AND PLANTING BED OUTLINES SHALL BE DETERMINED IN THE FIELD UNDER THE DIRECTION OF THE PROJECT LANDSCAPE ARCHITECT.
3. ALL AREAS WITHIN THE PLANTING BED LIMITS SHALL BE MULCHED WITH 3" OF SHREDDED HARDWOOD BARK MULCH.
4. PROPOSED LAWN AREAS AROUND BUILDINGS SHALL BE STABILIZED WITH SEED. SEED MIXTURE #1 TO BE USED ON NORTHERN & WESTERN LAWN AREAS AND SEED MIXTURE #2 TO BE USED ON SOUTHERN & EASTERN LAWN AREAS.
5. ANY PROPOSED IRRIGATION DESIGN AND/OR SYSTEM WILL BE DETERMINED IN THE FIELD BY THE IRRIGATION CONTRACTOR.
6. ALL PLANT MATERIAL SHALL CONFORM TO GUIDELINES AS SET FORTH IN THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK.
7. NO SUBSTITUTIONS OF PLANT MATERIALS ARE TO BE MADE WITHOUT THE WRITTEN CONSENT OF THE OWNER AND PROJECT LANDSCAPE ARCHITECT.
8. ALL VEGETATION SHOWN ON THIS PLAN WILL BE MAINTAINED IN A HEALTHY AND VIGOROUS GROWING CONDITION THROUGHOUT THE DURATION OF THE PROPOSED USE.

LANDSCAPE LEGEND



NOTE:
1. LANDSCAPE SYMBOLS ON THE PLAN VARY AND MAY DEVIATE FROM THE LANDSCAPE LEGEND SYMBOLS SHOWN ABOVE.

LAWN SEED MIX

NATIVE MEADOW MIX

BIORETENTION SEED MIX

30 0 30 60

SCALE : 1" = 30'
SELECT LINEAR UNIT OF MEASURE

UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY OR ENGINEERING MAP BEARING A LICENSED LAND SURVEYOR OR PROFESSIONAL ENGINEER IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW. ONLY MAPS WITH THE LAND SURVEYOR OR PROFESSIONAL ENGINEER'S SEAL ARE GENUINE TRUE AND CORRECT COPIES OF THE LAND SURVEYOR OR PROFESSIONAL ENGINEER'S ORIGINAL WORK AND OPINION.

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www.colliersengineering.com
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Doing Business as MASER CONSULTING

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ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION
1	05/25/24	KAS	REVISED PER PLANNING BOARD COMMENTS
2	08/27/24	KAS	REVISED PER PLANNING BOARD COMMENTS
3	09/23/24	JED	REVISED PER PLANNING BOARD COMMENTS
4	10/29/24	JED	REVISED PER PLANNING BOARD COMMENTS
5	1/26/24	KAS	REVISED PER PLANNING BOARD COMMENTS
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Digitally signed by Justin E. Dates
Date: 2024.11.26 12:02:37-04'00'

Justin Eric Dates
NEW YORK REGISTERED LANDSCAPE ARCHITECT
LICENSE NUMBER: 001964-01
COLLIERS ENGINEERING & DESIGN CT, P.C.

SITE PLAN

FOR

BEEKMAN ARTS CENTER LLC & BAY RIDGE STUDIOS LLC

TAX LOTS:
5955-19-706012
5954-26-689990
5954-26-781983

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK STATE

Colliers Engineering & Design
NEWBURGH
555 Hudson Valley Avenue
Suite 101
New Windsor, NY 12553
Phone: 845.564.4495
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C. DOING BUSINESS AS MASER CONSULTING ENGINEERING & LAND SURVEYING

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	01/30/2024	KAS	CPM
PROJECT NUMBER: 23010468A		DRAWING NAME: C-LAND	

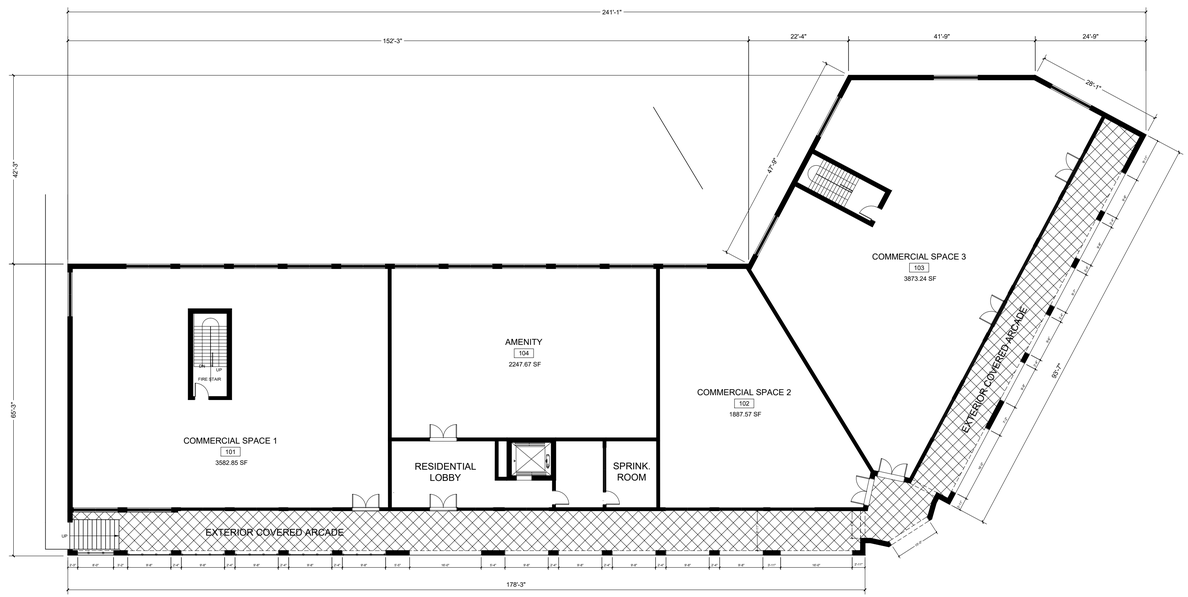
SHEET TITLE:
LANDSCAPE PLAN

SHEET NUMBER:
12 of 19

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION

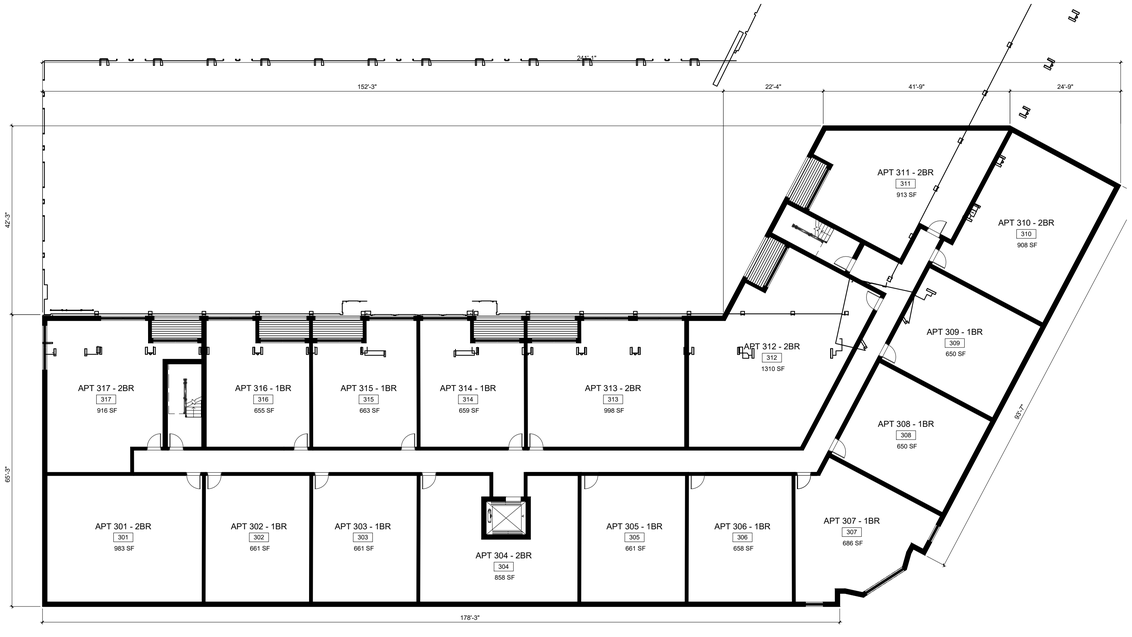
2023\23010468A\Engineering\Site Plans\C-LAND.dwg,C-12 LANDSCAPE By: KYLE SHALLOW

REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	01/29/24	REVISED PER PLANNING BOARD COMMENTS	AJS
2	04/30/24	REVISED PER PLANNING BOARD COMMENTS	AJS
3	05/28/24	REVISED PER PLANNING BOARD COMMENTS	AJS
4	06/25/24	REVISED PER PLANNING BOARD COMMENTS	AJS
5	07/30/24	REVISED PER PLANNING BOARD COMMENTS	AJS
6	08/27/24	REVISED PER PLANNING BOARD COMMENTS	AJS
7	09/24/24	REVISED PER PLANNING BOARD COMMENTS	AJS
8	11/26/24	REVISED PER PLANNING BOARD COMMENTS	AJS



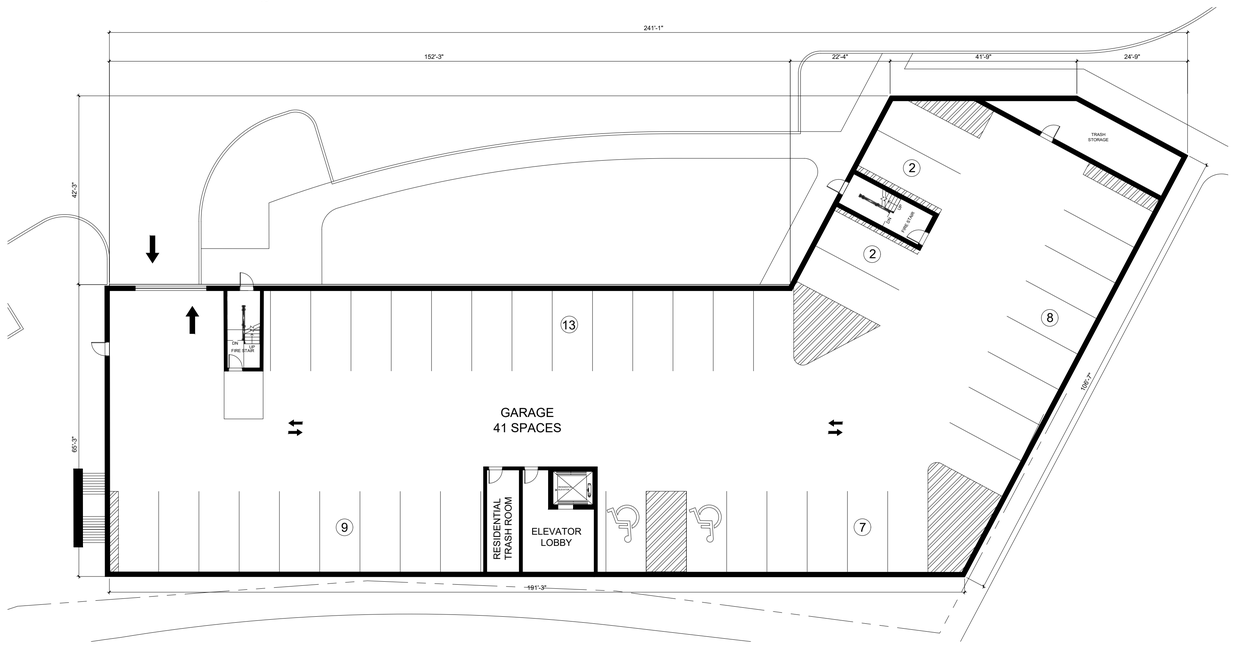
1st Floor Plan

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



2nd Floor Plan

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



Garage Plan

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

Site Plan Application

Sheet A-101 - Building Plans - Beekman Street

Owner / Applicant:
Beekman Arts Center LLC
(Tax ID: 5955-19-706012)
268 Main Street
Beacon, NY 12508

Owner / Applicant:
Bayridge Studios LLC
(Tax ID: 5954-26-781983 & 5954-26-689990)
268 Main Street
Beacon, NY 12508

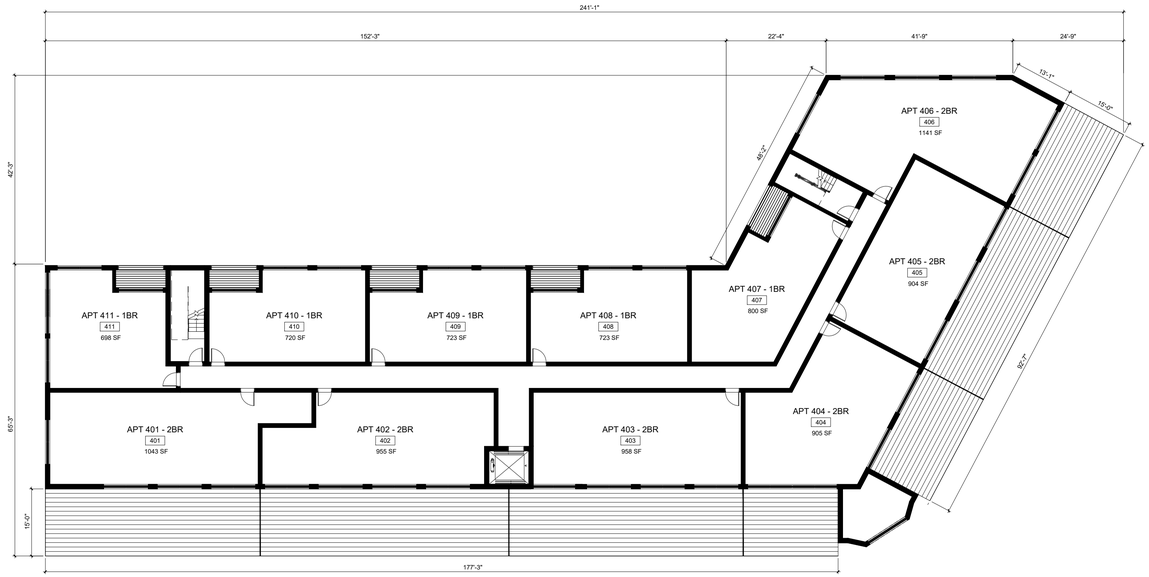
Architect:
Aryeh Siegel, Architect
84 Mason Circle
Beacon, New York 12508

Site / Civil Engineer:
Colliers Engineering & Design
555 Hudson Valley Avenue - Suite 101
New Windsor, NY 12553

Surveyor:
Automated Construction Enhanced Solutions, Inc.
1229 Route 300 - Suite 4
Newburgh, NY 12550

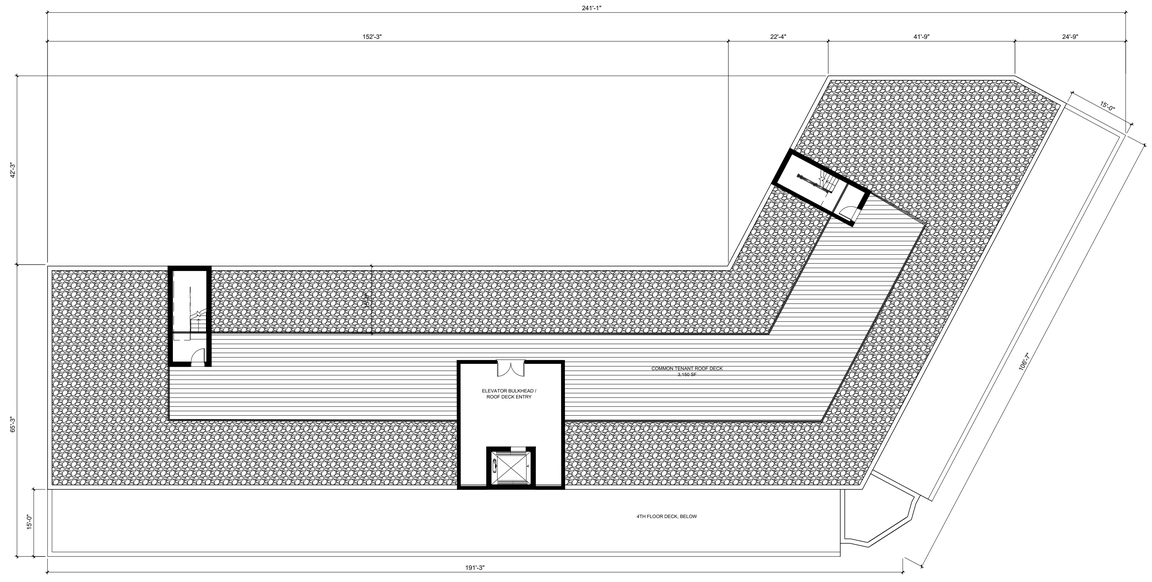
45 Beekman Street
Beacon, New York
Scale: 1/16" = 1'-0"
November 28, 2023

REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	01/29/24	REVISED PER PLANNING BOARD COMMENTS	AJS
2	04/30/24	REVISED PER PLANNING BOARD COMMENTS	AJS
3	05/28/24	REVISED PER PLANNING BOARD COMMENTS	AJS
4	06/25/24	REVISED PER PLANNING BOARD COMMENTS	AJS
5	07/30/24	REVISED PER PLANNING BOARD COMMENTS	AJS
6	08/27/24	REVISED PER PLANNING BOARD COMMENTS	AJS
7	09/24/24	NO CHANGES	AJS
8	11/26/24	REVISED PER PLANNING BOARD COMMENTS	AJS



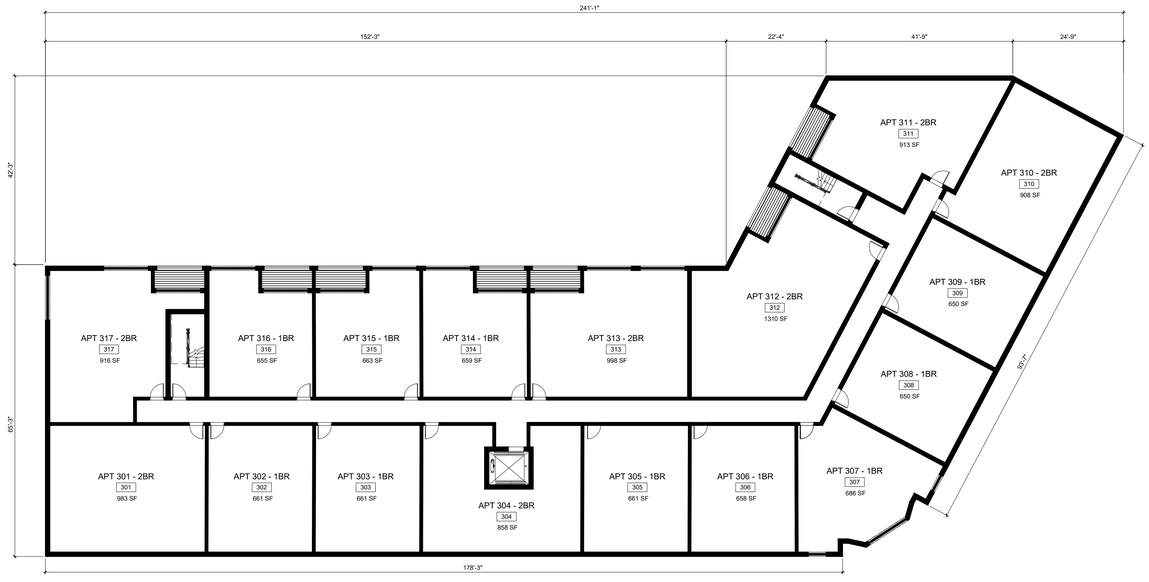
4th Floor Plan

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



Roof Plan

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



3rd Floor Plan

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

Site Plan Application

Sheet A-102 - Building Plans - Beekman Street

Owner / Applicant:
Beekman Arts Center LLC
(Tax ID: 5955-19-706012)
268 Main Street
Beacon, NY 12508

Owner / Applicant:
Bayridge Studios LLC
(Tax ID: 5954-26-781983 & 5954-26-689990)
268 Main Street
Beacon, NY 12508

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

Site / Civil Engineer:
Colliers Engineering & Design
555 Hudson Valley Avenue - Suite 101
New Windsor, NY 12553

Surveyor:
Automated Construction Enhanced Solutions, Inc.
1229 Route 300 - Suite 4
Newburgh, NY 12550

45 Beekman Street
Beacon, New York
Scale: 1/16" = 1'-0"
November 28, 2023

KARC
PLANNING CONSULTANTS, INC.

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

FR: KARC Planning Consultants, Inc.

DATE: December 5, 2024

RE: 45 Beekman Street Site Plan, Beekman Arts Center LLC & Bay Ridge Studios LLC

I have reviewed the following materials regarding the proposed construction of two (2) new mixed-use buildings at 45 Beekman Street:

- Cover letter by Taylor M. Palmer, Cuddy + Feder LLP, dated November 26, 2024
- Revised Site Plan Sheets (6 sheets) prepared by Colliers Engineering and Design, P.C., dated January 30, 2024, last revised 11/26/2024.
- Revised Floor Plans A-101 and A-102 (2 sheets) by Aryeh Siegel, dated November 28, 2023, last revised 11/26/2024
- Exhibit A – Response to Comments Memo by Colliers Engineering & Design, dated 11/26/2024
- Exhibit B – Response to Comments Memo by Aryeh Siegel Architect, dated 11/26/2024

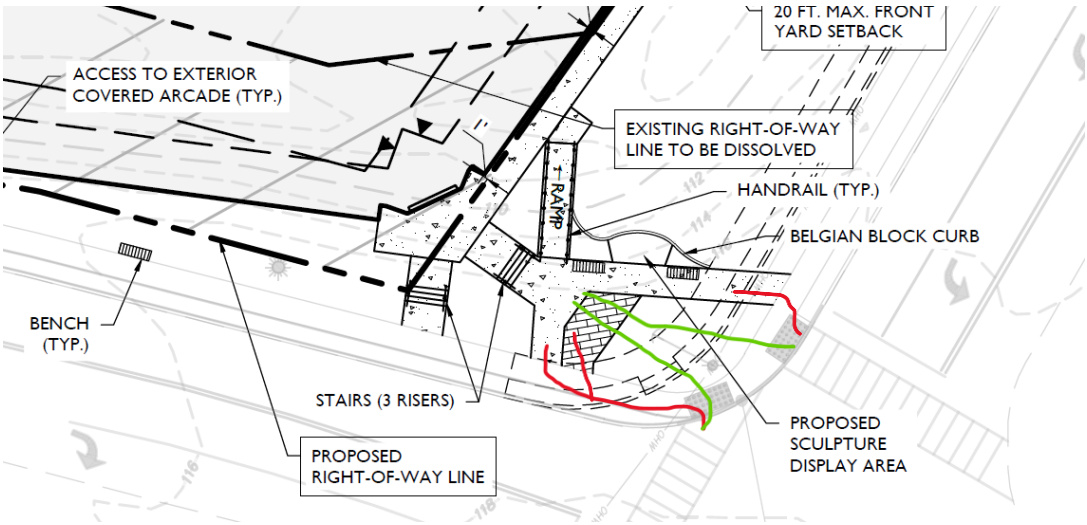
Project Description:
The proposed project includes construction of two 4-story mixed-use buildings with a total of 64 residential dwelling units, 14,892 sq. ft. commercial space, and 88 off-street parking spaces. The 2.06-acre site includes three parcels and ROW acquisition to be merged into a single lot of record. The property is located primarily within the Linkage (L) district, with only the northern driveway onto Tompkins Avenue located in the R1-7.5 Residential district, with frontages on Beekman Street, High Street, and Tompkins Avenue. Multifamily residential, retail, and office uses are permitted within this portion of the Linkage District. The project site is within the Local Waterfront Revitalization Program (LWRP) area, and immediately abuts parcels that fall within the Historic District and Landmark Overlay Zone along High Street and Thompkins Avenue.

My comments below have been updated to reflect the limited revisions submitted. Previous comments have been noted by the applicant as forthcoming and will be re-addressed in future letters pending a forthcoming full submission.

Comments & Recommendations:

1. **Architecture & Design:** Revised architectural elevations and renderings were not submitted at the time of the Planning Board's submission deadline. However, the applicant has indicated that revised designs will be reviewed with the ARB at their December 6th meeting. Comments on the revised elevations and tower design are therefore forthcoming.

2. **Pedestrian Plaza / Tower Entrance:** I appreciate and support the changes the applicant has made to provide direct pedestrian access at the corner of Beekman Street and NYS Route 9D via sidewalk access and an accessible ramp. The board should discuss the potential to treat the entire corner with brick pavers to create one consolidated access point, allowing pedestrians to enter directly from the crosswalk alignment (green lines) rather traveling down Beekman Street or Route 9D to access the concrete sidewalk (red lines). This will avoid pedestrians creating a "preferred path" across the lawn that is currently proposed at the corner.



3. **Streetscape Improvements:** The applicant has proposed enhancing the streetscape by adding two street trees along Beekman Street and adding shade trees along the corner façade of Building #1. Additionally, shade trees within the pocket greenspace will be relocated closer to the sidewalk. These updates are supportable in that they will help to green the streetscape and create a softer, more inviting appearance for the façade of Building #1

If you have any questions, please feel free to contact me.

Natalie Quinn
Beacon Planning Consultant

Cc: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
John Russo, P.E., City Engineer
Taylor M Palmer, Esq., Attorney for the Applicant

LANC & TULLY
Engineering and Surveying, P.C.

December 7, 2024

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

RE: 45 Beekman Street
Mixed-Use Building
Tax Nos. 5955-19-706012, 5954-26-689990 & 781983
City of Beacon

Dear Mr. Gunn:

My office has received the following regarding a mixed-use buildings to be located at 45 Beekman Street:

- Correspondence dated November 26, 2024, from Cuddy & Feder.
- Response correspondence dated November 26, 2024, from Colliers Engineering & Design.
- Response correspondence dated November 26, 2024, from Aryeh Siegel, Architect.
- Sheets 4, 6, 7, 8, 9 & 12 of 19 titled "Site Plan for Beekman Arts Center LLC & Bay Ridge Studios LLC", with the latest revision date of November 26, 2024, as prepared by Colliers Engineering & Design.
- Architectural plan Sheets A-101 & A-102 titled "45 Beekman Street", with the latest revision date of November 26, 2024, consisting of floor plans for Building No. 1, as prepared by Aryeh Siegel, Architect.

The proposed project entails the demolition of the existing structure located at the intersection of North Avenue & Beekman Street, and the merging of the three (3) parcels into a single parcel; and the construction of two (2) mixed-use buildings. Both buildings are proposed to have commercial space, tenant amenity space on the 1st floor and dwelling units on the 2nd through 4th floors. The applicant is currently pursuing the acquisition of a portion of the NYSDOT right-of-way along Beekman Street. If the applicant is able to acquire this land, the applicant will be able to develop the site in a more consistent manner with the zoning code, as shown on the current plans. The submitted architectural floor plans show a total of 62 dwelling units consisting of 33 one-bedroom units and 31 two-bedroom units. The project site, with the lots merged, has an area of 2.05± acres and is located in the L (Linkage) Zone, with a small portion of the lot along North Avenue being located in the R1-7.5 Zone and the vacant parcel along High Street being located in the Historic District and Landmark Overly (HDLO) district. The proposed uses, commercial and residential, are permitted uses within the L Zone.

Based on our review of the above document and plans, we would like to offer the following comments:

General Comments:

1. A lot-line merger plan shall be prepared for the project. ***Applicant notes that a plan will be provided pending NYSDOT response to proposal to acquire additional site area along Beekman Street.***

2. A subdivision plan shall be prepared to show the combining of the lots and the offers of dedications for lands to be conveyed to the City of Beacon for road right-of-way area along Beekman Street and High Street. ***Applicant notes that a subdivision plan shall be provided to the Board upon confirmation of land acquisition from the NYSDOT.***

3. A stormwater maintenance and access agreement shall be prepared for the project and provided for review. ***Applicant's consultant notes that this will be provided pending NYSDOT response to acquire additional site area along Beekman Street.***

4. As the project progresses, the project engineer shall prepare a construction cost estimate for all public improvements and submit it for review. ***Applicant's consultant notes that this will be provided pending NYSDOT response to acquire additional site area along Beekman Street.***

5. As the current plans show grading, drainage improvements, and sidewalks with the NYSDOT right-of-way along Route 9D, the proposed work within the NYSDOT right-of-way will require their review and approval, as well as NYSDOT permitting for the work. ***Applicant notes that coordination with the NYSDOT for the R.O.W. acquisition and intersection improvements continues to proceed.***

Survey Plans:

1. The "Sanitary Sewer & Utilities Survey" plan should include a legend to define the following terms TFC, TFA, MMC, TFI, RTJ, and MSA, that appear on this plan. ***Applicant notes final updated plans will be provided once other pending utility investigations are completed.***

Sheet 4 of 19:

1. The applicant will need to seek a variance for the proposed parking located within the required setback along High Street.

Sheets 8 & 9 of 19:

1. The "Sanitary Sewer & Utilities Survey" plan shows 5 possible connections to the sanitary sewer line running between SMH-12 and SMH-13. The applicant shall conduct further studies of these connections to determine if they are active or not. It may be possible to determine this through dye testing of the neighboring homes. As the sanitary sewer lines running across the site are private, there is concern that a neighboring parcel(s) may be connected to this private system. If it is found that a neighboring parcel(s) is connected to the private system, the applicant will need to make provisions to reconnect the neighboring parcel(s) to the sewer collection system in Tompkins Avenue. If dye testing is to be performed, we would recommend that the applicant coordinate this with the City's Water & Sewer Department. ***The applicant's consultant has been able to confirm that the sewer lateral for the residence at 7 Tompkins is connected to the sewer line running through the project parcel and are proposing to re-connect this sewer service to the sewer line within Tompkins Avenue. The applicant further notes that continue to reach out to the neighboring residents at 9 and 11 Tompkins Avenue to determine where the sewer services for each of these dwellings drain to.***

   The plans shall be updated to reflect the proposed relocation of sewer services as proposed by the applicant for each of the dwellings that may be connected to the existing sewer running through the project parcel.

2. The plans shall show the sanitary sewer to continue from SMH-14 to SMH-12. Based upon recent discussions with the City's Water & Sewer Superintendent, this interconnection is blocked, as the sewer is conveyed south from SMH-14 to SMH-8 on the south side of Beekman Street. This in conjunction with the findings of the sewer lateral connections just north of SMH-13 as mentioned in Comment No. 1 above, may allow for the applicant to remove the existing sewer collection running across the site, as well as reducing the amount of new sewer main and manholes (213 feet of main and 2 manholes) to be installed as part of the project. ***Applicant's consultant notes that plan revisions will be provided upon the results of the dye-testing for the neighboring parcels.***

3. The proposed size of the water connection lines to both buildings shall be noted on the plans. ***Applicant notes that upon completion of the water system for the buildings, the size of the piping will be provided.***

4. The condition of the 12" clay sewer line running across Beekman Street from the proposed doghouse manhole to SMH 5 should be assessed as to its condition. ***Applicant notes that they are in the process of scheduling the work to have the existing drainage line televised.***

Stormwater Pollution Prevention Plan:

1. Our office provided stormwater comments to the applicant's engineer on February 14, 2024, to which they have a memo dated June 25, 2024, in which they have addressed some of the calculation comments. ***The consultant has noted that a new SWPPP shall be provided once the acquisition of the right-of-way from NYSDOT has been resolved.***

Architectural Plans:

1. We previously noted that Sheet A-106, although dated November 28, 2023, should include a revision date when the sheet is modified. ***Applicant notes that this has been accomplished and to see the revised sheet.*** The revised sheet was not submitted and therefore could not be verified.

2. The "Views" on the Elevations plan (Sheet A106) should be labeled as where the view is from. Although the response comments note that they have been labeled, the current plan still is missing the required labeling. ***Applicant notes that a key plan will be included on the next submission that includes photorealistic renderings.***

This completes our review at this time. Further comments may be provided based on future submissions when more detailed plans are prepared for the project. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: Natalie Quinn, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

December 9, 2024

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

RE: Site Plan, Traffic and Parking Study Review #5 for **Proposed Mixed Use Development,** 45 Beekman Street & High Street, City of Beacon, Dutchess County, New York; CM Project No. 124-008

Chairperson Gunn:

Creighton Manning Engineering, LLP (CM) has performed a review of the following documents:

- November 26, 2024 Submission from Cuddy+Feder, including the November 26, 2024 comment response memo from Colliers Engineering
- November 26, 2024 Site plan by Colliers Engineering
- Attendance at the December 5, 2024 meeting with NYSDOT, Colliers, and City Consultants

Upon review of the aforementioned documents, CM offers the following comments:

1. Our previous comments have been addressed.
2. The meeting with NYSDOT generated the following discussion:
   a. NYSDOT suggested that the north leg crosswalk shouldn't move to the south leg; pedestrians may still continue to cross where they find it most convenient, crosswalk or not. They would still consider adding a crosswalk to the south leg if that is desirable.
   b. NYSDOT is not pushing for a SB right turn lane on 9D; it will increase traffic capacity and reduce delays but could decrease ped safety with SB right traffic anxious to make the train, not seeing/stopping for peds crossing the north leg. Regardless, this could be reevaluated when the MTA TOD project is evaluated.
   c. Colliers recommended split phasing at the signal so new heads with arrows will be needed. The signal currently has a mix of 8" and 12" heads. The applicant should be aware that the updates could entail new heads, span wire, and poles to accommodate the additional loads. A pedestrian crossing on the south leg could be added as part of this improvement.
   d. The Route 9D corridor from Beekman Avenue to the I-84 interchange has Adaptive Signal Control at each signal. In simple terms adaptive signals measure traffic volumes and adjust timings cycle by cycle and are useful where volumes change significantly and are less predictable – i.e. train arrivals. It was installed but not programmed as COVID reduced travel demand but is expected to be finished in the next couple of months.

If you have any questions about the above comments, please do not hesitate to contact me at (518) 689-1834.

Respectfully,
Creighton Manning Engineering

Kenneth Wersted, PE, PTOE
Associate

N:\Projects\2024\124-008 Beacon - 2024 Traffic Reviews\Working\1- 45 Beekman\20241209_45 Beekman Rev5_124008.docx

City of Beacon Planning Board Agenda
12/10/2024

Title:

Continue review of applications for Site Plan Approval and Subdivision Approval, Mixed-Use Commercial Use and Residential, 420-430 Fishkill Avenue, submitted by DKH Realty, LLC.

ATTACHMENTS

420 Fishkill PB 12.10.24 Supplemental Submission cvr ltr (6260656.2).pdf

420 Fishkill PB 12.10.24 Exhibit A - Response to Comments by Colliers 11.25.24.pdf

420 Fishkill PB 12.10.24 Exhibit B - Response to Comments by Hudson Land Design 11.26.24.pdf

420 Fishkill PB 12.10.24 Attachment 1 - Site Development plans and Lotline Removal Plat Hudson Land Design 10.29.24 last rev.pdf

420 Fishkill PB 12.10.24 Attachment 2 - Floor Plans and Renderings by Studio Architecture, DPC 10.29.24, rev 11.26.24.pdf

420 Fishkill PB 12.10.24 Attachment 3 - Traffic Impact Study by Colliers Engineering 10.29.24, rev 11.25.24.pdf

KARC Review PB_420 Fishkill Ave_2024.12.05.pdf

Lanc & Tully 420-430 Fishkill Ave 12-07-24 review.pdf

Creighton Manning 20241209_420 Fishkill Rev2_124008 12.9.24.pdf

420 Fishkill Zoning determination 11-26-24 Final.pdf

CUDDY +FEDER LLP

300 Westage Business Center, Suite 380
Fishkill, New York 12524
T 845 896 2229
F 845 896 3672
cuddyfeder.com

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

November 26, 2024

VIA E-MAIL AND HAND DELIVERY
Hon. John Gunn
and Members of the Planning Board
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Application for Subdivision Approval (Lot Merger) and Site Plan Approval for Proposed Coffee House with Accessory Drive Through
Supplemental Submission
Premises: 420-430 Fishkill Avenue, Beacon, New York
Tax Parcel IDs: 6055-80-443076, 450087, and 455098

Dear Chairman Gunn and Members of the Planning Board:

On behalf of DKH Realty, LLC (the "Applicant"), the owners of the above-referenced Premises, we respectfully submit this letter and the referenced enclosures in furtherance of an Application for Subdivision Approval (Lot Merger) and Site Plan Approval (the "Application"), proposing to merge the three (3) lots that comprise the Premises and adaptively reuse the existing building for a proposed mixed-use development, including a Dunkin' coffee house with accessory drive-through, additional commercial space, and three (3) residential units on the second floor (collectively, the "Project").

SITE PLAN REFINEMENTS AND RESPONSE TO CONSULTANT COMMENTS:

The enclosed Floor Plans and Renderings prepared by the Applicant's architect, Studio Architecture, DPC, and the enclosed Site Development plans and Lot Line Removal Plat Hudson Land Design Professional Engineering, P.C. (collectively, the "Plans") have been revised in response to comments provided by this Board and contained in the City Planning Consultant, Engineering Consultant, and Traffic Consultant's comment memoranda. Point-by-point responses prepared by Colliers Engineering and Design, P.C. and Hudson Land Design Professional Engineering, P.C. are enclosed as **Exhibit A** & **Exhibit B**, respectively.

As is further detailed on the Plans, the Project has been refined in response to Board comments to further enhance the pedestrian experience along Fishkill Avenue and provide additional on-site amenities to augment the Premises. For instance, a crosswalk is proposed to be installed from the corner formed by the intersection of Fishkill Avenue and Townsend Street, extending across Fishkill Avenue and connecting to the proposed walking path for future rail trail/Fishkill Creek Greenway & Heritage trail ("Greenway Trail") connection (discussed in further detail below). In addition, a paved outdoor patio area with three (3) outdoor tables has been added adjacent to the

coffee house, a bike rack has been added; and three (3) benches have been proposed within the landscaped area at the rear northeast corner of the Premises.

The Plans also include the following updates:

- Reconfiguration of the proposed entrance and exit driveways to shift the previously centrally-located entrance/exit drive providing access from Fishkill Avenue further to the north, restricting access for passenger vehicles to this northern driveway only, and designating the driveway at the southern portion of the Premises for "deliveries only";

- Integration of black metal accents into the storefront and canopy designs and red brick elements throughout the structure, which brick is consistent with the recently approved mixed-use building at 393 & 397 Fishkill Avenue & 7 Conklin Street, to present a cohesive design strategy for the Premises and surrounding area where the current context of development in this area is not cohesive or consistent;[1]

- Addition of a large glass entrance to the main lobby to serve as the sole access point to the non-commercial spaces, with this glass feature highlighting the contrast between the red brick and metal features;

- Incorporation of tenant-only signage at four (4) parking spaces; and

- Replacement of the previously proposed "candlestick" channelizing markers separating the drive-through lane from the pass-by lane with a 10" wide mountable curb in the same location.

In addition to the foregoing, Colliers Engineering and Design, P.C. has also provided a revised Traffic Impact Study, which is enclosed herewith. As is detailed further therein, the Traffic Impact Study confirms that the proposed off-street parking facilities conform with the City's recently adopted parking regulation updates and are sufficient to accommodate the parking demands of the Project, and provides information related to drive-through queuing, truck loading, and vehicle circulation within the Premises.

Further, as was discussed at the November Planning Board meeting, the Applicant is open to granting an easement to the City in order for the City (or the Greenway Trail Committee, or a Rail Trail Committee if one is formed at some future date) to make a connection trail/path to the City's

[1] Buildings located in the vicinity of the Premises currently include a variety of uses and design types. For example, please see 344 Fishkill Avenue (Mavis Discount Tire), 394 Fishkill Avenue (Lank's Automative Inc.), 425 Fishkill Avenue (Citgo), 434 Fishkill Avenue (Margaret's Laundromat), 435 Fishkill Avenue (Roma Nova), and 436 Fishkill Avenue (Beacon Barking Frog).

potential future Beacon-Hopewell Rail Trail that may be located adjacent to the rear of the Premises. Such easement shall be provided for recreational purposes and conditioned upon the actual construction of the Beacon-Hopewell Rail Trail. Accordingly, the Plans currently depict the potential location of a walking path for future trail connection for the Planning Board's review and consideration.

Finally, it is our understanding that the Fishkill Avenue Concepts Committee ("FACC") is currently discussing future development of the public right-of-way along Fishkill Avenue, including the area adjacent to the front of the Premises. While the instant application involves an adaptive reuse of an existing building and the associated Premises, based on feedback from the Board, in lieu of the previously proposed 5.0' sidewalk along a portion of the frontage and within the public right-of-way, the Plans have been revised to maintain the existing pavement grades along the entirety of the frontage of the Premises. This moves the pedestrian improvements internal to the Premises (at least, on a temporary basis), and allows those specific site improvements to account for potential future FACC recommendations regarding the width of the right-of-way and sidewalk improvements in corridor, if any. Accordingly, the Applicant is amenable to further defining this area to provide pedestrian facilities within the Fishkill Avenue corridor (such as a "land-banked sidewalk area") that can serve as a placeholder during these continued FACC discussions.

It is respectfully submitted that this submission illustrates the Applicant's ongoing commitment to the future of the City and to the best possible reuse of the Premises. The Applicant's efforts reveal a clear intention to give the Premises new life and create a new opportunity for mixed-use redevelopment within the Fishkill Avenue corridor – a gateway to the City. While certain comments made during the Planning Board's November 13, 2024 meeting may downplay these efforts, these comments do not fairly provide a reasonable context for what the Applicant is proposing here and the benefit to the City and its community occasioned by the Project, particularly when compared to prior operations at the Premises.

THE PROPOSED USE:

Additionally, in response to comments from the Planning Board and the City's Planning Consultant, on November 21, 2024, the Applicant again met with City Staff to discuss the Project and the proposed adaptive reuse of the Building at the Premises. Consistent with the Applicant's prior understanding from the pre-submission meetings regarding the Project, the Applicant again understands from this additional discussion that the proposed Dunkin' meets the definition of a "coffee house" contained within City Zoning Code § 223-63 and is a permitted use in the GB Zoning District. Further, it was confirmed that the proposed drive-through is a customary and incidental accessory use to the Dunkin' coffee shop and is similarly permitted at the Premises. The Applicant also understands that a formal determination confirming same is forthcoming from the Building Inspector.

INDEX OF ENCLOSURES:

In support of this Application, enclosed please find five (5) copies of the following documents:

Exhibit A: Response to Comments Memorandum prepared by Colliers Engineering and Design, P.C., dated November 25, 2024, providing responses to City Traffic Consultant Creighton Manning's memorandum dated November 12, 2024 and City Planning Consultant KARC Planning Consultants' memorandum dated November 12, 2024; and

Exhibit B: Response to Comments Memorandum prepared by Hudson Land Design Professional Engineering, P.C., dated November 26, 2024, providing responses to City Planning Consultant KARC Planning Consultants' memorandum dated November 12, 2024 and City Engineering Consultant Lanc & Tully's memorandum dated November 8, 2024.

In further support of this Application, we respectfully submit five (5) full-size sets of the revised Floor Plans and Renderings, prepared by Studio Architecture, DPC, dated October 29, 2024, last revised November 26, 2024, five (5) full-size sets of the revised Site Development plans and Lotline Removal Plat prepared by Hudson Land Design Professional Engineering, P.C., dated October 29, 2024, last revised November 26, 2024, and five (5) copies of the revised Traffic Impact Study, prepared by Colliers Engineering & Design P.C., dated October 29, 2024 and revised November 25, 2024.

CONCLUSION:

We look forward to appearing at this Board's regular meeting on December 10, 2024 to continue the Board's review of the Project and to answer any questions the Board may have. In the meantime, should this Board or City Staff have any questions or comments with regard to the foregoing, please do not hesitate to contact us. Thank you in advance for your consideration of this matter.

Very truly yours,

Taylor M. Palmer

Enclosures

cc: Bruce Flower, City of Beacon Building Inspector

6260656.v2

Jennifer L. Gray, Esq., City of Beacon Planning Board Attorney
Natalie Quinn, KARC Planning Consultants, Inc.
John Russo, P.E., Lanc & Tully Engineering & Surveying, P.C.
Kenneth Wersted, P.E., Creighton Manning Engineering, LLP
Hudson Land Design Professional Engineering, P.C.
Studio Architecture, DPC
Colliers Engineering & Design, P.C.
DKH Realty, LLC
Jessica Zalin, Esq.

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Valhalla, New York 10595
Main: 877 627 3772
colliersengineering.com

Colliers
Engineering & Design

November 25, 2024

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

420 Fishkill Avenue
City of Beacon, Dutchess County, New York
Colliers Engineering & Design Project No. 24010260A

Dear Mr. John Gunn, Chairperson and Members of the Planning Board,

We are in receipt of the November 12, 2024 review letters prepared by the City's Traffic Consultant, Creighton Manning, and the City's Planner, KARC Planning Consultants, which provide comments on Traffic, Site Circulation and Parking for the proposed Project. The following provides specific responses to the consultant comments. Note that in response to some of the comments provided below the Traffic Impact Study has been revised, dated November 25, 2024, and is enclosed as part of this submission.

Creighton Manning November 12, 2024 Comments

1. The project will have a significant reduction in impervious surface, removing much of the asphalt previously used by the car dealership.

   Response: ***Comment noted. No further response required.***

2. The knoll in the NE corner of the property may afford some type of amenity like a picnic table/gazebo for residents or restaurant customers/workers.

   Response: ***Comment noted. Additional site amenities are now proposed as identified on the Site Plans.***

3. Truck delivery parking/loading zone should be identified, and circulation checked.

   Response: ***The four parallel parking spaces previously proposed at the south end of the site have been replaced with a designated loading zone. The Applicant has indicated that deliveries will be limited to WB-40 trucks (tractor trailer with 33-ft. trailer) and smaller vehicles. The vehicle circulation for a garbage truck, 30-ft. box truck (SU-30) and WB-40 has been analyzed as shown on Sheets No. TT-01, TT-02 and TT-03 attached. Modifications have been made to the site layout in order to better accommodate the truck turning movements.***

Colliers Engineering & Design

4. A sidewalk is provided from the north property line to the building. This should be extended to the southern property line. If the adjacent property redevelops, they can continue the sidewalk. Further, we expect workers or customers of adjacent businesses and local residents to walk to the proposed Dunkin Donuts. Consider a short sidewalk connection to the laundromat.

   Response: ***Due to ongoing discussions of the Fiskill Avenue Committee, the sidewalk previously proposed within the Fishkill Avenue right-of-way has been removed from the Site Plan in order to ensure the Project does not construct something that would later be removed as part of the Fishkill Avenue Committee recommendations. The Applicant would agree to later construct a sidewalk along the frontage if it is determined by the Committed that this is an appropriate treatment along the site frontage.***

5. Ramp details are needed at the sidewalk crossing of the driveway and parking lot.

   Response: ***See above regarding sidewalk. Other curb ramp details internal to the site, if required, will be provided as the site plans are progressed.***

6. Channelizing markers (candlestick delineators) are proposed in the rear drive-thru area. Are these necessary? What is their function?

   Response: ***The candlestick delineators have been removed from the plan. A mountable curb is now proposed between the drive-thru lane and the bypass lane. The mountable curb serves two purposes. First to prevent people from trying to sneak into the drive-thru from the bypass lane and second to also delineate the drive-thru for larger vehicles to avoid the height bar and canopy that will be over the pickup window.***

7. The main driveway (enter and exit) is aligned with the parking bay adjacent to the building. The application indicates a heavy reliance on drive-thru orders. Does aligning the driveway with the drive-thru exit aisle provide a reduction in the internal circulation pattern and a better, straight-line approach to Fishkill Ave? (Image right.)

   Response: ***The main driveway location has been shifted to the north to align with the drive-thru exit as suggested.***

8. Is the second southernly entrance necessary? During busy periods is it possible that NB drivers turning right into the southern driveway will attempt to merge with drivers already in queue along the front of the building? (Image on next page.)

   Response: ***The southerly driveway is required for both garbage and delivery vehicle access as shown on the vehicle circulation plans attached and discussed above. In order to better prevent vehicles from trying to sneak into the drive-thru queue from this driveway, mountable curbing has been added between the drive-thru and bypass lanes that would still allow vehicles to escape the drive-thru if needed.***

Colliers Engineering & Design

9. Where is the menu ordering board?

   Response: ***The ordering board will be located at the southeast corner along the eastern facing building wall. This is shown on Sheet No. A110 of the architectural plans.***

10. A crosswalk across Fishkill Ave at Townsend Ave and Conklin St should be provided. A stop sign should be installed on the side street approaches.

    Response: ***A crosswalk crossing Fishkill Avenue at Townsend Street has been added to the site plans as requested. The addition of a crosswalk at Conklin Street can be further discussed with the Board, but a crosswalk at that location would require a pedestrian to walk along an area of Fishkill Avenue with no sidewalk provide for a distance of approximately 500 ft. in order to access the site. It is our opinion that only having a crosswalk at Townsend Street that would lead pedestrians directly into the site is a preferred treat in order to keep pedestrians on the existing sidewalk on the west side of Fishkill Avenue as much as possible.***

11. The traffic study included several other developments: 25 Townsend St, 393-397 Fishkill Ave, 410 Fishkill Ave, and Beacon HIP Lofts & Self Storage. We defer to the Planning Board if there are any projects missing from this list.

    Response: ***Our office is not aware of any other significant projects that would add traffic to the area.***

12. Please provide a breakdown of the internal and pass-by credits applied by land use and peak hour. I.e. illustrate the amount of IC, PB, new and total trips. We want to verify that any internal credits are reasonable against the volumes of the individual uses.

    Response: ***The internal and pass-by trips are now specifically identified on Table No. 1 contained in Appendix B of the Revised Traffic Impact Study. As indicated in the study, while it is anticipated that not all traffic generated by the project will be newly added trips to the surrounding roadway network, the traffic analysis is based on the total trips generated without any credit for internal or pass-by trips in order to provide a somewhat more conservative analysis of future traffic conditions.***

13. Figure 12 illustrates 119 trips entering, 71 trips exiting the site in the AM peak hour while Table 1 totals 119 trips entering and 113 trips exiting. Figure 13 illustrates 112 trips entering, 71 trips exiting the site during the PM peak hour while Table 1 totals 71 trips entering, 70 trips exiting. Revise trip assignment and build figures, LOS reports, and tables as needed.

    Response: ***The figures, analysis and summary tables have been corrected to correctly account for the anticipated site generated traffic volumes entering and exiting the site during each of the peak hours.***

Colliers Engineering & Design

14. There are numerous typos in the Table 1 as compared to the synchro reports, mainly with the reported side street delay values.

    Response: Table No. 2 – Level of Service Summar Table, which we believe this comment was meant to refer to has been corrected based on the revised analysis.

15. Sight distances exceed recommendations as long as the proposed landscaping doesn't reduce sight lines. Care should be used to ensure the street trees proposed near the driveway do not have low branches.

    Response: Comment noted, this will be reviewed further as the detailed landscaping plan for the site is developed.

16. The shared parking analysis generally shows adequate parking supply. It's noted that the applicant is anticipating and accommodating shared parking with the adjacent laundromat, which effectively only has four spaces on their property. The project is accommodating six spaces adjacent to the laundromat.

    Response: Comment noted. See also response to KARC Planning Consultants comment below.

17. Will resident parking be designated or available on a first-come first-served basis?

    Response: Four (4) parking spaces on the site have been designated as residential only parking spaces. This has been accounted for in the Shared Parking Analysis contained in the revised TIS.

KARC Planning Consultants, Inc. November 12, 2024 Comments

6. **Parking:** Pursuant to Section 223-6 of the code, a minimum of 22 spaces are required for the proposed project while a maximum of 41 parking spaces are permitted. A total of 41 parking spaces are currently proposed onsite. Based on the drive-through nature of the proposed use and findings of the applicant's shared parking analysis, the Board should discuss if a reduced parking supply would be sufficient to meet the demand of the project while also facilitating a reduction in the total amount of paved land area onsite.

    Response: As indicated in the TIS, the shared parking analysis indicates a need for 33 parking spaces for the Project at peak demand including four (4) spaces designated for residential parking only. Based on other site changes including the provision of a designated loading space and additional amenity/green space, the total number of parking spaces provided on the site has been reduced to 35 parking spaces. As noted in the TIS, it is known that users of the neighboring Margaret's Laundromat, which is located along the Project's northern property line, regularly utilize parking on the Project site to access the laundromat. The two additional spaces provided over the anticipated peak parking demand will allow this to continue to occur if needed in the future.

We will be available to discuss these items further with the board at the upcoming December 10th Planning Board meeting. If you have any questions, please do not hesitate to contact our office directly.

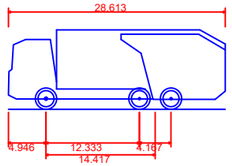
Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.



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

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Mack TerraPro Cabover 6x4 MRU613 + Wayne Curbtender 31cu yd

Overall Length	28.613ft
Overall Width	8.000ft
Overall Body Height	10.481ft
Min Body Ground Clearance	1.311ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	33.500ft

1 STORY COMMERCIAL BUILDING

ASPHALT PARKING AREA

EXISTING GAS STATION

EDGE OF ASPHALT

CONCRETE WALK

GV

O MH

DC

CBFI

30 0 30

SCALE : 1" = 30'

Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

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2024\24010260A\Transportation\Concept\R-CNPT-TRCK.dwg\R-TT01 -GARBAGE By: RDANDREA

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PRELIMINARY SITE CIRCULATION PLANS
FOR
DKH REALTY

420-430 FISHKILL AVENUE
CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

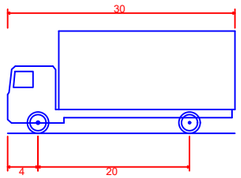
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Valhalla, NY 10595
Phone: 914.347.7500
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	11/22/24	RGD	PJG

PROJECT NUMBER:	DRAWING NAME:
24010260A	R-CNPT-TRCK

SHEET TITLE:
GARBAGE TRUCK

SHEET NUMBER:
TT-01



SU-30 - Single Unit Truck

Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

1 STORY COMMERCIAL BUILDING

ASPHALT PARKING AREA

EDGE OF ASPHALT

EXISTING GAS STATION

CONCRETE WALK

SU-30 - Single Unit Truck

gmo

GV

O MH

DC

CBFI

30 0 30

SCALE : 1" = 30'

Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

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PRELIMINARY SITE CIRCULATION PLANS FOR
DKH REALTY

420-430 FISHKILL AVENUE
CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

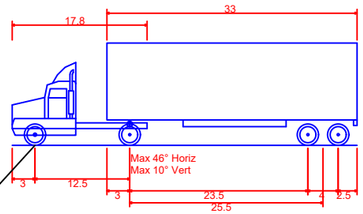
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	11/22/24	RGD	PJG

PROJECT NUMBER: 24010260A
DRAWING NAME: R-CNPT-TRCK

SHEET TITLE:
SINGLE UNIT 30 FT. (SU-30) BOX TRUCK

SHEET NUMBER:
TT-02



WB-40 - Intermediate Semi-Trailer

Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°

1 STORY COMMERCIAL BUILDING

ASPHALT PARKING AREA

EDGE OF ASPHALT

EXISTING GAS STATION

N W E S

WB-40 - Intermediate Semi-Trailer

WB-40 CONCRETE WALK Intermediate Semi-Trailer

WB-40 Intermediate Semi-Trailer

WB-40 Intermediate Semi-Trailer

WB-40 Intermediate Semi-Trailer

wmo gmo GV MH DC CBFI

30 0 30

SCALE : 1" = 30'

Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

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2024\24010260A\Transportation\Concept\R-CNPT-TRCK.dwgR-TT03-WB40 By: RDANDREA

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PRELIMINARY SITE CIRCULATION PLANS FOR
DKH REALTY

420-430 FISHKILL AVENUE
CITY OF BEACON
DUTCHESS COUNTY
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Colliers Engineering & Design
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	11/22/24	RGD	PJG

PROJECT NUMBER:	DRAWING NAME:
24010260A	R-CNPT-TRCK

SHEET TITLE:
33 FT. TRACTOR TRAILER (WB-40) TRUCK

SHEET NUMBER:
TT-03

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

November 26, 2024

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

Re: Coffee House with Accessory Drive Through
Application for Subdivision and Site Plan Approvals
420-430 Fishkill Avenue, City of Beacon, New York
Tax Parcels: 6055-80-443076; -450087; -455098 (±1.095 acres total)

Dear Chairman Gunn and Members of the Planning Board:

On behalf of the Applicant for the above referenced project, Hudson Land Design (HLD) is pleased to submit five (5) copies of the following documents in support of the Project:

- Civil Site Plan Set (Sheets 1 through 5 of 5)
- Preliminary Plat (Sheet 1 of 1)

The civil site plan set and preliminary plat have been updated in response to comments from the Planning Board and from the City's consultants for the Planning Board's continued review and consideration of the Application. The following are point-by-point responses to each comment contained within the letters prepared by the City's consultants:

Lanc & Tully Review Letter, Dated November 8, 2024:

Lot Line Removal Plat:

1. The easement has been modified to be centered along the pipe.

General Comments:

1. A note has been added to the plan regarding the road opening permit (see Site Specific Note 7 on Sheet CV-1).
2. A cost estimate will be prepared with a future submittal once the layout has been generally accepted by the Planning Board.
3. The plan currently shows a potential future path for trail access. Any easement will be shown once the layout is generally accepted by the Planning Board and subject to future discussion between the applicant and the City. Refer to the Cuddy & Feder LLP cover letter for additional narrative.

4. Grading will be provided in future submittals once the layout is generally accepted by the Planning Board.
5. Lighting will be provided in future submittals once the layout is generally accepted by the Planning Board.
6. In its current configuration, a fire service line will be required for the residential/second floor portion of the building, which will be shown as the plan and layout progresses.
7. A formal landscaping plan will be provided in future submittals once the layout is generally accepted by the Planning Board. Conceptual landscaping is provided for the time being.
8. The most recent layout reduces the impervious coverage as compared to existing site conditions. A drainage analysis showing the reduction in post-developed flow rates will be provided in a future submittal, once the layout is generally accepted by the planning Board.

Site Plan (Sheet 3 of 5):

1. The location of the sanitary sewer service is still under investigation. The water service line size has been shown.
2. The location of the sanitary sewer service is still under investigation.
3. The plan shows an area of existing pavement that can serve pedestrian movements in the right-of-way. See also KARC response 7 below.
4. Grading and spot elevations for ADA ramps will be provided. The site plan calls out the locations of ADA ramps.
5. The previously shown catch basins were concept only. The locations will be provided once detailed site grading is provided.
6. A crosswalk and break in the proposed curbed islands along Fishkill Avenue is provided for ADA access.
7. The bulk table has been revised to show the building height.
8. Preliminary traffic control signage is provided on the Site Plan.

KARC Planning Consultants, Inc. Review Letter, Dated November 12, 2024:

1. Addressed by Cuddy & Feder LLP.
2. The bulk table has been revised to address residential density.
3. Lighting will be provided in future submittals once the layout is generally accepted by the Planning Board.
4. A formal landscaping plan will be provided in future submittals once the layout is generally accepted by the Planning Board. Conceptual landscaping is provided for the time being.
5. Creighton Manning provided a review letter regarding traffic and circulation, which is being address by Colliers Engineering and Design.
6. Following layout changes, the project now provides 35 parking spaces, a reduction from the previously proposed 41 parking spaces.
7. The layout has been modified to relocate the proposed curbing and street trees into the property. The plan also provides for pedestrian movements via midblock crosswalk near Townsend Street. The plan provides for sidewalk utilizing the existing pavement along the curbed islands within the right-of-way, leaving a clean slate for future planned pedestrian facilities along this corridor. It is noted

that there is just over 13 feet between the right-of-way line and the Fishkill Avenue fog line. Refer to the Cuddy & Feder LLP cover letter for additional narrative.

8. The plan currently provides a potential pathway for future rail trail / greenway trail access.
9. Full site signage will be provided in a future submittal.

We look forward to continuing our discussions regarding this Application at your December 10, 2024, Planning Board meeting. Should you have any questions, please feel free to contact me on my direct line 845-766-8955.

Sincerely,

Daniel G. Koehler, P.E.
Principal

cc: DKH Realty, LLC, Owner & Applicant (via email)
Taylor M. Palmer, Esq., Cuddy & Feder LLP, Counsel to Applicant (via email)
Chris Raffaelli, Studio Architecture, DPC, Applicant's Architect (via email)
Richard D'Andrea, P.E., PTOE, Colliers Engineering and Design, Traffic Consultant (via email)
Michael A. Bodendorf, P.E. (HLD file)

420 FISHKILL AVE
SITE REDEVELOPMENT

420 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK

PARCEL INFORMATION:
TAX ID: 6055-80-443078 (±0.304 AC), 450087 (±0.396 AC), & 455098 (±0.395 AC)
TOTAL LOT AREA: ±1.095 ACRES
ZONING DISTRICT: GB (GENERAL BUSINESS)

ADA CONSTRUCTION NOTES:

1. ADA ACCESSIBLE COMPONENTS AND ACCESS ROUTES FOR THE SITE MUST COMPLY WITH ALL APPLICABLE STATE AND LOCAL ACCESSIBILITY LAWS AND REGULATIONS AND THE CURRENT ADA STANDARDS. FINISHED SURFACES ALONG THE ACCESSIBLE ROUTE FROM PARKING SPACE OR PEDESTRIAN ACCESS TO POINTS OF ACCESSIBLE BUILDING INGRESS/OR EGRESS, MUST COMPLY WITH ADA REQUIREMENTS. THESE INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING:
   - 1.1. PARKING SPACES AND PARKING AISLES – SLOPE SHALL NOT EXCEED 1:48 IN ANY DIRECTION.
   - 1.2. CURB RAMPS – SLOPE MUST NOT EXCEED 1:12 (8.3%) FOR A MAXIMUM OF SIX (6) FEET.
   - 1.3. LANDINGS – MUST BE PROVIDED AT EACH END OF RAMPS, MUST PROVIDE POSITIVE DRAINAGE, AND MUST NOT EXCEED 1:48 IN ANY DIRECTION.
   - 1.4. PATH OF TRAVEL ALONG ACCESSIBLE ROUTE – MUST PROVIDE A 36-INCH OR GREATER UNOBSTRUCTED WIDTH OF TRAVEL. THE SLOPE MUST BE NO GREATER THAN 1:20 IN THE DIRECTION OF TRAVEL, AND MUST NOT EXCEED 1:48 IN CROSS SLOPE. WHERE PATH OF TRAVEL WILL BE GREATER THAN 1:20, ADA RAMP STANDARDS MUST BE MET WITH A MAXIMUM SLOPE OF 1:12, FOR A MAXIMUM RISE OF 30 INCHES. RAMPS MUST HAVE ADA HAND RAILS AND LANDINGS AT BOTH THE TOP AND BOTTOM OF EACH RAMP, WITH CROSS SLOPES NO MORE THAN 1:48 IN ANY DIRECTION.
   - 1.5. DOORWAYS – MUST HAVE A LANDING AREA ON THE EXTERIOR SIDE OF THE DOOR THAT IS SLOPED AWAY FROM THE DOOR NO MORE THAN 1:48 AND MUST BE NO LESS THAN 60 INCHES LONG.
2. WHEN THE PROPOSED CONSTRUCTION INCLUDES CONNECTION TO EXISTING ADA COMPONENTS, CONTRACTOR MUST VERIFY EXISTING ELEVATIONS SHOWN, NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF THERE ARE ANY DISCREPANCIES OR FIELD CONDITIONS THAT DIFFER FROM WHAT IS SHOWN BEFORE COMMENCING WORK. CONSTRUCTED IMPROVEMENTS MUST COMPLY WITH THE MAXIMUM AND MINIMUM ADA REQUIREMENTS.
3. THE CONTRACTOR MUST VERIFY THE SLOPES OF THE FORMWORK PRIOR TO POURING CONCRETE. CONTRACTOR IS RESPONSIBLE FOR ALL COSTS TO REMOVE, REPAIR AND REPLACE NON-CONFORMING CONCRETE.



SITE LOCATION MAP SCALE: 1" = 400'

ADJOINING OWNERS WITHIN 200':
PARCEL: OWNER & ADDRESS
1. AUDREY HENDERSON LT, 22 MEAD AVE, BEACON NY 12508
2. AARON YERKS, 26 MEAD AVE, BEACON NY 12508
3. BRENT STAPLETON, 30 MEAD AVE, BEACON NY 12508
4. PETER NETTLETON, 34 MEAD AVE, BEACON NY 12508
5. JOSEPH POWERS, 40 MEAD AVE, BEACON NY 12508
6. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
7. JAMVIR BEACON INC, 425 FISHKILL AVE, BEACON NY 12508
8. BRYAN SACHS II, 8 TOWNSEND STREET, BEACON NY 12508
9. STUART WETHERBEE, 66 MEAD AVE, BEACON NY 12508
10. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
11. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
12. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
13. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
14. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
15. MARENE MANAGEMENT GROUP INC, PO BOX 462, HOPEWELL JUNCTION NY 12533
16. MARENE MANAGEMENT GROUP INC, PO BOX 462, HOPEWELL JUNCTION NY 12533
17. DENNIS MORONEY, 10 MACKIN AVE, BEACON NY 12508
18. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
19. DKH REALTY LLC, PO BOX 859, GOSHEN NY 10924
20. BEACON COMMERCIAL REALTY PROP, 25 DIANA RIDGE ROAD, HIGHLAND NY 12528
21. FPGU INC, 6 SCHNABL CT, WAPPINGERS FALLS NY 12590
22. TGS ASSOCIATES INC, 7509 NORTH BROADWAY, RED HOOK NY 12571
23. METROPOLITAN TRANSPORTATION, 2 BROADWAY, NEW YORK NY 10004
24. LANDGROVE REALTY INC, 29 LYDIA DRIVE, BEACON NY 12508

SITE SPECIFIC NOTES:

1. THE CONTRACTOR SHALL PERFORM A UTILITIES CALL-OUT PRIOR TO CONSTRUCTION TO VERIFY ALL UNDERGROUND UTILITY LOCATIONS BY CONTACTING UFPO @ 1-800-962-7962. SPECIFIC ATTENTION SHALL BE PAID TO THE LOCATIONS OF THE GAS, WATER AND SEWER MAINS WITH RESPECT TO THE PROPOSED LOCATIONS FOR THE SERVICE AND DRAINAGE LINES.
2. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND INVERTS OF ALL DRAINAGE, SANITARY SEWER, WATER AND GAS LINES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOT ASSUME THAT ALL LOCATIONS AS SHOWN ON THE PLAN ARE CORRECT.
3. THE EXISTING BUILDING AND SHALL BE SERVED BY THE CITY OF BEACON MUNICIPAL WATER AND SEWER SERVICES VIA EXISTING WATER AND SANITARY SEWER SERVICE LINES.
4. STREET CLOSURE FOR DRIVEWAY CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF BEACON REQUIREMENTS. A PLAN SHALL BE IN PLACE FOR MAINTENANCE AND PROTECTION OF TRAFFIC.
5. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION. FISHKILL AVENUE SHALL BE KEPT CLEAN AND SWEPT DURING CONSTRUCTION.
6. THE BUILDING DEPARTMENT SHALL HAVE THE RIGHT TO INSPECT THE EXISTING BUILDING TO CONFIRM THAT THERE ARE NOT EXISTING STORMWATER CONNECTIONS TO THE CITY'S SANITARY SEWER SYSTEM PRIOR TO THE MAP BEING SIGNED. AN INFLOW & INFILTRATION (I&I) STUDY WAS CONDUCTED FOR THE PROJECT, WITH NO ILLICIT CONNECTIONS FOUND.
7. A ROAD OPENING PERMIT SHALL BE OBTAINED FROM THE CITY OF BEACON.

INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES

CATCH BASINS AND PIPING:

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

PROPERTY OWNER:
DKH REALTY, LLC
PO BOX 859
GOSHEN, NY 10924
PH: 845-291-1998

APPLICANT:
DKH REALTY, LLC
PO BOX 859
GOSHEN, NY 10924
PH: 845-291-1998

DRAWING INDEX:
SHEET 1: COVER SHEET (CV-1)
SHEET 2: EXISTING CONDITIONS & REMOVALS PLAN (XC-1)
SHEET 3: SITE PLAN (SP-1)
SHEET 4: CONSTRUCTION DETAILS (CD-1)
SHEET 5: CONSTRUCTION DETAILS (CD-2)

PROJECT ENGINEER:
HUDSON LAND DESIGN
PROFESSIONAL ENGINEERING P.C.
174 MAIN STREET
BEACON, NEW YORK 12508
PH: 845-440-6926

PROJECT SURVEYOR:
CV ASSOCIATES NY, PE, LS, PC
148 ROUTE 17M SUITE 2
HARRIMAN, NY 10926
PH: 845-774-1075

PROJECT ARCHITECT:
STUDIO ARCHITECTURE, DPC
297 KNOLLWOOD ROAD SUITE 209
WHITE PLAINS, NY 10607
PH: 914-266-8903

APPLICANT'S CONSENT:

THE UNDERSIGNED APPLICANT 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.

_____ _____
DKH REALTY,LLC DATE

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE

_____ DAY OF _____, 20_____, SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

SIGNED THIS _____ DAY OF _____, 20_____, BY

_____ CHAIRMAN

_____ SECRETARY

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

DRAWN BY: CMB				CHECKED BY: DGK			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
1	11/26/24	PER PLANNING BOARD COMMENTS	CMB				

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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

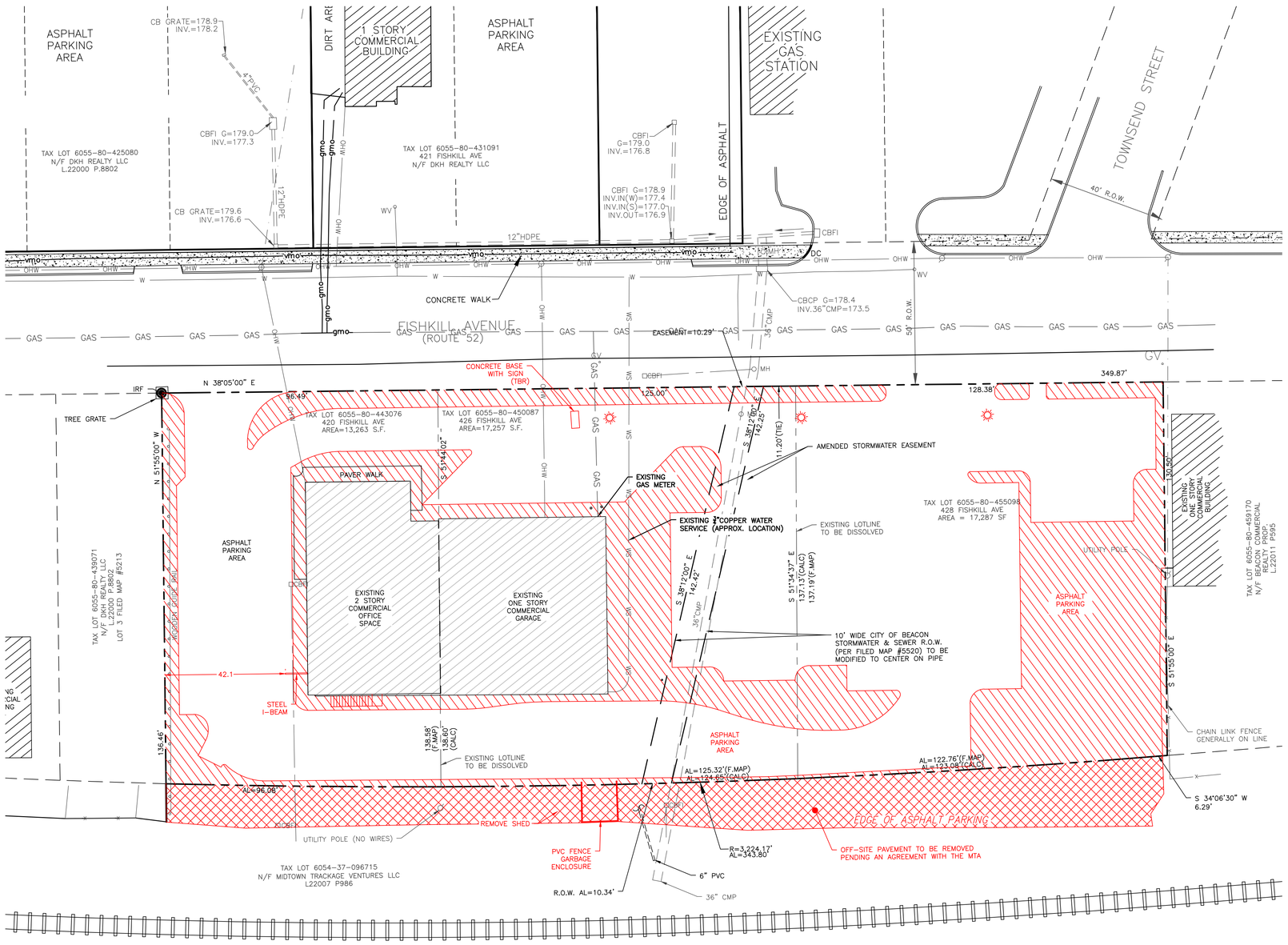
COVER SHEET

420 FISHKILL AVE

420 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-443076, 450087 & 455098

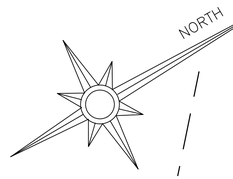
JOB #:	2024:013
DATE:	10/29/24
SCALE:	AS SHOWN
TITLE:	CV-1
SHEET:	1 OF 5

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



LEGEND:

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



SCHEDULE OF REGULATIONS (GB ZONING DISTRICT):

PARAMETER	REQUIREMENT
LOT AREA:	N/A
LOT AREA PER UNIT:	1,500 SQFT MINIMUM
LOT WIDTH:	N/A
LOT DEPTH:	100 FEET MINIMUM
YARD SETBACKS (RESIDENTIAL USE):	
FRONT YARD:	15 FEET MINIMUM
SIDE YARD:	20 FEET MINIMUM
REAR YARD:	25 FEET MINIMUM
MAX. BUILDING HEIGHT:	35 FT MAX.
MAX. BUILDING COVERAGE:	N/A
MAX. UNITS/BUILDING:	N/A

SURVEY REFERENCE:

1. REFERENCE IS HEREBY MADE TO SURVEY ENTITLED "LANDS OF DKH REALTY LLC" DATED APRIL 3, 2024 AND PREPARED BY CV ASSOCIATES NY, P.E. L.S., P.C..
2. EXISTING TOPOGRAPHY TAKEN FROM RECENT AERIAL PHOTOGRAPHY FLOWN IN OCTOBER 2024.

SURVEY NOTES:

1. EXISTING BUILDINGS SHOWN ON SUBJECT PARCELS ARE IN GOOD EXTERIOR CONDITION.
2. ASPHALT PARKING AREA ON 415, 420, 426 & 428 FISHKILL AVENUE IS SUBSTANTIALLY OVER THE PROPERTY LINE.
3. OVERHEAD WIRES ARE CONNECTED TO THE BUILDINGS ON 420 AND 421 FISHKILL AVENUE.
4. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WERE OBSERVED DURING THE PROCESS OF CONDUCTING THE FIELD WORK.
5. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIR WAS OBSERVED DURING THE PROCESS OF CONDUCTING THE FIELD WORK.
6. EXISTING 36" CORRUGATED METAL DRAINAGE PIPE APPEARS TO BE PARTIALLY OUTSIDE OF THE 10' WIDE RIGHT-OF-WAY.
7. ALL STREETS SHOWN HEREON ARE PUBLIC STREETS.
8. THESE PARCELS ARE IN ZONE X (AREA OF MINIMAL FLOOD HAZARD) AS SHOWN ON FIRM FLOOD INSURANCE RATE MAP "CITY OF BEACON – 36027c0464E, EFFECTIVE DATE 5/2/2012.
9. NO WETLANDS EXISTING ON ANY OF THE PARCELS BASED ON AVAILABLE ONLINE DATA AND VISUAL INSPECTION.

LOT CONSOLIDATION & EASEMENT NOTES:

1. THE INTENT OF THIS PLAN IS TO CONSOLIDATE THE THREE EXISTING TAX PARCELS INTO A SINGLE TAX PARCEL BY REMOVING ALL INTERIOR LOT LINES, CONCURRENT WITH A SITE PLAN APPLICATION BEFORE THE CITY OF BEACON PLANNING BOARD.
2. THE EXISTING DRAINAGE EASEMENT IS TO BE MODIFIED TO FULLY CONTAIN THE EXISTING STORM INFRASTRUCTURE.

DEMOLITION NOTES:

1. PRIOR TO DEMOLISHING ANY BUILDINGS/STRUCTURES, THE CONTRACTOR SHALL PERFORM A PRE-DEMOLITION SURVEY IN ACCORDANCE WITH STATE AND FEDERAL REGULATIONS GOVERNING THE DISPOSAL OF SOLID WASTE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS BY THE AUTHORITY HAVING JURISDICTION. ALL DEBRIS RESULTING FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF OFF-SITE AT A FACILITY APPROVED TO RECEIVE THE DEBRIS.
2. CONFORM TO APPLICABLE CODE FOR DEMOLITION OF STRUCTURES, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, RUNOFF CONTROL, AND HAULING, DISPOSAL AND STORAGE OF DEBRIS.
3. PROVIDE, ERECT, AND MAINTAIN TEMPORARY BARRIERS AND SECURITY DEVICES.
4. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATIONS. DO NOT INTERRUPT EXISTING UTILITIES SERVING OPERATING FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY OWNER AND AUTHORITIES HAVING JURISDICTION.
5. NOTIFY ADJACENT OWNERS OF WORK THAT MAY AFFECT THEIR PROPERTY, POTENTIAL NOISE, UTILITY OUTAGE, OR DISRUPTION. COORDINATE WITH OWNER.
6. PREVENT MOVEMENT OR SETTLEMENT OF ADJACENT STRUCTURES. PROVIDE BRACING AND SHORING.
7. LOCATE AND IDENTIFY ALL EXISTING UTILITIES WITHIN THE CONSTRUCTION AREA. DISCONNECT AND SEAL OR CAP OFF UTILITY SERVICES THAT WILL BE AFFECTED BY THIS PROJECT. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS. VERIFY THAT UTILITIES HAVE BEEN DISCONNECTED AND CAPPED.
8. DEMOLISH AND REMOVE COMPONENTS IN AN ORDERLY AND CAREFUL MANNER.
9. PROTECT EXISTING FEATURES THAT ARE NOT TO BE DEMOLISHED.
10. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESSES.
11. MAINTAIN EGRESS AND ACCESS AT ALL TIMES. DO NOT CLOSE OR OBSTRUCT ROADWAYS, OR SIDEWALKS WITHOUT PERMITS.
12. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION.
13. ROUGH GRADE AND COMPACT AREAS AFFECTED BY DEMOLITION TO MAINTAIN SITE GRADES AND CONTOURS.
14. FIELD VERIFY EXISTING CONDITIONS AND CORRELATE WITH REQUIREMENTS INDICATED ON DEMOLITION PLAN TO DETERMINE EXTENT OF SELECTIVE DEMOLITION REQUIRED.
15. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATION.
16. CONDUCT DEMOLITION OPERATIONS AND REMOVE DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH SELECTIVE DEMOLITION OPERATIONS.
17. CONDUCT DEMOLITION OPERATIONS TO PREVENT INJURY TO PEOPLE AND DAMAGE TO ADJACENT BUILDINGS AND FACILITIES TO REMAIN. ENSURE SAFE PASSAGE OF PEOPLE AROUND SELECTIVE DEMOLITION AREA.
18. USE WATER MIST, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS TO LIMIT THE SPREAD OF DUST AND DIRT. COMPLY WITH GOVERNING ENVIRONMENTAL PROTECTION REGULATIONS. DO NOT USE WATER WHEN IT MAY DAMAGE EXISTING CONSTRUCTION, SUCH AS ICE, FLOODING, AND POLLUTION.
19. REMOVE AND TRANSPORT DEBRIS IN A MANNER THAT WILL PREVENT SPILLAGE ON ADJACENT SURFACES AND AREAS.
20. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, DIRT AND DEBRIS CAUSED BY SELECTIVE DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING BEFORE START OF SELECTIVE DEMOLITIONS.
21. PROMPTLY DISPOSE OF DEMOLISHED MATERIALS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON-SITE. DO NOT BURN DEMOLISHED MATERIALS ON-SITE.

APPLICANT'S CONSENT:

THE UNDERSIGNED APPLICANT 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.

_____ _____
DKH REALTY, LLC DATE

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE

_____ DAY OF _____, 20_____, SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

SIGNED THIS _____ DAY OF _____, 20_____, BY

_____ CHAIRMAN

_____ SECRETARY

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

DRAWN BY: CMB				CHECKED BY: DGK			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
1	11/26/24	PER PLANNING BOARD COMMENTS	CMB				

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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STATE OF NEW YORK DANIEL G. KOGUT 082716 LICENSED PROFESSIONAL ENGINEER
SEAL

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

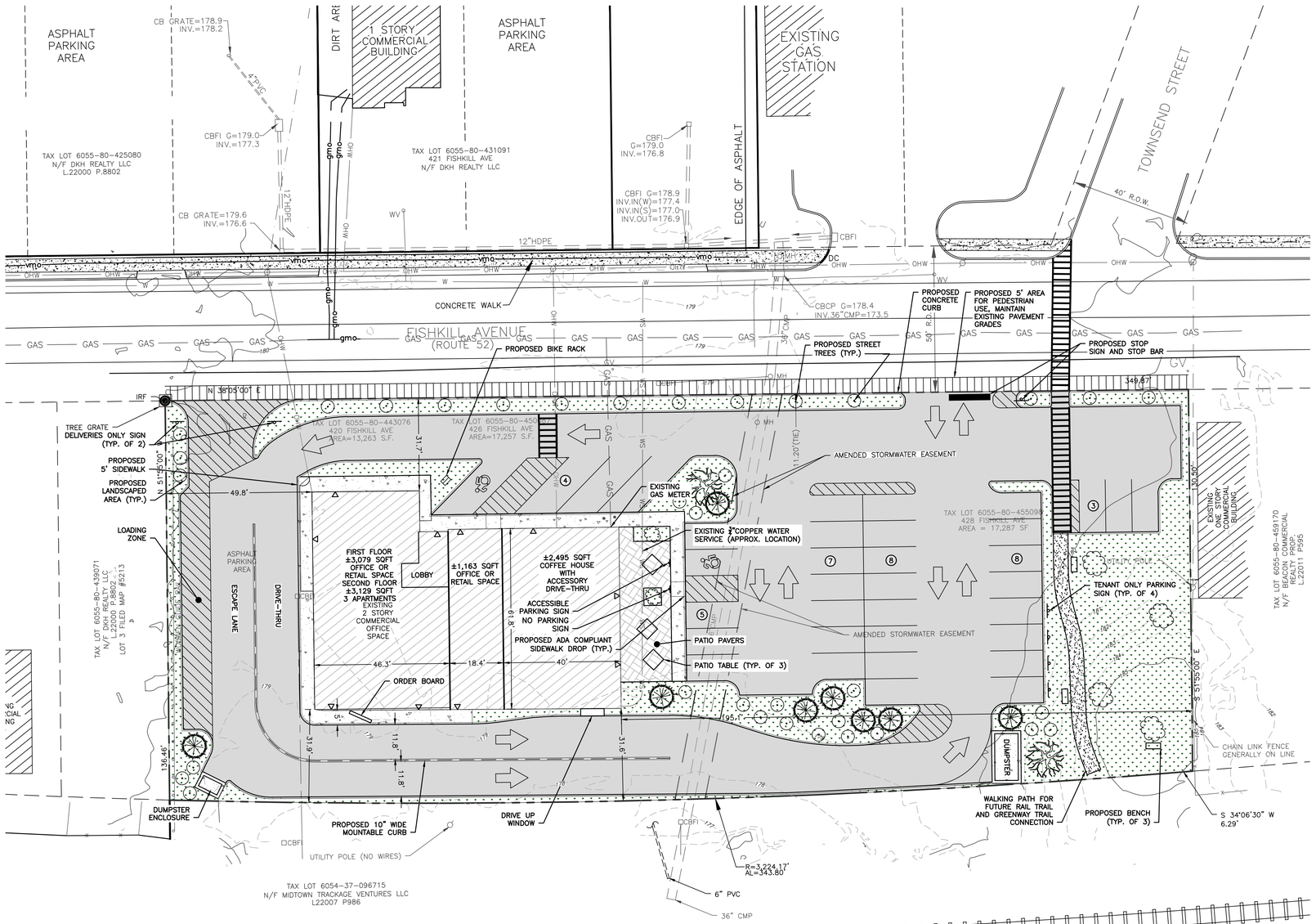
EXISTING CONDITIONS & REMOVALS PLAN

420 FISHKILL AVE

420 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-443076, 450087 & 455098

JOB #:	2024:013
DATE:	10/29/24
SCALE:	1" = 20'
TITLE:	XC-1
SHEET:	2 OF 5

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



LEGEND:

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

- PROPOSED PROPERTY LINE
- PROPOSED SET BACK LINE
- 250 PROPOSED MAJOR CONTOUR
- 252 PROPOSED MINOR CONTOUR
- PROPOSED EASEMENT
- PROPOSED TREE LINE
- S PROPOSED SEWER LINE
- SS PROPOSED SEWER SERVICE LINE
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEAN OUT
- PROPOSED SDS LATERAL
- PROPOSED SDS SOLID LINE
- ST PROPOSED STORM WATER LINE
- RL PROPOSED ROOF LEADER LINE
- PROPOSED ROOF LEADER
- W PROPOSED WATER LINE
- WS PROPOSED WATER SERVICE LINE
- PROPOSED WELL
- PROPOSED HYDRANT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED WATER VALVE

SCHEDULE OF REGULATIONS (GB ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

PARAMETER	REQUIREMENT	EXISTING	PROVIDED
LOT AREA:	N/A (2)	±47,807 SQFT	±47,807 SQFT
LOT WIDTH:	N/A	±221.5 FEET	±221.5 FEET
LOT DEPTH:	100 FEET MINIMUM	±130.5 FEET	±130.5 FEET
YARD SETBACKS:			
FRONT YARD:	15 FEET MINIMUM	±31.7 FEET	±31.7 FEET
SIDE YARD:	20 FEET MINIMUM	±42.1 FEET	±42.1 FEET
REAR YARD:	25 FEET MINIMUM	±31.6 FEET	±31.6 FEET
MAX. BUILDING HEIGHT:	35 FT MAX.	±27.7 FEET	±32.9 FEET

NOTE:
1. THE EXISTING AND PROVIDED MEASUREMENTS CONSIDERS THE REDEVELOPMENT ON THE COMBINED SINGLE PARCEL.
2. MINIMUM 1,500 SQUARE FEET PER RESIDENTIAL UNIT. 3 UNITS PROPOSED, MIN. 4,500 SQUARE FEET REQUIRED. 47,807 SQUARE FEET PROVIDED.

PARKING NOTES:

1. REFER TO TRAFFIC IMPACT STUDY PREPARED BY COLLIERS ENGINEER AND DESIGN, DATED NOVEMBER 26, 2024 FOR PARKING CALCULATIONS AND SITE DISTANCE MEASUREMENTS.
2. PROVIDED PARKING:
   a. MAXIMUM 35 PARKING SPACES, INCLUDING 2 ADA ACCESSIBLE PARKING SPACES PROVIDED.

SITE PLAN NOTES:

1. THE PROJECT PROPOSES AN ADAPTIVE REUSE OF EXISTING AUTOMOBILE DEALERSHIP LOCATED ON THE SUBJECT PROPERTY, WITH NO INCREASE TO THE BUILDING SIZE. THE BUILDING WILL PROVIDE A ±2,495 SQUARE FOOT COFFEE HOUSE, ±4,242 SQUARE FEET OF OFFICE/RETAIL SPACE, AND THREE RESIDENTIAL APARTMENT UNITS ON THE SECOND FLOOR.
2. THERE ARE NO WETLANDS OR FLOODPLAINS ASSOCIATED WITH THE PROJECT SITE.
3. TOTAL SITE IMPERVIOUS COVERAGE REDUCED FROM 100% TO 80%.
4. THE APPLICANT WILL BE REQUIRED TO OBTAIN A HIGHWAY WORK PERMIT FROM THE CITY OF BEACON FOR WORK WITHIN THE FISHKILL AVENUE RIGHT-OF-WAY.

APPLICANT'S CONSENT:

THE UNDERSIGNED APPLICANT 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.

_____ _____
DKH REALTY, LLC DATE

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE

_____ DAY OF _____, 20_____ SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

SIGNED THIS _____ DAY OF _____, 20_____, BY

_____ CHAIRMAN

_____ SECRETARY

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

DRAWN BY: CMB				CHECKED BY: DGK			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
1	11/26/24	PER PLANNING BOARD COMMENTS	CMB				

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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STATE OF NEW YORK · DANIEL G. ROBERTS · 098716 · LICENSED PROFESSIONAL ENGINEER

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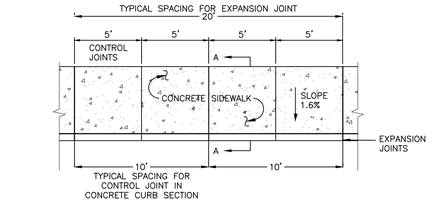
SITE PLAN

420 FISHKILL AVE

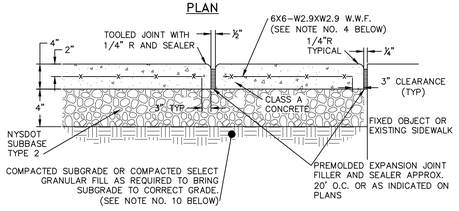
420 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-443076, 450087 & 455098

JOB #:	2024:013
DATE:	10/29/24
SCALE:	1" = 20'
TITLE:	SP-1
SHEET:	3 OF 5

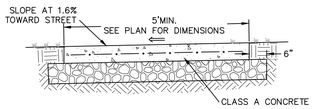
UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209.2 OF THE NEW YORK EDUCATION LAW



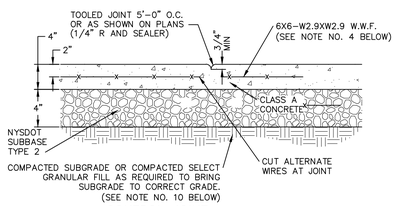
PLAN



EXPANSION JOINT



SECTION A-A

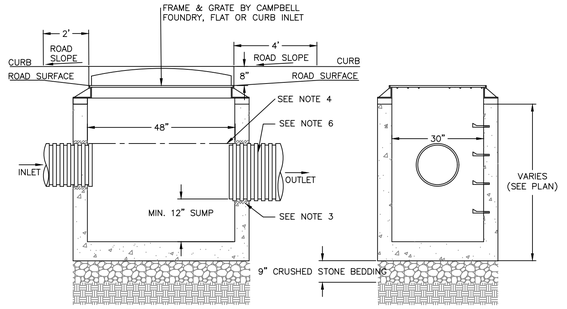


CONTROL JOINT

NOTES:

1. 10' SPACING OF CONTROL JOINTS SHALL BE USED FOR CAST IN PLACE CONCRETE CURBS.
2. MATERIAL AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, LATEST EDITION; THE ONLY EXCEPTION BEING THAT THE WORK OF THIS CONTRACT SHALL BE MEASURED IN ENGLISH UNITS.
3. ALL CONCRETE SHALL BE 4,000 PSI CLASS A CONCRETE. CONCRETE MATERIALS, PLACEMENT, AND CONSTRUCTION SHALL CONFORM WITH SECTION 500 OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. REINFORCING STEEL FOR CONCRETE SHALL CONFORM WITH SECTION 556 – REINFORCING STEEL FOR CONCRETE STRUCTURES OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS AND AS SPECIFICALLY CALLED OUT IN THE DRAWINGS.
5. ALL EXPOSED SURFACED SHALL HAVE A BROOM TEXTURED FINISH.
6. EXPANSION JOINTS SHALL BE LOCATED A MAXIMUM OF 20' ON CENTER, OR AS INDICATED ON PLANS.
7. JOINTS SHALL NOT BE SAW CUT.
8. EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH "SUREBOND"/"SAFEBOND" SB-7000 INTENSIFIER BRIGHT PROTECTOR AND SIDEWALK SEALER, OR EQUAL. RATE AND METHOD OF APPLICATION SHALL BE IN ACCORDANCE WITH MANUFACTURE'S RECOMMENDATIONS.
9. SUBBASE MATERIAL SHALL CONFORM WITH SECTION 304 OF THE ABOVE REFERENCED NYSDOT STANDARD.
10. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSE OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMATION WITH SECTION 203-EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
11. ALL WORK SHALL CONFORM WITH SECTION 608-SIDEWALK, DRIVEWAYS, AND BICYCLE PATHS OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
12. CONCRETE SHALL BE SEALED WITH A SALT RESISTANT SEALER.

CONCRETE SIDEWALK DETAIL
NOT TO SCALE

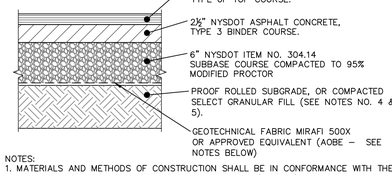


FRONT VIEW SIDE VIEW

NOTES:

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

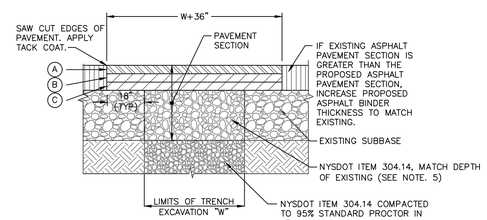
CATCH BASIN DETAIL
NOT TO SCALE



NOTES:

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, LATEST EDITION.
2. SUBGRADE SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS.
3. TACK COAT WHEN SPECIFIED OR CALLED OUT IN THESE DRAWINGS OR REQUIRED BY THE REFERENCED SPECIFICATIONS SHALL CONFORM WITH SECTION 407-TACK COAT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
4. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSES OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN CONFORMANCE WITH SECTION 203-EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
5. IF UNSUITABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR POSSIBLE MODIFICATIONS TO THE PAVEMENT DETAIL.

PAVEMENT SECTION DETAIL
NOT TO SCALE



LEGENDS

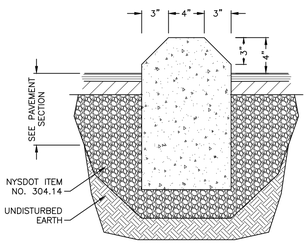
FISHKILL AVENUE RESTORATION COURSES:

- (A) 1-1/2" ASPHALT CONCRETE TOP COURSE- NYSDOT TYPE 6F
- (B) 2-1/2" ASPHALT CONCRETE BINDER COURSE- NYSDOT TYPE 3
- (C) 8" ASPHALTIC BASE COURSE- NYSDOT TYPE 1 (4" LIFTS)

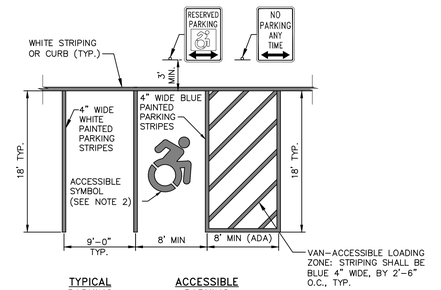
NOTES:

1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE IN TWO 4" LIFTS.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT AS SPECIFIED.
5. PROVIDE 10" GRANULAR SUBBASE COURSE – NYSDOT ITEM 304.14 FOR FISHKILL AVENUE RESTORATION.

PAVEMENT RESTORATION DETAIL
NOT TO SCALE



MOUNTABLE CURB DETAIL
NOT TO SCALE



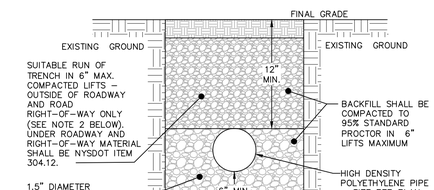
TYPICAL PARKING STRIPING

ACCESSIBLE PARKING STRIPING

NOTES:

1. ALL DIMENSIONS SUBJECT TO CURRENT MUNICIPALITY ZONING AND SITE REGULATIONS.
2. PAINTED HANDICAP SYMBOL TO BE IN ACCORDANCE WITH NYSDOT AND ADA STANDARDS.
3. IF PARKING ABUTS A SIDEWALK, THEN THE REGULATORY SIGNS SHALL BE PLACED BEHIND THE SIDEWALK.
4. PARALLEL SPACES SHALL BE 10'W X 20'L.

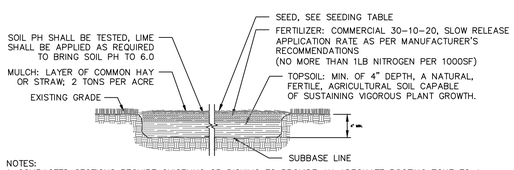
PARKING AND STRIPING DETAIL
NOT TO SCALE



NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

STORM LINE TRENCH DETAIL
NOT TO SCALE



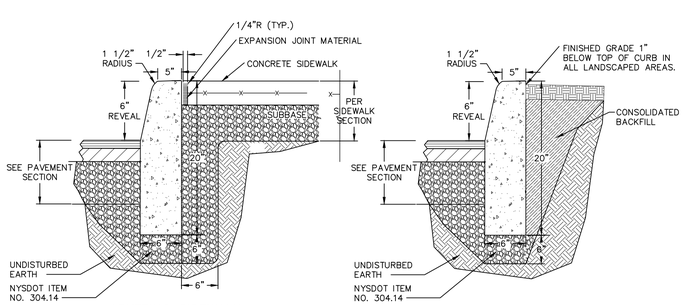
NOTES:

1. COMPACTED SECTIONS REQUIRE CHISELING OR DISKING TO PROVIDE AN ADEQUATE ROOTING ZONE TO A MINIMUM DEPTH OF 12"
2. SOIL AMENDMENTS SHOULD BE INCORPORATED INTO THE UPPER 2" OF SOILS BASED ON SOIL TESTING. IF SOIL MUST BE FERTILIZED BEFORE RESULTS OF A SOIL TEST CAN BE OBTAINED TO DETERMINE FERTILIZER NEEDS, APPLY COMMERCIAL FERTILIZER AT 600 POUNDS PER ACRE 5-5-10 OR EQUIVALENT.
3. PERMANENT SEEDINGS MAY BE MADE ANY TIME OF YEAR IF PROPERLY MULCHED AND ADEQUATE MOISTURE IS PROVIDED. LATE JUNE THROUGH EARLY AUGUST IS NOT OPTIMAL SEEDING PERIOD AS PORTIONS OF THE SEEDING MAY FAIL DUE TO DROUGHT AND HEAT. THESE AREAS MAY NEED RESEEDING IN LATE SUMMER/FALL OR THE FOLLOWING SPRING.
4. WATERING MAY BE ESSENTIAL TO ESTABLISH A NEW SEEDING WHEN A DROUGHT CONDITION OCCURS SHORTLY AFTER A NEW SEEDING EMERGES. DO NOT EXCEED THE APPLICATION RATE FOR THE SEED OR SUBSOIL.
5. SEEDING OPTION A FOR A SUNNY SITE TO BE USED, UNLESS OTHERWISE NOTED.

SEEDING TABLE

TYPE	SUNNY SITE:	SUNNY DROUGHTY SITE:	SHADY DRY SITE:	SHADY WET SITE:
OPTION A	65% CREEPING RED FESCUE 20% PERENNIAL RYE GRASS 15% FINE FESCUE 175 LBS PER ACRE	65% FINE FESCUE 15% PERENNIAL RYE GRASS 20% CREEPING FESCUE 220 LBS PER ACRE	65% FINE FESCUE 15% PERENNIAL RYE GRASS 20% CREEPING FESCUE 220 LBS PER ACRE	70% CREEPING RED FESCUE 30% BLEND OF SHADE-TOLERANT HARD FESCUE 130 POUNDS PER ACRE
OPTION B	100% CREEPING RED FESCUE 200 LBS PER ACRE	100% CREEPING RED FESCUE 200 LBS PER ACRE	80% BLEND OF SHADE-TOLERANT CEREAL RYE 20% PERENNIAL RYE 175 LBS PER ACRE	100% CHEWINGS FESCUE 200 LBS PER ACRE
OPTION C			100% CREEPING RED FESCUE 200 LBS PER ACRE	

TOPSOIL SEED, FERTILIZER AND MULCH DETAIL
NOT TO SCALE



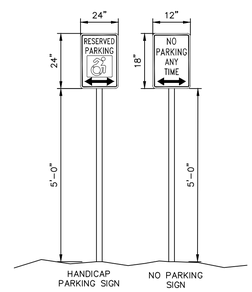
ABUTTING SIDEWALK

ABUTTING GRASS OR LANDSCAPE

NOTES:

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

CAST-IN-PLACE CONCRETE CURB DETAIL
NOT TO SCALE



SIGN DETAILS
NOT TO SCALE

APPLICANT'S CONSENT:

THE UNDERSIGNED APPLICANT 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.

_____ _____
DKH REALTY, LLC DATE

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

SIGNED THIS _____ DAY OF _____, 20_____, BY

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REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
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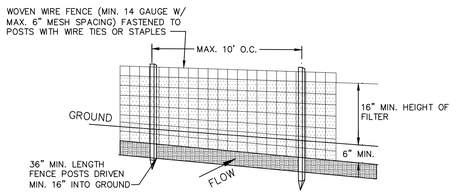
CONSTRUCTION DETAILS

420 FISHKILL AVE

420 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-443076, 450087 & 455098

JOB #: 2024:013
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SHEET: 4 OF 5

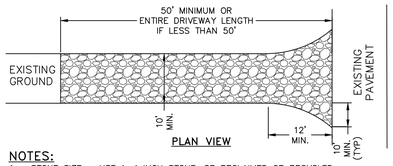
UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209.2 OF THE NEW YORK EDUCATION LAW



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.

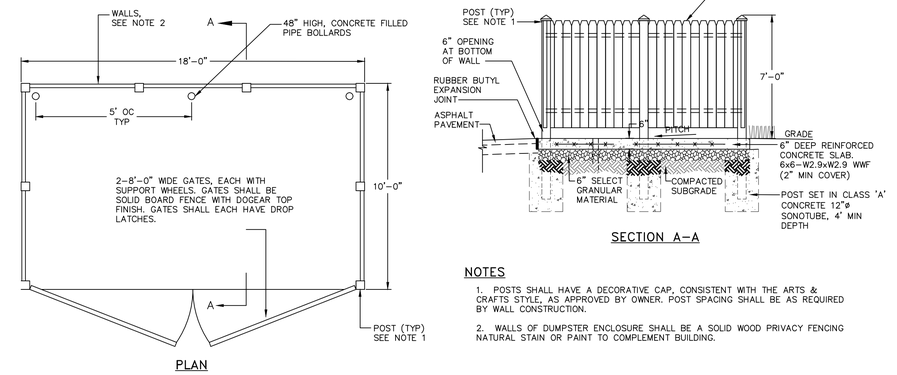
SILT FENCE DETAIL
NOT TO SCALE



NOTES:

1. STONE SIZE – USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. THICKNESS – NOT LESS THAN SIX (6) INCHES.
3. WIDTH – 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.
4. GEOTEXTILE – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
5. SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE, IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
6. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
7. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
8. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE



NOTES

1. POSTS SHALL HAVE A DECORATIVE CAP, CONSISTENT WITH THE ARTS & CRAFTS STYLE, AS APPROVED BY OWNER. POST SPACING SHALL BE AS REQUIRED BY WALL CONSTRUCTION.
2. WALLS OF DUMPSTER ENCLOSURE SHALL BE A SOLID WOOD PRIVACY FENCING NATURAL STAIN OR PAINT TO COMPLEMENT BUILDING.

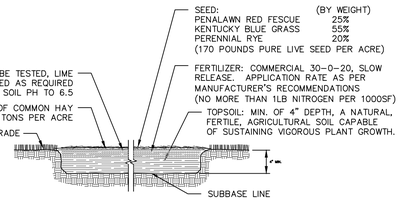
TRASH ENCLOSURE DETAILS
NOT TO SCALE



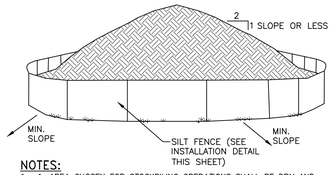
NOTES:

1. BICYCLE RACK TO BE PARK IT 6 MANUFACTURED BY SWAGMAN OR EQUAL.

BICYCLE RACK DETAIL
NOT TO SCALE



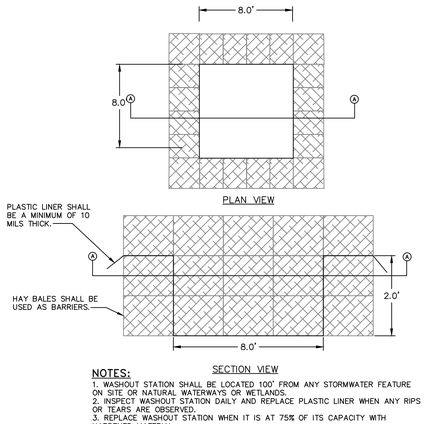
TOPSOIL SEED, FERTILIZER AND MULCH DETAIL
NOT TO SCALE



NOTES:

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

TEMPORARY SOIL STOCKPILE DETAIL
NOT TO SCALE



NOTES:

1. WASHOUT STATION SHALL BE LOCATED 100' FROM ANY STORMWATER FEATURE ON SITE OR NATURAL WATERWAYS OR WETLANDS.
2. INSPECT WASHOUT STATION DAILY AND REPLACE PLASTIC LINER WHEN ANY RIPS OR TEARS ARE OBSERVED.
3. REPLACE WASHOUT STATION WHEN IT IS AT 75% OF ITS CAPACITY WITH HARDENED MATERIAL.
4. WATER ACCUMULATION IN WASHOUT AREA FROM RAINWATER SHALL BE PUMPED FROM THE STATION INTO A GRASSED AREA.

CONCRETE WASHOUT STATION DETAIL
NOT TO SCALE

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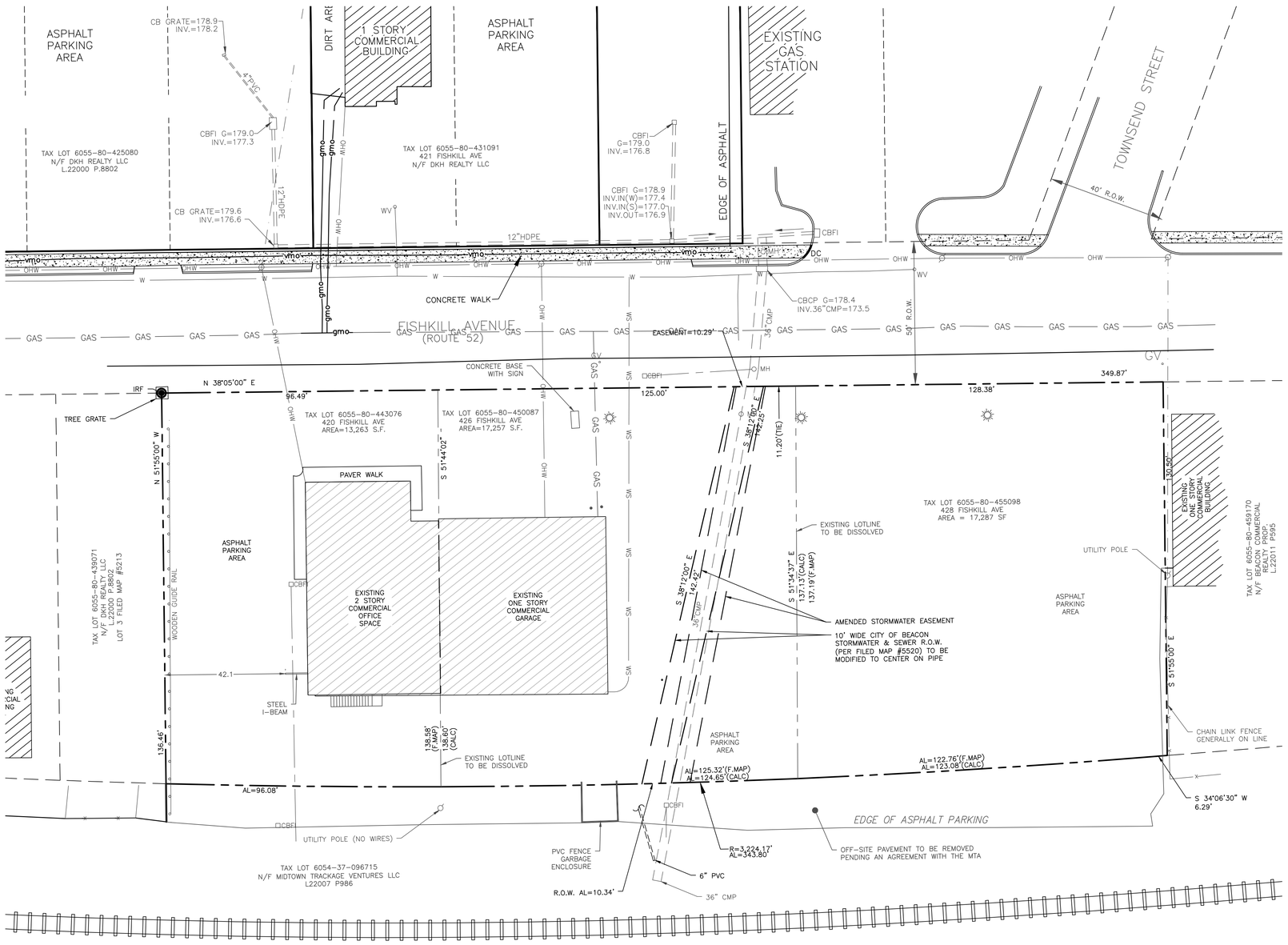
CONSTRUCTION DETAILS

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CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-443076, 450087 & 455098

JOB #:	2024:013
DATE:	10/29/24
SCALE:	AS SHOWN
TITLE:	CD-2
SHEET:	5 OF 5

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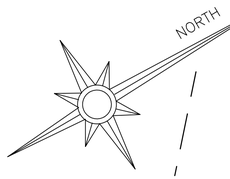


LEGEND:

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



SITE LOCATION MAP SCALE: 1" = 400'



SCHEDULE OF REGULATIONS (GB ZONING DISTRICT):

PARAMETER	REQUIREMENT
LOT AREA:	N/A
LOT AREA PER UNIT:	1,500 SQFT MINIMUM
LOT WIDTH:	N/A
LOT DEPTH:	100 FEET MINIMUM
YARD SETBACKS (RESIDENTIAL USE):	
FRONT YARD:	15 FEET MINIMUM
SIDE YARD:	20 FEET MINIMUM
REAR YARD:	25 FEET MINIMUM
MAX. BUILDING HEIGHT:	35 FT MAX.
MAX. BUILDING COVERAGE:	N/A
MAX. UNITS/BUILDING:	N/A

PROJECT INFORMATION:

PARCEL OWNER:	DKH REALTY, LLC PO BOX 859 GOSHEN, NY 10924
PROJECT ENGINEER:	HUDSON LAND DESIGN P.C., 174 MAIN STREET, BEACON NY 12508
PROJECT SURVEYOR:	CV ASSOCIATES NY, 148 RT 17M STE 2, HARRIMAN NY 10926
PROJECT ARCHITECT:	STUDIO ARCHITECTURE, DPC, 297 KNOLLWOOD RD STE 209 WHITE PLAINS NY 10607
PARCEL LOCATION:	420 FISHKILL AVE, BEACON NY 12508
TAX PARCEL ID:	6055-80-443078 (0.304 AC) & 450087 (0.396 AC) & 455098 (0.395 AC)
PARCEL AREA:	±1.095-ACRES TOTAL
WATER SUPPLY:	MUNICIPAL – CITY OF BEACON
SEWAGE DISPOSAL:	MUNICIPAL – CITY OF BEACON

SURVEY REFERENCE:

1. REFERENCE IS HEREBY MADE TO SURVEY ENTITLED "LANDS OF DKH REALTY LLC" DATED APRIL 3, 2024 AND PREPARED BY CV ASSOCIATES NY, P.E. L.S., P.C..
2. EXISTING TOPOGRAPHY TAKEN FROM RECENT AERIAL PHOTOGRAPHY FLOWN IN OCTOBER 2024.

SURVEY NOTES:

1. EXISTING BUILDINGS SHOWN ON SUBJECT PARCELS ARE IN GOOD EXTERIOR CONDITION.
2. ASPHALT PARKING AREA ON 415, 420, 426 & 428 FISHKILL AVENUE IS SUBSTANTIALLY OVER THE PROPERTY LINE.
3. OVERHEAD WIRES ARE CONNECTED TO THE BUILDINGS ON 420 AND 421 FISHKILL AVENUE.
4. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WERE OBSERVED DURING THE PROCESS OF CONDUCTING THE FIELD WORK.
5. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIR WAS OBSERVED DURING THE PROCESS OF CONDUCTING THE FIELD WORK.
6. EXISTING 36" CORRUGATED METAL DRAINAGE PIPE APPEARS TO BE PARTIALLY OUTSIDE OF THE 10' WIDE RIGHT-OF-WAY.
7. ALL STREETS SHOWN HEREON ARE PUBLIC STREETS.
8. THESE PARCELS ARE IN ZONE X (AREA OF MINIMAL FLOOD HAZARD) AS SHOWN ON FIRM FLOOD INSURANCE RATE MAP "CITY OF BEACON – 36027c0464E, EFFECTIVE DATE 5/2/2012.
9. NO WETLANDS EXISTING ON ANY OF THE PARCELS BASED ON AVAILABLE ONLINE DATA AND VISUAL INSPECTION.

LOT CONSOLIDATION & EASEMENT NOTES:

1. THE INTENT OF THIS PLAN IS TO CONSOLIDATE THE THREE EXISTING TAX PARCELS INTO A SINGLE TAX PARCEL BY REMOVING ALL INTERIOR LOT LINES, CONCURRENT WITH A SITE PLAN APPLICATION BEFORE THE CITY OF BEACON PLANNING BOARD.
2. THE EXISTING DRAINAGE EASEMENT IS TO BE MODIFIED TO FULLY CONTAIN THE EXISTING STORM INFRASTRUCTURE.

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.

_____ _____
DKH REALTY, LLC DATE

SURVEYOR CERTIFICATION:

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY COMPLETED ON APRIL 3, 2024.

BY: _____
DARREN J. STRIDIRON, P.L.S.
148 ROUTE 17M SUITE 2
HARRIMAN, NY 10926

PLS#050487

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

APPLICANT'S CONSENT:

THE UNDERSIGNED APPLICANT 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.

_____ _____
DKH REALTY, LLC DATE

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

SIGNED THIS _____ DAY OF _____, 20_____, BY

_____ CHAIRMAN

_____ SECRETARY

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

DRAWN BY: CMB				CHECKED BY: DGK			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
1	11/26/24	PER PLANNING BOARD COMMENTS	CMB				

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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SEAL

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

LOTLINE REMOVAL PLAT
REVISION TO FILED MAP 5520
420 FISHKILL AVE

420 FISHKILL AVE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 6055-80-443076, 450087 & 455098

JOB #:	2024:013
DATE:	10/29/24
SCALE:	1" = 20'
TITLE:	PT-1
SHEET:	1 OF 1

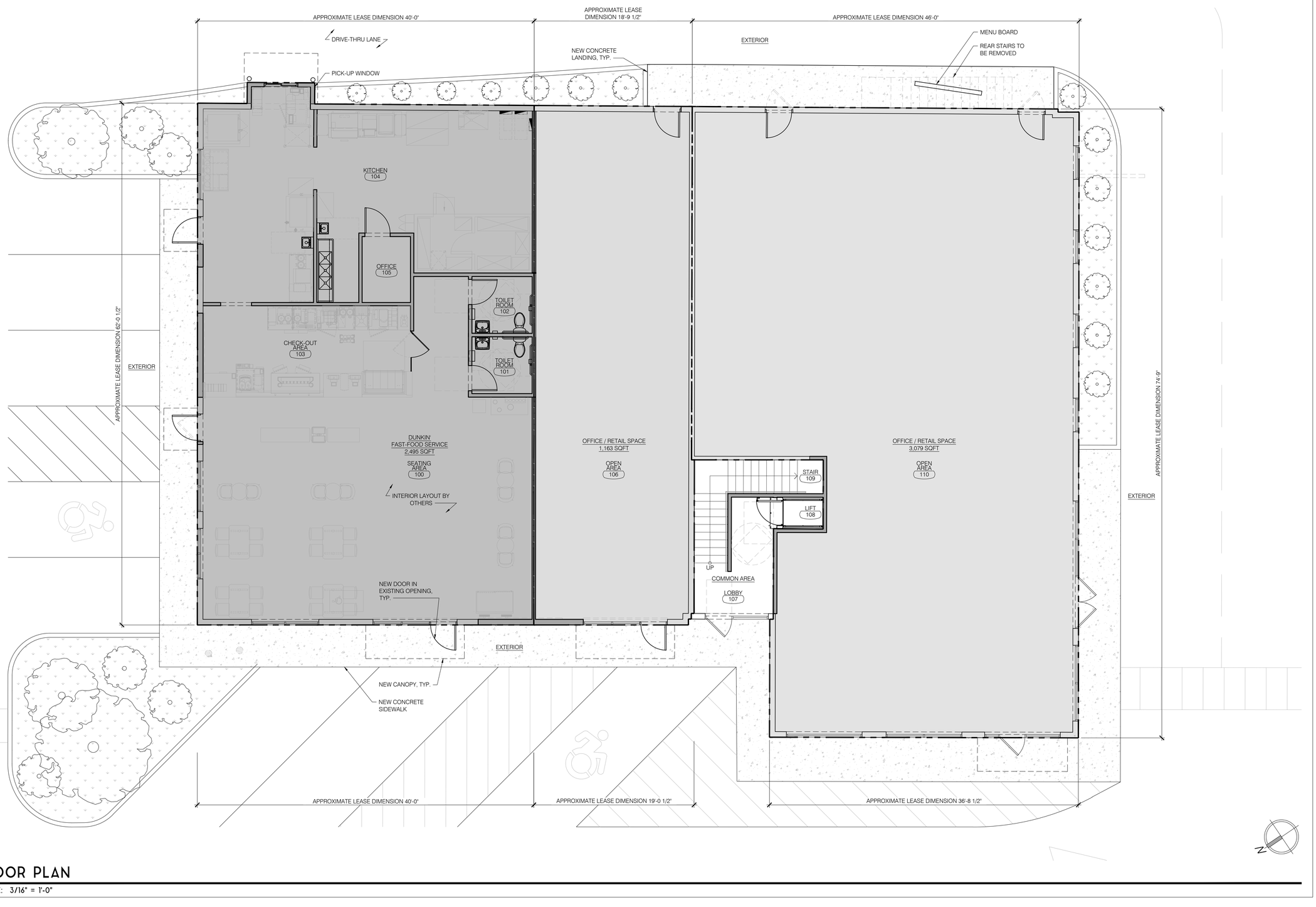
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2024-11-12 ISSUED FOR PLANNING BOARD SUBMISSION
2024-11-26 ISSUED FOR PLANNING BOARD SUBMISSION



FLOOR PLAN

SCALE: 3/16" = 1'-0"

HEALEY RENOVATION

420 FISHKILL AVE
BEACON, NY, 12508

DATE:	11/26/2024
JOB NUMBER:	24042.01
SCALE:	AS NOTED
DRAWN BY:	YH

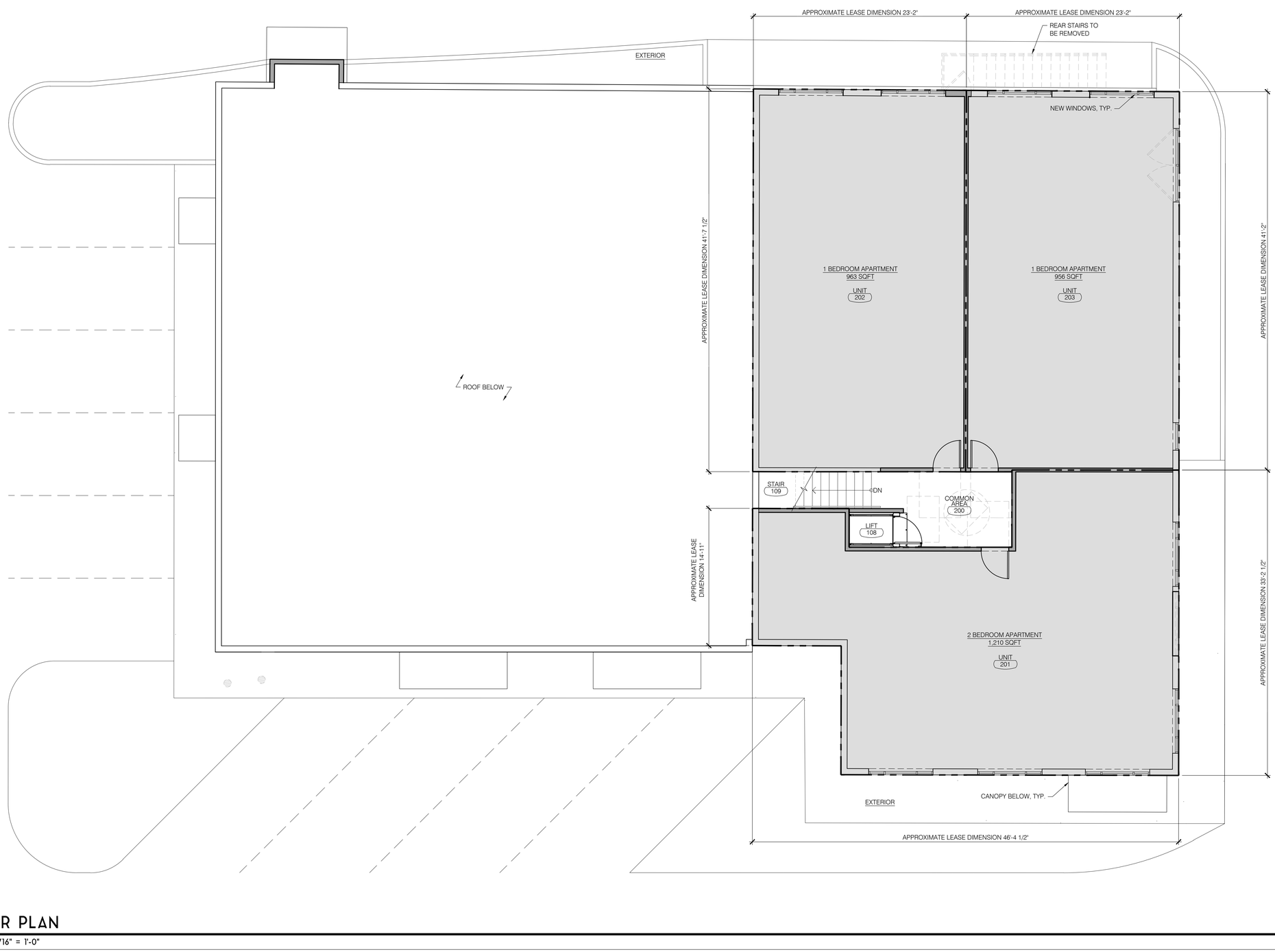
FLOOR PLAN

LAYOUT 4.0

A110

SCHEMATIC DESIGN

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FLOOR PLAN

SCALE: 3/16" = 1'-0"

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HEALEY RENOVATION

420 FISHKILL AVE
BEACON, NY, 12508

DATE:	11/26/2024
JOB NUMBER:	24042.01
SCALE:	AS NOTED
DRAWN BY:	YH

SECOND FLOOR PLAN

LAYOUT 4.0

A120

SCHEMATIC DESIGN

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PROPOSED RENDERING

SCALE: NTS



EXISTING CONDITIONS

SCALE: NTS

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HEALEY RENOVATION

420 FISHKILL AVE
BEACON, NY, 12508

DATE:	11/26/2024
JOB NUMBER:	24042.01
SCALE:	AS NOTED
DRAWN BY:	YH

RENDERING

LAYOUT 4.0

R001

SCHEMATIC DESIGN

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PROPOSED RENDERING

SCALE: NTS



EXISTING CONDITIONS

SCALE: NTS

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HEALEY RENOVATION

420 FISHKILL AVE
BEACON, NY, 12508

DATE:	11/26/2024
JOB NUMBER:	24042.01
SCALE:	AS NOTED
DRAWN BY:	YH

RENDERING

LAYOUT 4.0

R002

SCHEMATIC DESIGN

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PROPOSED RENDERING

SCALE: NTS



EXISTING CONDITIONS

SCALE: NTS

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2024-11-26 ISSUED FOR PLANNING BOARD SUBMISSION

HEALEY RENOVATION

420 FISHKILL AVE
BEACON, NY, 12508

DATE:	11/26/2024
JOB NUMBER:	24042.01
SCALE:	AS NOTED
DRAWN BY:	YH

RENDERING

LAYOUT 4.0

R003

SCHEMATIC DESIGN

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Colliers
Engineering
& Design

Traffic Impact Study

October 29, 2024
Revised November 25, 2024

420-430 Fishkill Avenue (NYS Route 52)
City of Beacon, Dutchess County, New York

Prepared for:

DKH Realty
P.O. Box 859
Goshen, NY 10590

Prepared by:

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New York Professional Engineer
License No. 090241

Philip J. Grealy, Ph.D., P.E.
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Project No. 24010260A

Colliers Engineering & Design

Table of contents

I. Introduction 1
A. Project Description and Location 1
B. Scope of Study 1

II. Existing Roadway and Traffic Descriptions 3
A. Description of Existing Roadways 3
1. Fishkill Avenue (NYS Route 52) 3
2. Townsend Street 3
3. Conklin Street 3
B. 2024 Existing Traffic Volumes 4

III. Evaluation of Future Traffic Conditions 5
A. 2027 No-Build Traffic Volumes 5
B. Site Generated Traffic Volumes 5
C. Arrival/Departure Distribution 6
D. 2027 Build Conditions Traffic Volumes 6
E. Description of Analysis Procedures 7
F. Results of Analysis 7
1. Fishkill Avenue and Townsend Street 8
2. Fishkill Avenue and Conklin Street 8
3. Fishkill Avenue and Proposed Site Access 8
G. Drive Thru Queuing 10

IV. Parking Evaluation 11

V. Summary and Conclusion 13

Appendices

APPENDIX A ..... FIGURES
APPENDIX B ..... TABLES
APPENDIX C ..... LEVEL OF SERVICE STANDARDS
APPENDIX D ..... CAPACITY ANALYSIS
APPENDIX E ..... REFERENCE DATA/TRAFFIC VOLUME DATA
APPENDIX F ..... OTHER DEVELOPMENT DATA

I. Introduction

A. Project Description and Location

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed redevelopment of the former Healey Ford site located at 420-430 Fishkill Avenue in the City of Beacon, Dutchess County, New York (the "Project"). The site, which is located on the east side of Fishkill Avenue just south of Townsend Street falls within the GB – General Business zone and is currently improved with an approximately 10,280 sq. ft. former car dealership building and associated parking area. The Project proposes to redevelop property to consist of an approximately 2,495 sq. ft. Dunkin coffee house with accessory drive-thru, an additional 4,242 sq. ft. of office/retail space, and three (3) apartment units on the second floor of the building. As shown on Figure No. 1, access to the development is proposed via two-way driveway connection to Fishkill Avenue approximately 130 ft. south of Townsend Street. A second entry only driveway is also proposed at the southern end of the property. As discussed further herein, improvements along the site's Fishkill Avenue frontage are proposed to restrict access to two driveway locations, in contrast to the existing sight conditions, where the existing frontage does not have a defined driveway location with open pavement connecting directly to the pavement along Fishkill Avenue for the entire length of the frontage. The site proposes providing a total of 35 off-street parking spaces which will result in a significant reduction in the paved area on the property. Four (4) of the parking spaces will be designated specifically for residential parking only and a designated loading space will be provided at the south end of the site.

A Design Year of 2027 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the Project.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the 2024 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The 2024 Existing Traffic Volumes were then projected to the 2027 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 2027 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 2027 No-Build Traffic Volumes resulting in the 2027 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 analysis of existing and future traffic conditions, a parking analysis parking was also conducted in accordance with the City of Beacon Code to assess the anticipated parking needs of the Project under future conditions. The study also provides an analysis of anticipated drive-thru queuing for the Dunkin' coffee house and provides recommendations to accommodate the anticipated queues and internal pedestrian and vehicular circulation.

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. Fishkill Avenue (NYS Route 52)

Fishkill Avenue (NYS Route 52) is classified as an urban minor arterial roadway under jurisdiction of the City of Beacon It traverses in a generally northeast/southwest direction throughout the City of Beacon. In the immediate vicinity of the site, Fishkill Avenue is a two-lane roadway with paved shoulders and curbing. There is a sidewalk present along the west side of the roadway with a striped crosswalk crossing Conklin Street at the intersection. The posted speed limit in this area is 30 MPH and there is no on-street parking permitted along the roadway.

2. Townsend Street

Townsend Street in a two-lane local City roadway that traverses in an southeast/northwest direction serving primarily residential land uses with some commercial uses closer to its intersection with Fishkill Avenue. The roadway begins at its intersection with Fishkill Avenue and terminates as a "dead end". There are no sidewalks along either side of Townsend Street and the City speed limit of 30 MPH prevails along the roadway.

3. Conklin Street

Conklin Street is a two-lane local City roadway that generally traverses in a southeast/northwest direction and originates at an unsignalized intersection with Fishkill Avenue. The roadway primarily serves residential land uses, with the exception of a few commercial land uses closer to its intersection with Fishkill Avenue. South of Mead Avenue, the roadway has no parking restrictions on its west side and two-hour parking restrictions on its east side. The roadway consists of one lane in each direction with an overall pavement width of approximately 29 feet with no paved shoulders. Overall, the roadway pavement is in good condition and there are no sidewalks present or posted speed limit. The City speed limit of 30 MPH prevails along the roadway.

B. 2024 Existing Traffic Volumes

(Figures No. 2 and 3, Appendix E)

Manual traffic counts were collected by representatives of Colliers Engineering & Design at the intersection of Fishkill Avenue at Townsend Street on Tuesday, September 24, 2024 for the AM and PM Peak Hours 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, including traffic volume data previously collected by our office at the Fishkill Avenue/Conklin Street intersection on Thursday October 6, 2022. Based on this information, the 2024 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours for both intersections. Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- Weekday Peak AM Hour 8:00 AM - 9:00 AM
- Weekday Peak PM Hour 4:15 PM - 5:15 PM

The resulting 2024 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively. The relevant traffic volume data utilized in determining the Existing Traffic Volumes are provided in Appendix "E" for reference.

III. Evaluation of Future Traffic Conditions

A. 2027 No-Build Traffic Volumes

(Figure No. 4 through 9, Appendix F)

The 2024 Existing Traffic Volumes were increased by a growth factor of 1.0% per year to account for general background growth resulting in the 2027 Projected Traffic Volumes, which are shown on Figures No. 4 and 5 for each of the Peak Hours. In addition, traffic from other specific potential developments in the area was identified, which include those projects identified in Exhibit No. 1 below.

Exhibit No. 1: Other Development Summary

Project Name	Location	Propose Use & Size	Traffic Data Source
25 Townsend Street	Beacon, NY	13-Lot Single-Family Subdivision	Traffic Evaluation 2/23/2018
393 & 397 Fishkill Avenue & 7 Conklin Street	Beacon, NY	Mixed-Use Commercial (3,500 SF)/Residential (12 units)	Traffic Impact Study 10/24/2022
410 Fishkill Avenue	Beacon, NY	Carvana Online Car Dealership (19,588 SF)	Traffic Letter Report 4/30/2024
Beacon HIP Lofts & Studio/Beacon Self Storage	Beacon, NY	28-Unit Residential & 30,000 SF Art Studio Space	Traffic Impact Study 10/24/2022

The data referenced for each of the other developments identified above is provided in Appendix F for reference. The resulting total traffic volumes associated with these other developments are shown on Figures No. 6 and 7 for each of the peak hours. These volumes were added to the 2027 Projected Traffic Volumes resulting in the 2027 No-Build Traffic Volumes, which are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

B. Site Generated Traffic Volumes

(Tables No. 1)

Estimates of the amount of traffic to be generated by the proposed development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – 220 – Multifamily Housing (Low-Rise), 822 – Strip Retail Plaza (<40k) and 937 – Coffee/Donut Shop with Drive-Through Window. Table No. 1, contained in Appendix B, summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours.

It is anticipated that some portion of the Project generated trips could remain internal to the site as trips may occur between the retail, residential, and coffee house portions of the Project. ITE data indicates that the internal capture percentage during the Weekday Peak PM Peak Hour could be in excess of 20%, while little to no internal capture trips are anticipated during the Weekday AM Peak Hour.

In addition, it is anticipated that a portion of both the coffee house and remaining commercial space traffic generation could be attracted from the existing traffic volumes passing the site along Fishkill Avenue as pass-by or diverted link trips and therefore, will not be new to the roadway system. ITE data indicates that the percentage of pass-by/diverted link trips could be as much as 40% or more for the coffee house and 25% or more for the commercial spaces.

While it is anticipated that not all traffic generated by the project will be newly added trips to the surrounding roadway network, the traffic analysis does not take any credit for internal or pass-by trips in order to provide a somewhat more conservative analysis of future traffic conditions.

C. Arrival/Departure Distribution

(Figures No. 10 and 11)

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. 10 and 11, respectively.

D. 2027 Build Conditions Traffic Volumes

(Figures No. 12 through 15)

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. 12 and 13 for each of the peak hours, respectively. The site generated traffic volumes were then added to the 2027 No-Build Traffic Volumes to obtain the 2027 Build Traffic Volumes. The resulting 2027 Build Traffic Volumes are shown on Figures No. 14 and 15 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

E. Description of Analysis Procedures

(Appendix C)

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:

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

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

F. Results of Analysis

(Table No. 2, Appendix B & D)

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

Table No. 2, contained in Appendix B, summarizes the results of the capacity analysis for the 2024 Existing, 2027 No-Build and 2027 Build Conditions. Appendix D contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. **Fishkill Avenue and Conklin Street**

   Fishkill Avenue and Conklin Street intersect at a "T" type unsignalized intersection. The Fishkill Avenue approaches each consist of one lane in each direction. The Conklin Street approach consists of one lane in each direction. The Conklin Street approach has a striped crosswalk. Sidewalks are present on the west side of Fishkill Avenue.

   Capacity analysis was conducted for this intersection utilizing the 2024 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service "B" during the AM Peak Hour and at a Level of Service "C" during the PM Peak Hour.

   The capacity analysis was recomputed using the 2027 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "C" or better during the AM and PM Peak Hours under future conditions.

2. **Fishkill Avenue and Townsend Street**

   Fishkill Avenue and Townsend Street intersect at a "T" type intersection. There is no traffic control at this intersection. The Fishkill Avenue approaches each consist of one lane in each direction. The Townsend Street approach consists of one lane in each direction. The Townsend Street approach has a striped crosswalk. Sidewalks are present on the west side of Fishkill Avenue.

   Capacity analysis was conducted for this intersection utilizing the 2024 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service "C" during the AM and PM Peak Hours.

   The capacity analysis was recomputed using the 2027 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience a Level of Service "D" or better during the AM and PM Peak Hours under future conditions.

3. **Fishkill Avenue and Proposed Site Access**

   As noted previously, access to the development is proposed via a two-way driveway connection to Fishkill Avenue approximately 130 ft. south of Townsend Street. A secondary entry only driveway is also proposed at the southern end of the property. The site frontage currently consists of open pavement that connects directly to the Fishkill Avenue pavement. This is proposed to be modified through a combination of new curbing to define the proposed driveways as well as landscaping along the site frontage. In addition, the Project proposes to provide a new sidewalk along the site frontage, where sidewalks do not currently exist today. A pedestrian crosswalk will provide access to the building from the proposed sidewalk. These improvements are detailed on the Site Plans prepared by Hudson Land Design.

In order to assess the operation of the proposed driveways, capacity analysis was conducted using the 2027 Build Traffic volumes. Note that for the purposes of the analysis it was assumed all traffic would enter at the main two-way access driveway providing a somewhat conservative analysis of proposed conditions. These results indicate that the intersection is expected to experience Levels of Service "D" during the AM Peak Hour and a Level of Service "E" during the PM Peak Hour for vehicles exiting the site. Vehicles entering the site are expected to experience minimal delays during each of the peak hours.

Sight Distance Analysis

Sight distance was reviewed for this intersection based on AASHTO criteria utilizing an 85th percentile design speed of 40 MPH along Fishkill Avenue as indicated by data available from the NYSDOT. It should be noted that Fishkill Avenue is generally straight and level at this location and therefore sight distances are generally good. A detailed analysis of the available and AASHTO required sight distances is provided in Exhibit No. 2 below. As identified in the table all stopping and intersection sight distances will be satisfied at this driveway location. Any proposed improvements along the site frontage should be sure not to impede any sight lines for vehicles entering or exiting the stie.

Exhibit No. 2: AASHTO Sight Distances – Fishkill Avenue at Site Access

Sight Lines		Available Sight Distance (Feet)	AASHTO Sight Distances	
			Stopping Sight Distance (Feet)	Intersection Sight Distance (Feet)
Passenger Cars				
Left Turn from Site Access	Looking Left (South)	525	305	445
	Looking Left (Norht)	525	305	445
Left Turn from Major Road	Left Turn Entry (Ahead)	650+	305	325
	Left Turn Entry (Rear End)	525	305	---

Notes:

1. AASHTO Sight Distances based on 40 MPH 85th Percentile Speed.

G. Drive Thru Queuing

(Figure No. A-1, Appendix A)

The proposed drive-through has been reviewed to assess the available vehicle queueing capacity on the site. Observations of other existing similar coffee house drive-thru locations have indicated that typical maximum queue lengths of 10 -12 vehicles can be expected, typically occurring during the morning peak periods. As identified on Figure No. A-1 contained in Appendix A, the site provides sufficient drive-thru queue storage area to accommodate 12 vehicles prior to impacting onsite circulation and parking operations. In addition, the drive-through is provided a bypass lane around the majority of the drive-through queue area to allow for onsite circulation to continue around the drive-through and allow for the possibility of a queued vehicle to escape the drive-thru if desired. It should also be noted that Dunkin' also utilizes online app op ordering, which allows customers to pick up their order either via the drive-thru or within the store, which helps to reduce drive-thru queuing. In addition, Dunkin' drive-thru operators also have the ability to direct customers to a designated parking space for their order to be brought out to their vehicle if the order requires more time or to reduce the overall length of the drive-thru queue

In addition, the southerly right turn entry only driveway is designed to ensure that a vehicle entering this location cannot immediately enter the drive-thru queue in order to ensure that there would not be vehicles queueing onto Fishkill Avenue in this area. A vehicle entering this driveway would be required to circulate around the building and enter the drive-thru queue along the front of the building. It is note that in the event of a smaller queue of 5-6 vehicles or less, a vehicle entering the site at the right turn entry only driveway would be able to enter directly into the drive-thru queue.

IV. Parking Evaluation

(Table P-1 and P-2, Appendix E)

As indicated previously, the Project development area falls within the City of Beacon General Business (GB) District. The City of Beacon Zoning Code (the "Zoning Code"), which has recently been modified through the adoption of Local Law No. 5 of 2024, provides specific off-street parking requirements in Section 223-26 – Off Street Parking, Loading and Vehicular Access. The Zoning Code now specifies both a minimum and maximum parking standard for various uses for properties located in the GB District, within which the Project is located. Exhibit No. 3 below summarizes the minimum and maximum parking standards, and the resulting minimum required and maximum allowable parking spaces for the Project.

Exhibit No. 3 – City of Beacon Code Required Parking

Proposed Use	Size	Code Minimum Parking Standard		Code Maximum Parking Standard	
Residential	3 Apartments	1 Space/D.U.	3 Spaces	3 Spaces/D.U.	9 Spaces
Commercial	4,242 Sq. Ft. (3,818 Sq. Ft.)[1]	3 spaces Per 1000 SF GFA	12 Spaces	5 spaces Per 1000 SF GFA	20 Spaces
Coffee/Donut Shop with Drive-Thru	2,495 Sq. Ft. (2,246 Sq. Ft.)[1]	3 spaces Per 1000 SF GFA	7 Spaces	5 spaces Per 1000 SF GFA	12 Spaces
		Total Parking Spaces	**22 Spaces**	---	**41 Spaces**

Notes:

1. Reduced size for the Commercial space and the Coffee House with Drive-Thru assumes 10% of the total Gross Floor Area will be utility space.
2. City of Beacon Code Minimum and Maximum Parking Standards are based on Section 223-26.D of the City Code.

As indicated in the table above, the Zoning Code requires that the Project provide a minimum of 22 parking spaces up to a maximum of 41 parking spaces. As is now specified in the Code, the Planning Board shall make the ultimate determination of the appropriate number of parking spaces for a Project based on the context of the property, including but not limited to, as applicable, the size of the parcel, proposed uses, existing buildings on the parcel, especially if they are designated as historic, availability of public and street parking in the area, access to public transit, a parking study submitted by the applicant, shared parking arrangements, land-banking authorized under § 223- 26C(2), compliance with the Americans with Disabilities Act (ADA) and any state requirements for accessible parking, and input from any public hearing.

In order to determine an appropriate number of parking spaces for the Project, a shared parking analysis has been conducted based on parking demand and hourly occupancy data provided by the Institute of Transportation Engineers (ITE) as contained in the ***Parking Generation Manual, 6th Edition.*** ITE provides parking demand data and hourly parking occupancy distributions for Land Use 220 – Multifamily Housing (Low-Rise) and Land Use 822 – Strip Retail Plaza (<40k) and Land Use 937 – Coffee/Donut Shop with Drive-Thru, which was referenced for this analysis. The relevant ITE parking data for each land use is provided in Appendix E of this report for reference. As previously indicated, the Project proposes to designate four (4) parking spaces for residential parking only as identified on the site plan. Therefore it is assumed that these 4 spaces are 100% occupied at all times in the shared parking analysis.

The resulting shared parking analysis, which was conducted for a typical weekday and a typical weekend (Saturday) is summarized in Tables P-1 and P-2 contained in Appendix B. As indicated in the tables, the peak parking demand for the Project when accounting for the shared use of parking between the various uses will result in a total parking demand of 26 parking spaces on a weekday, occurring between 12PM – 1PM and 33 parking spaces on a Saturday occurring between 10AM – 11AM. It should also be noted that the parking analysis does not take any credit for the potential of internal trips between the various uses, which may reduce overall parking demand. As shown on the Site Plans, the Project proposes to provide a total of 35 parking spaces, which based on the above analysis is considered code compliant and would sufficiently accommodate the parking demands of the Project. In addition, it is known that users of the neighboring Margaret's Laundromat, which is located along the Project's northern property line, regularly utilize parking on the Project site to access the laundromat. The two additional spaces provided over the anticipated peak parking demand will allow this to continue to occur if needed in the future.

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 Project development traffic is not expected to cause any significant impact in overall operation.

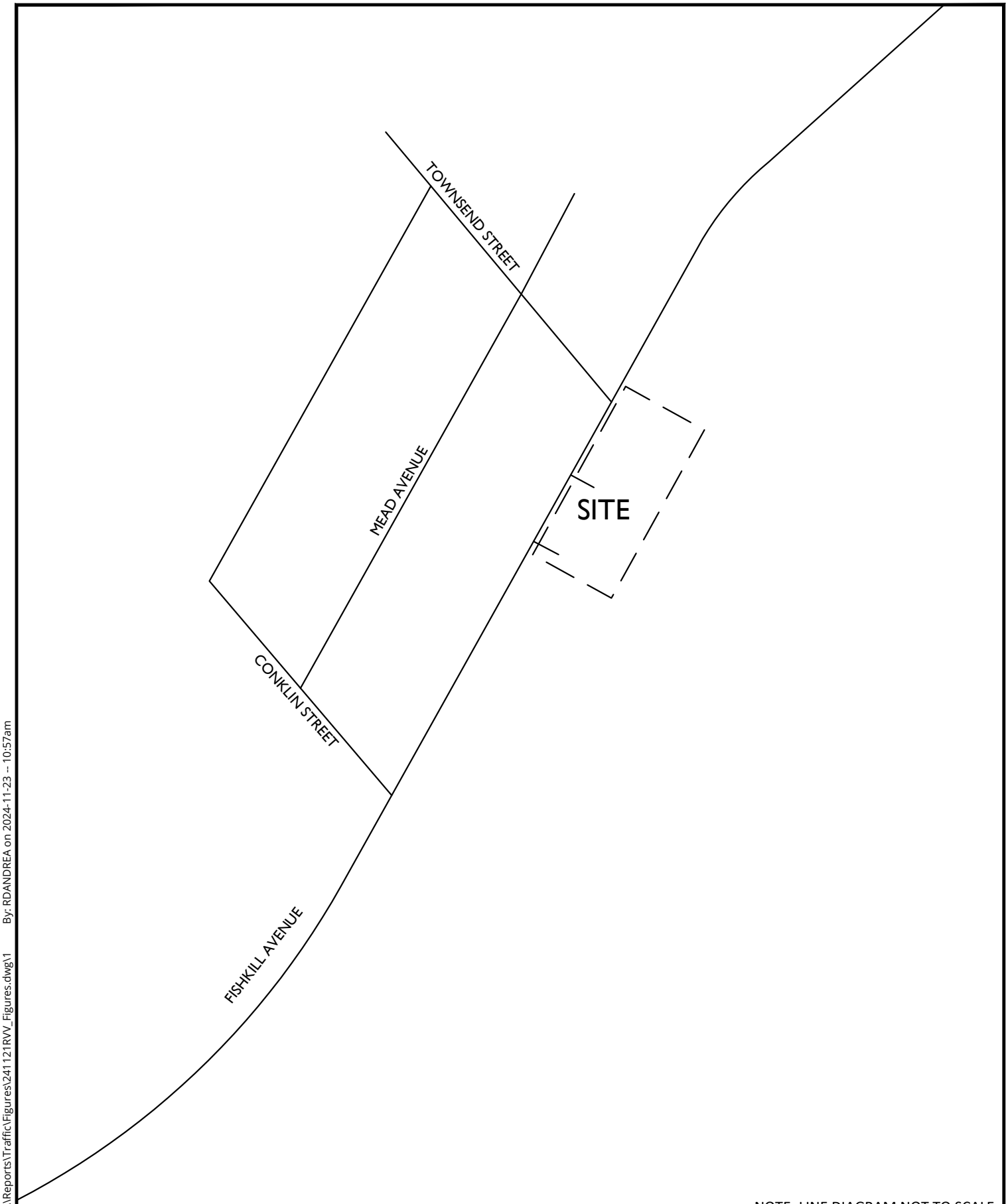
As indicated by the parking analysis, it is the opinion of CED that the 35 parking spaces proposed to be provided on the site would sufficiently accommodate the parking demands of the Project and the Project would be code compliant.

The site frontage, which currently consists of open pavement that connects directly to the Fishkill Avenue pavement, is proposed to be modified through a combination of new curbing to define the proposed driveways as well as landscaping along the site frontage. In addition, the Project proposes to provide a new sidewalk along the site frontage, where sidewalks do not currently exist today. A pedestrian crosswalk will provide access to the building from the proposed sidewalk.

Colliers Engineering & Design

Traffic Impact Study

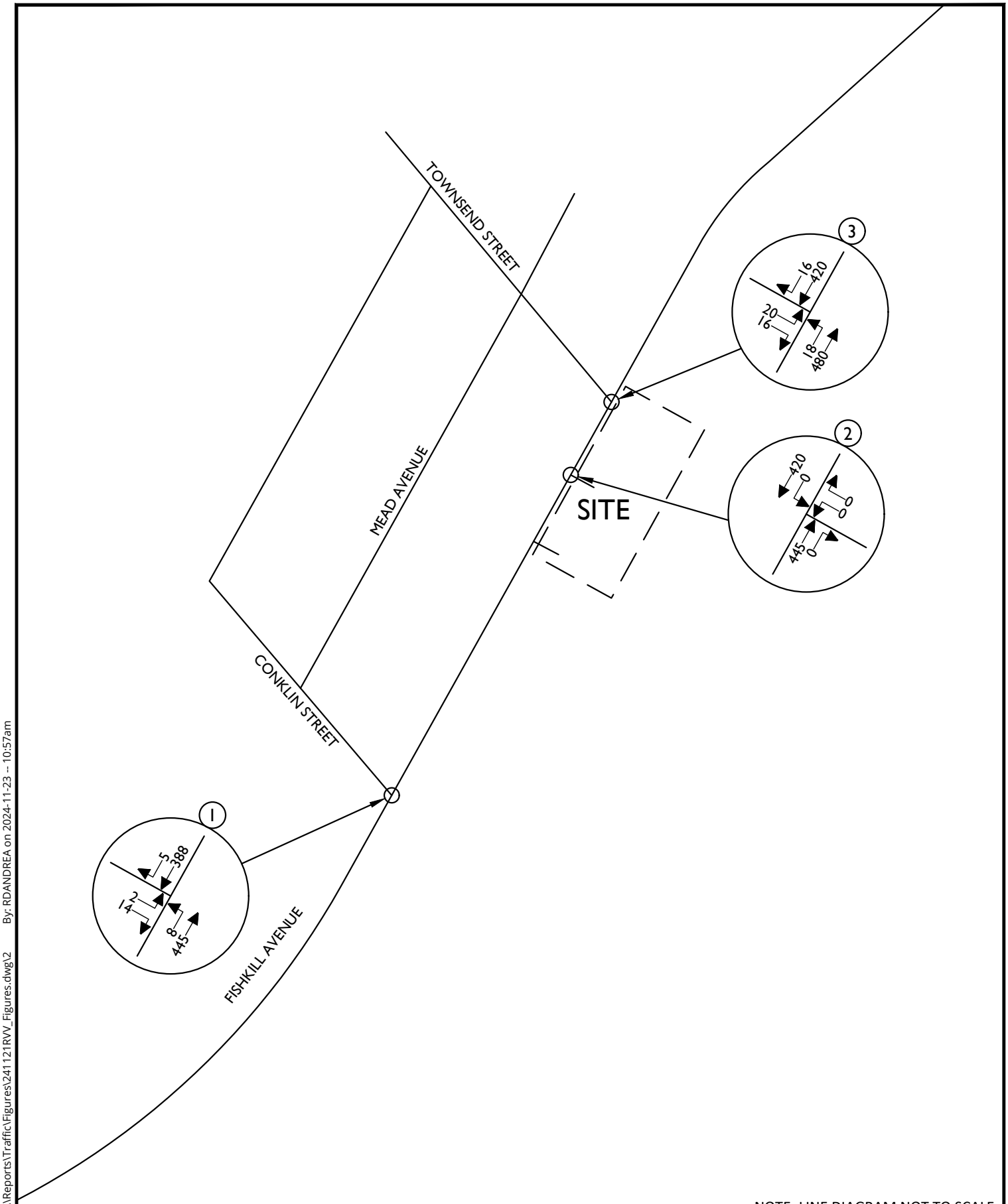
Appendix A | Traffic Figures



NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		SITE LOCATION MAP FIGURE No. 1

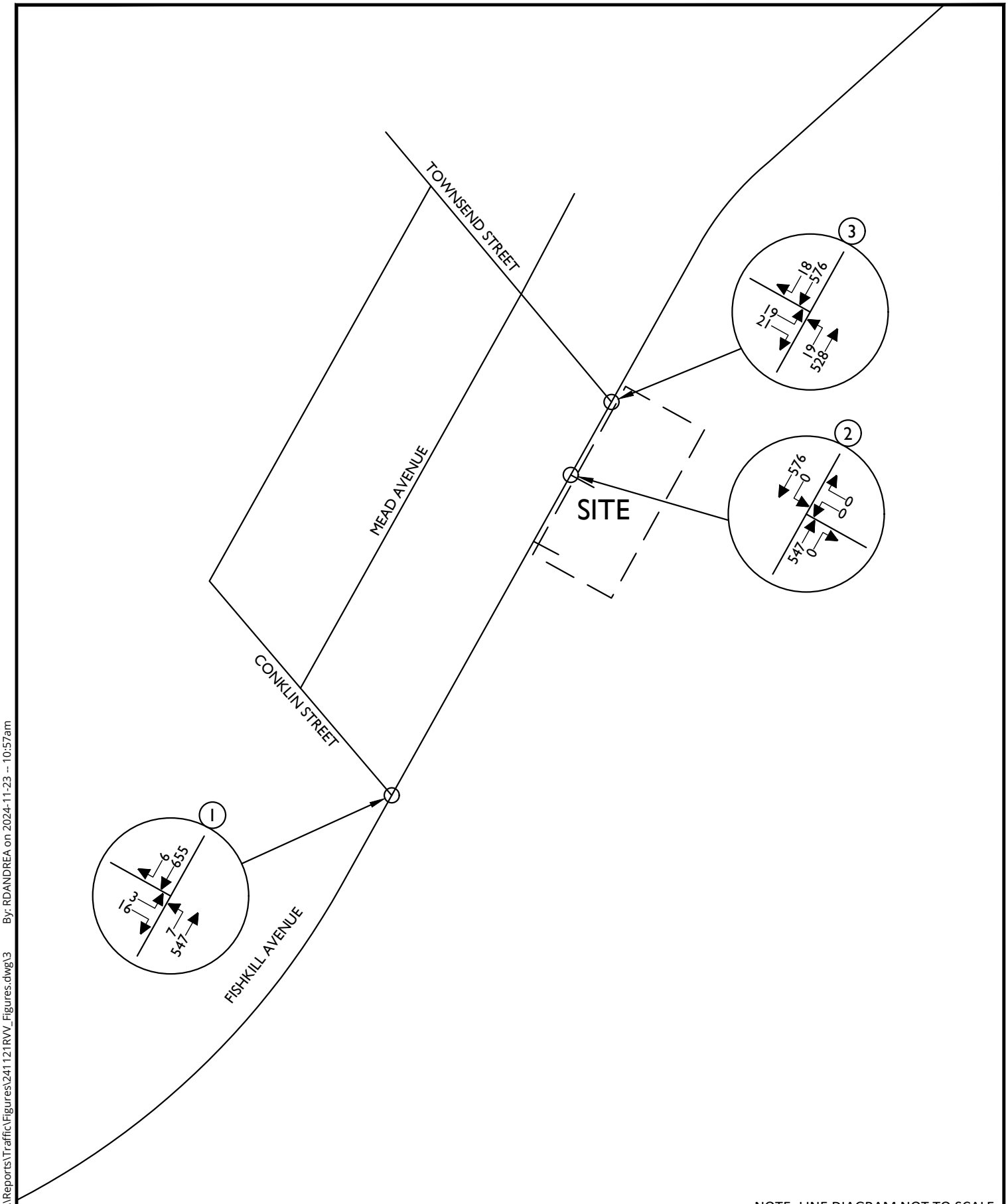
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		2024 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR FIGURE No. 2

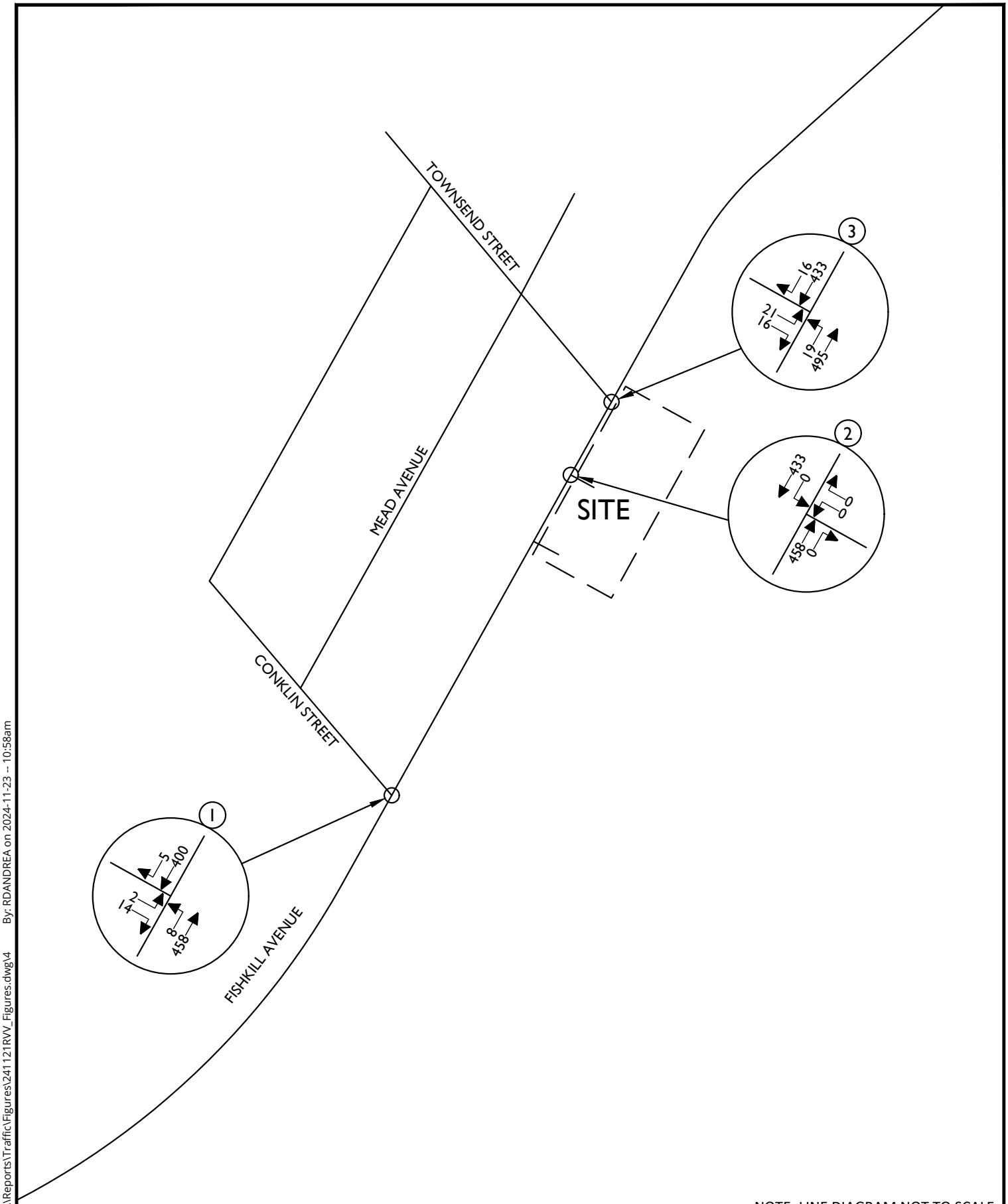
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE	TRAFFIC IMPACT STUDY		2024 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
	CITY OF BEACON	24010260A		
	DUTCHESS COUNTY, NEW YORK	11/21/2024		FIGURE No. 3

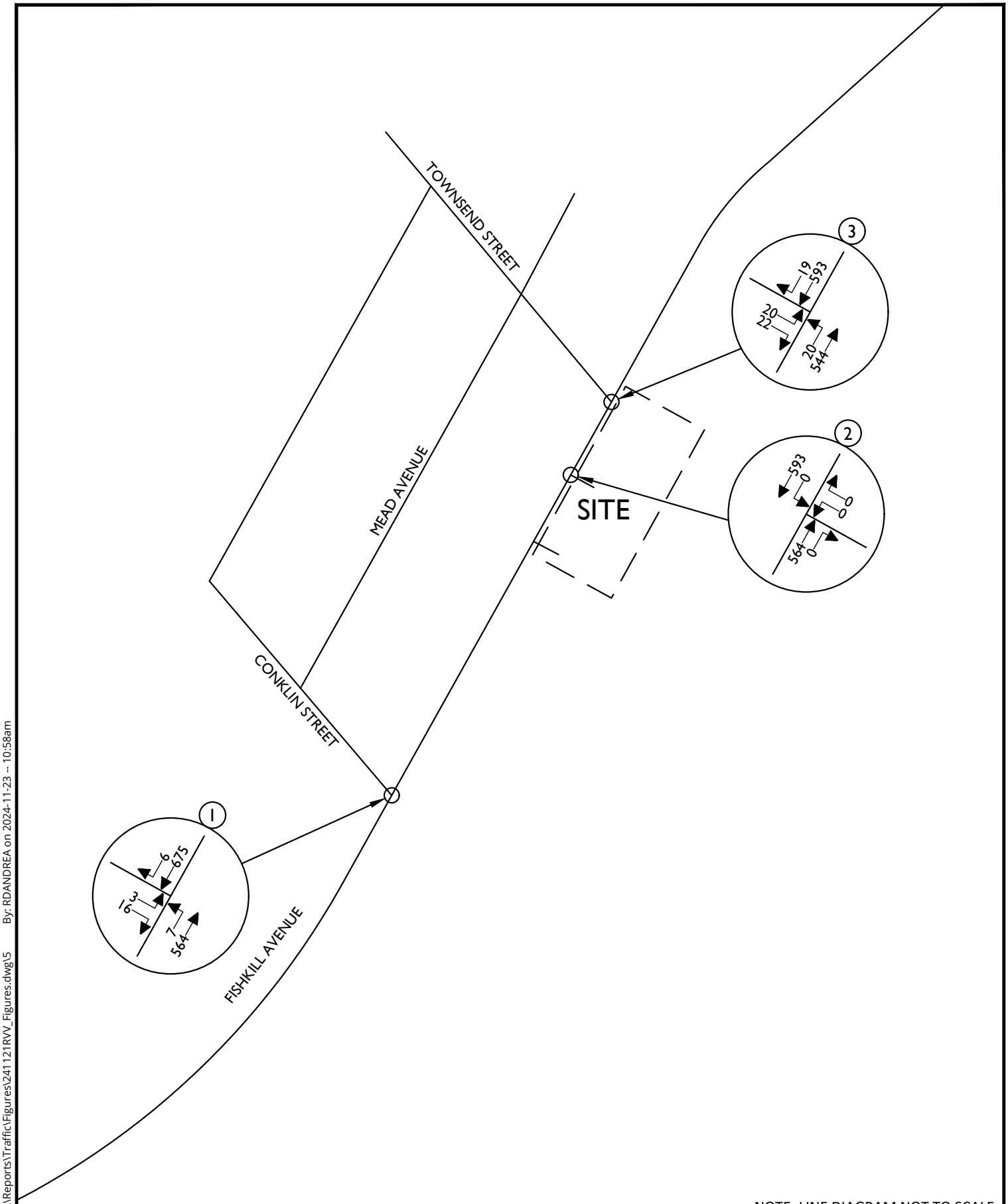
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE	TRAFFIC IMPACT STUDY		2027 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
	CITY OF BEACON	24010260A		
	DUTCHESS COUNTY, NEW YORK	11/21/2024		FIGURE No. 4

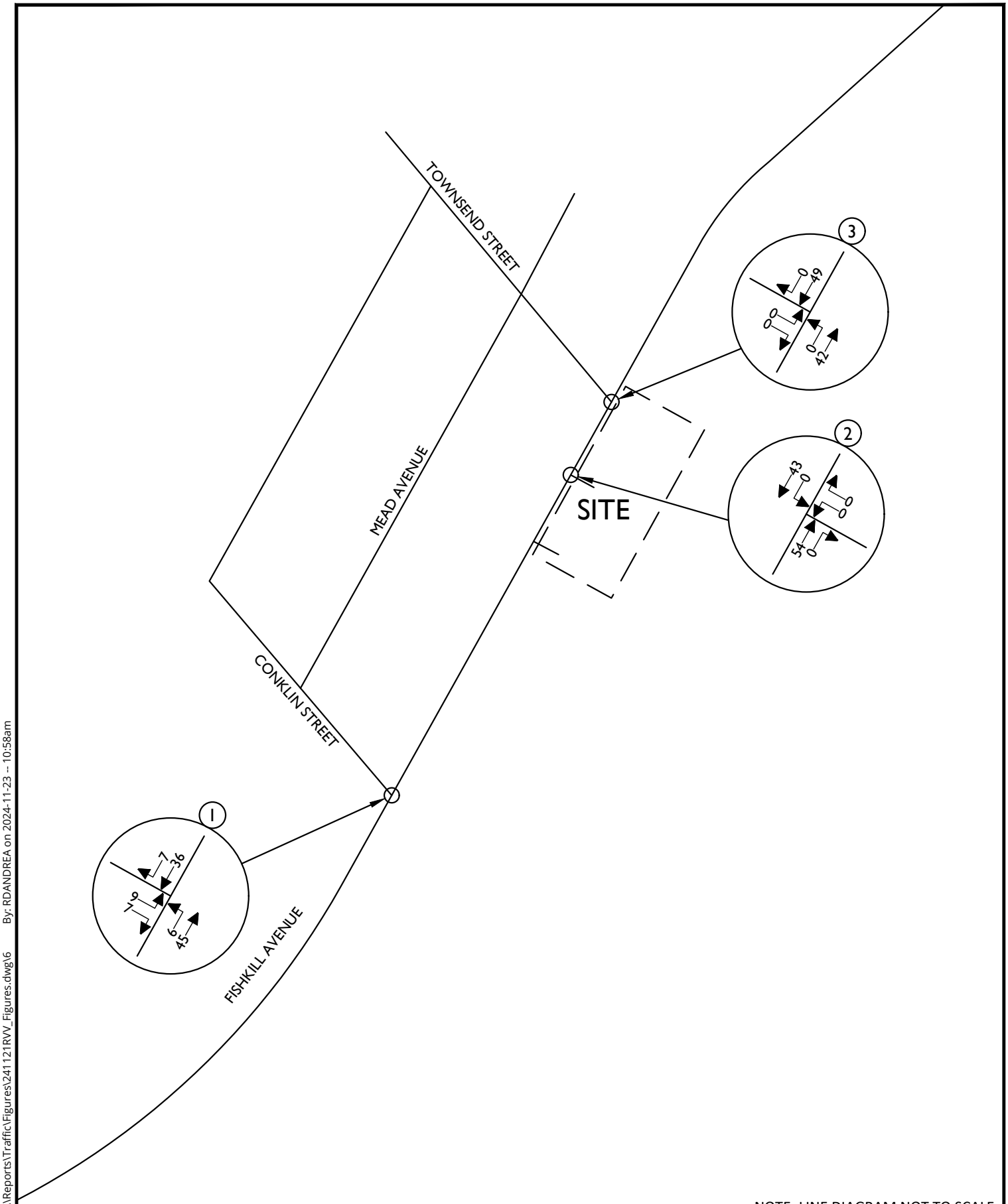
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		2027 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR FIGURE No. 5

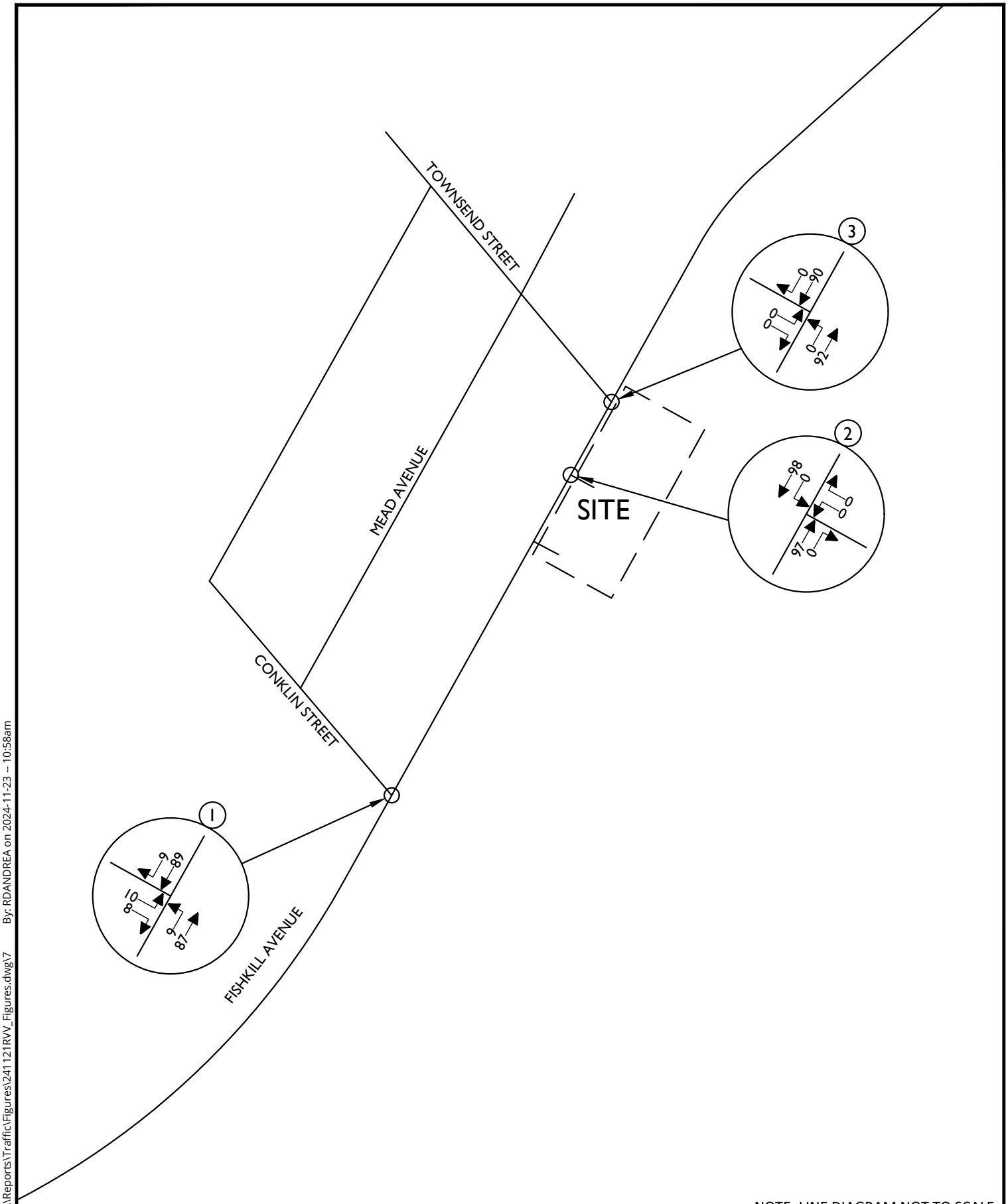
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		OTHER DEVELOPMENTS TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR FIGURE No. 6

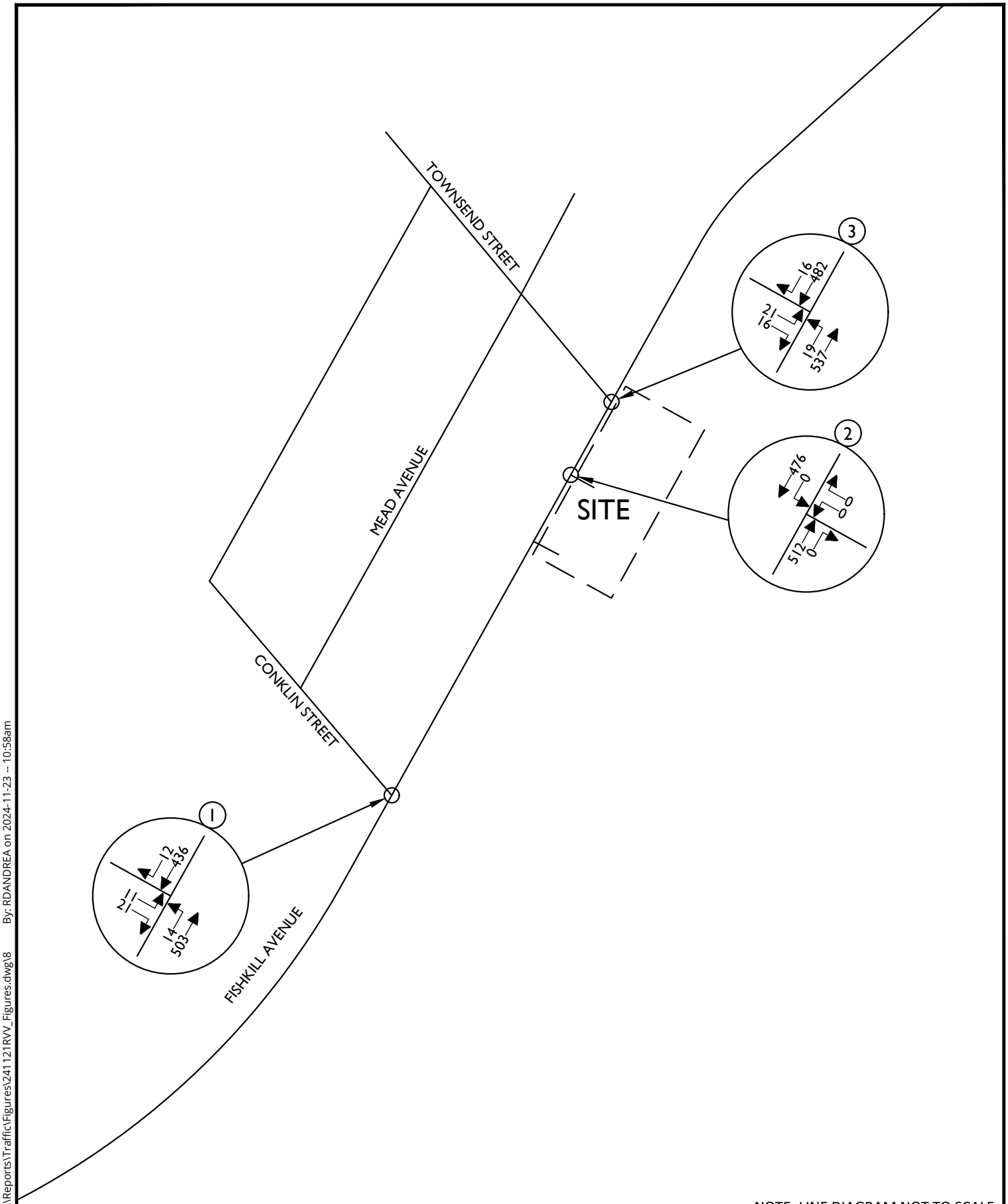
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		OTHER DEVELOPMENTS TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR FIGURE No. 7

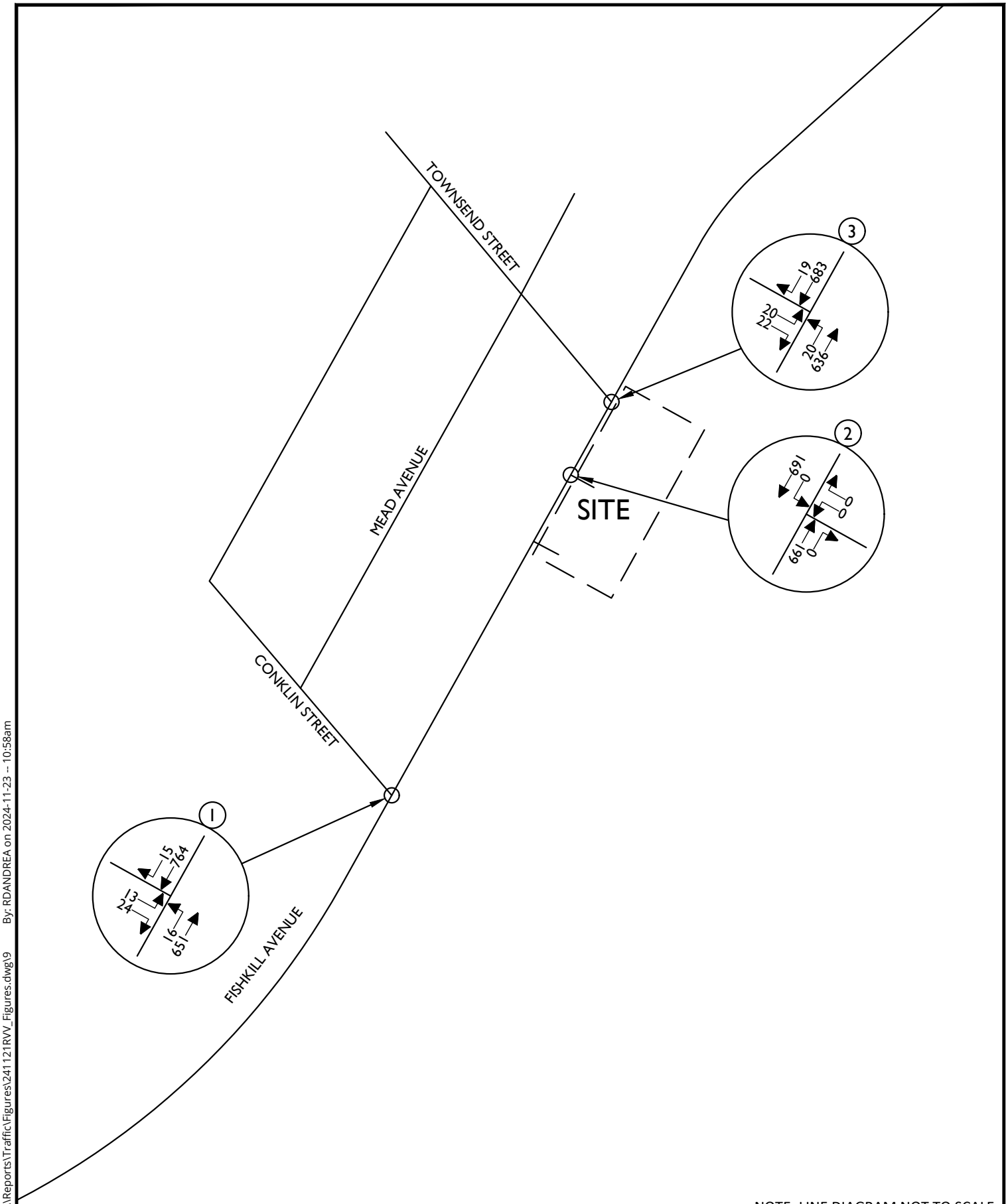
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		2027 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR FIGURE No. 8

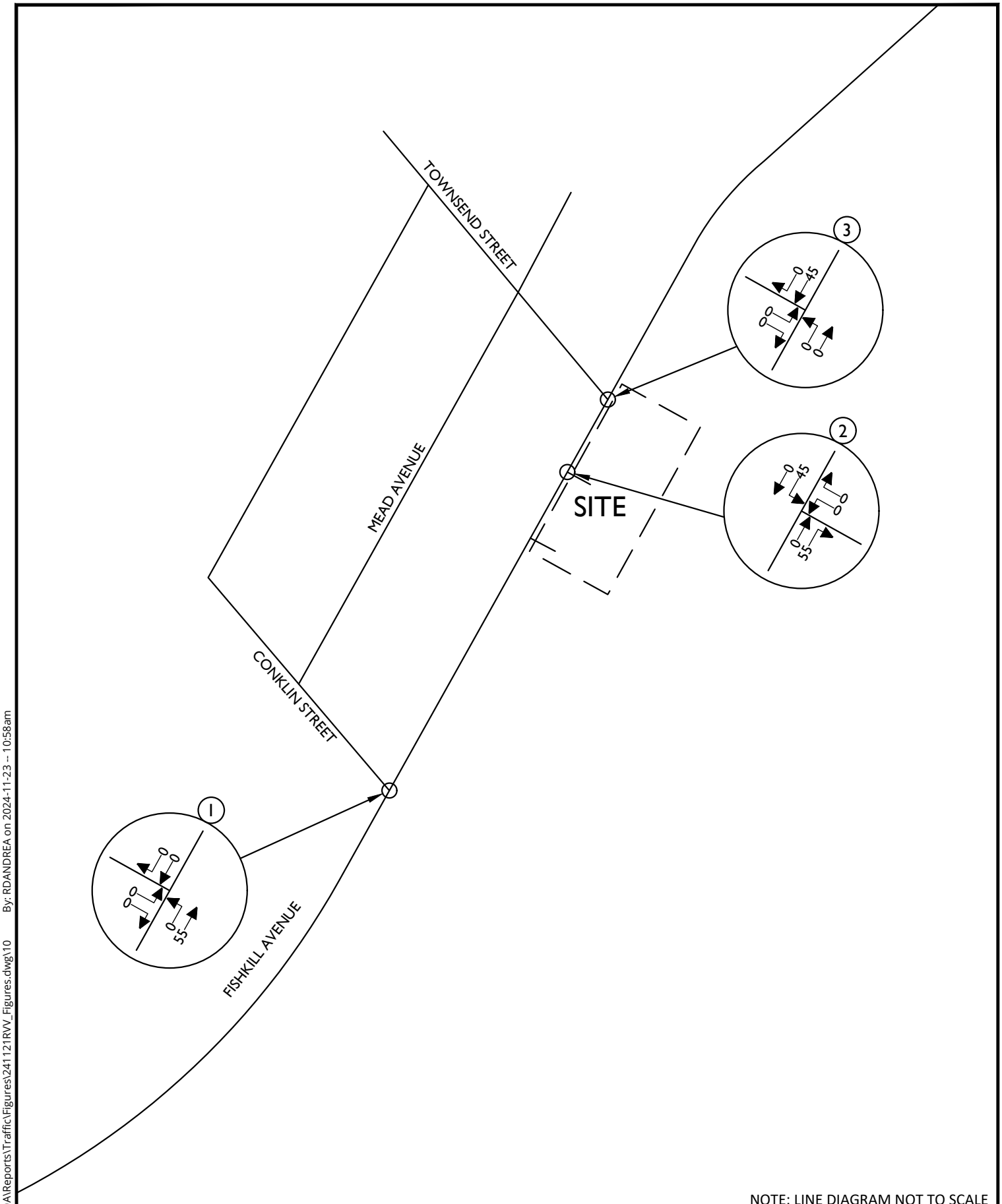
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		2027 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR FIGURE No. 9

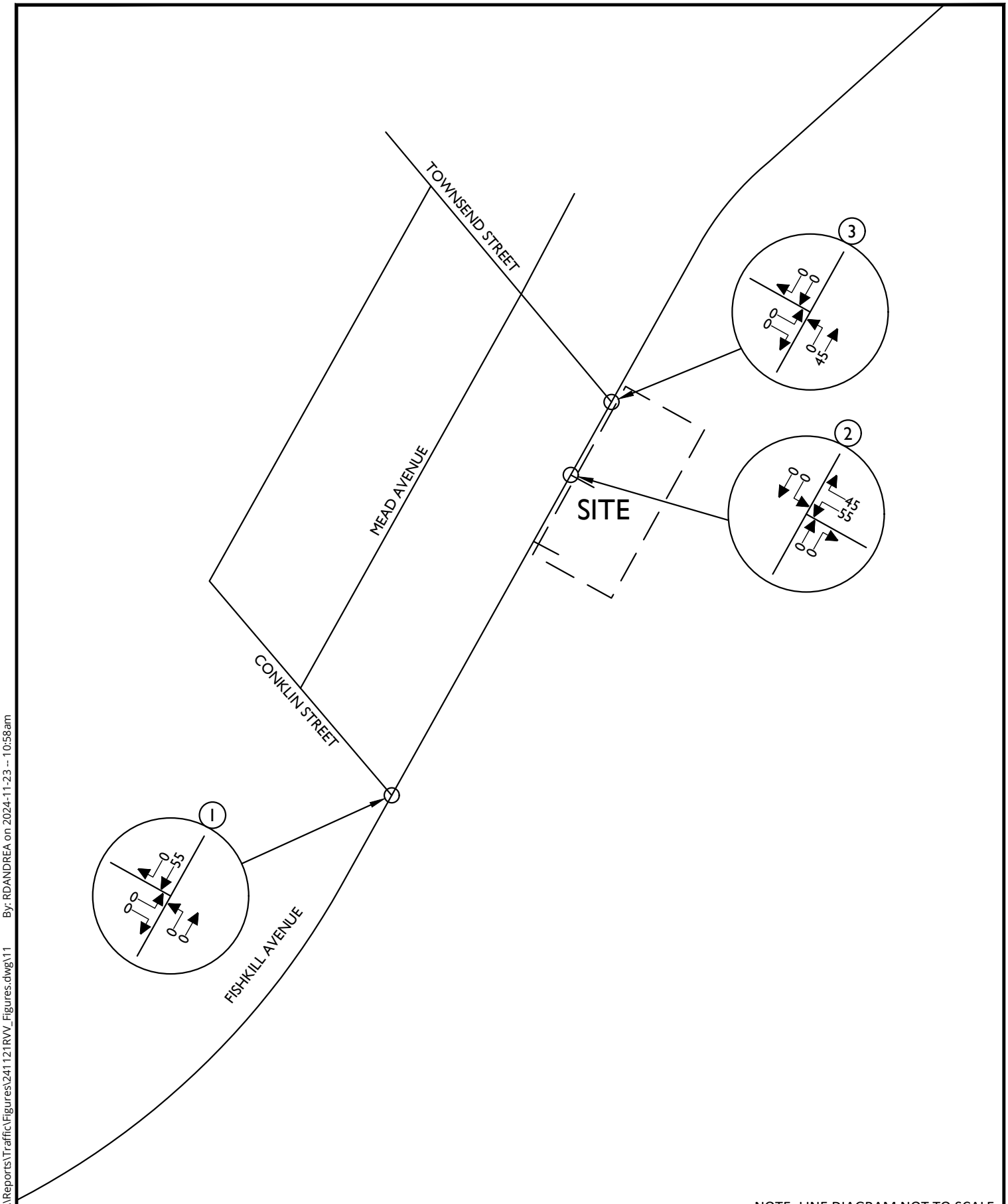
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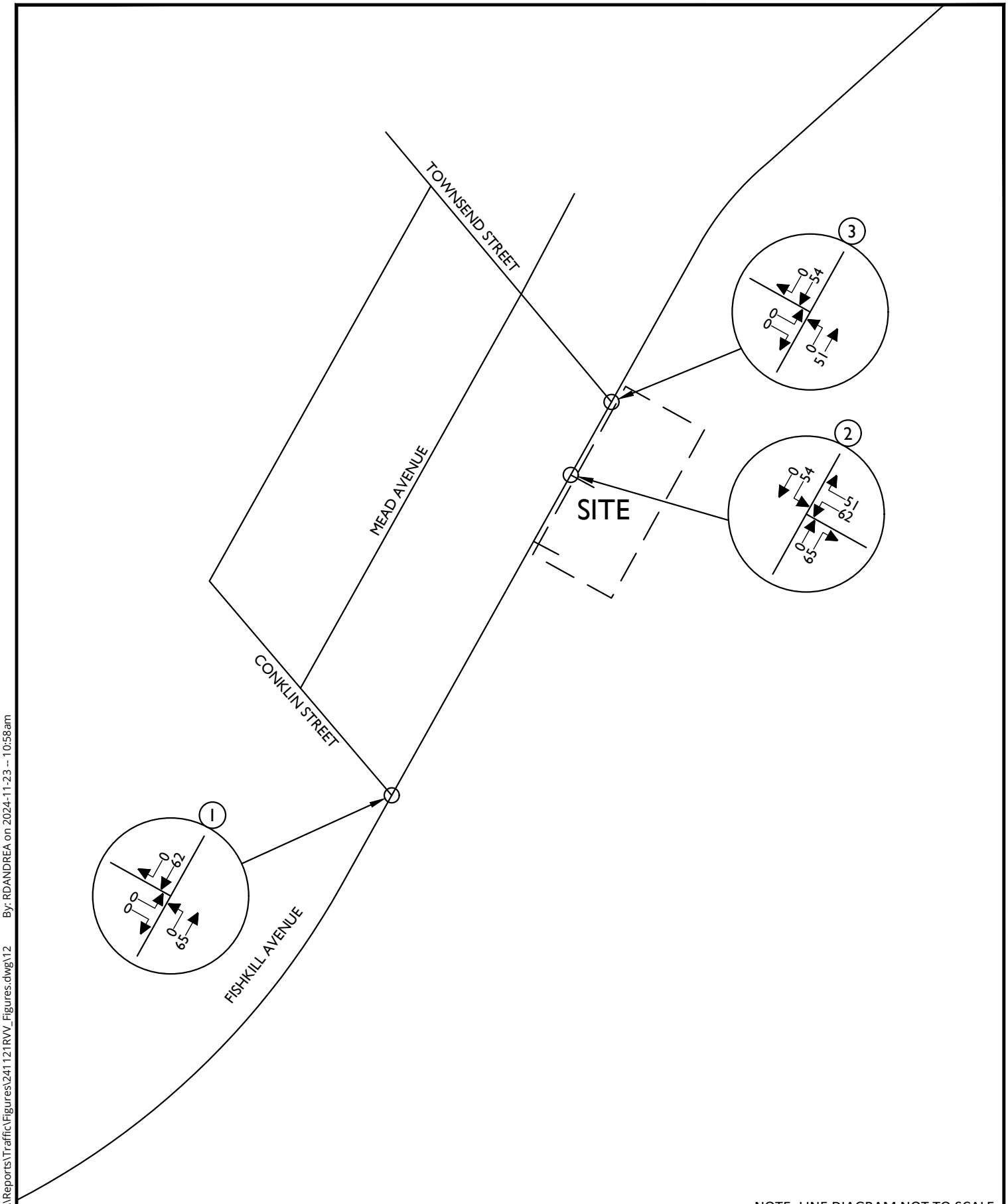
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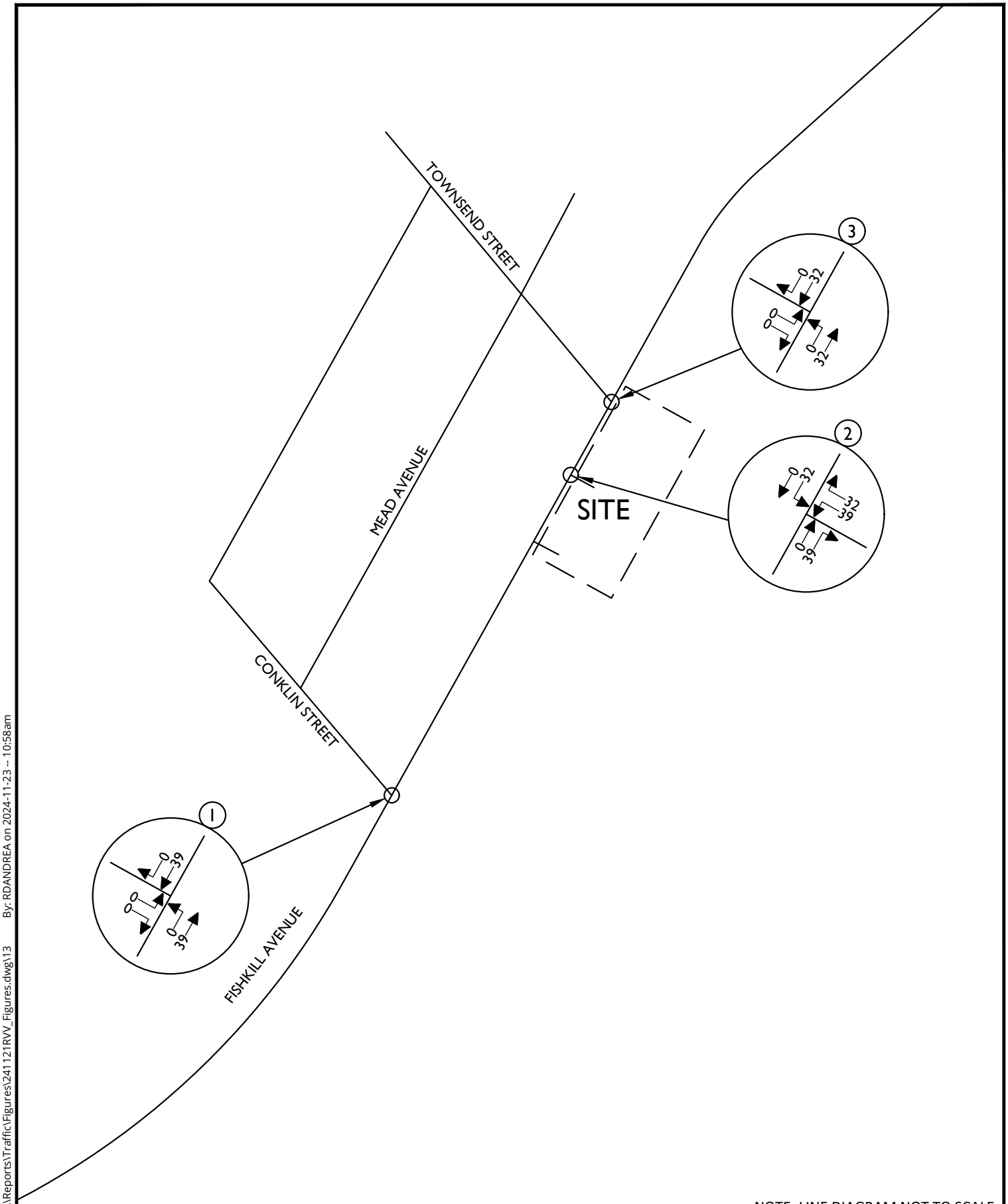
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR FIGURE No. 12

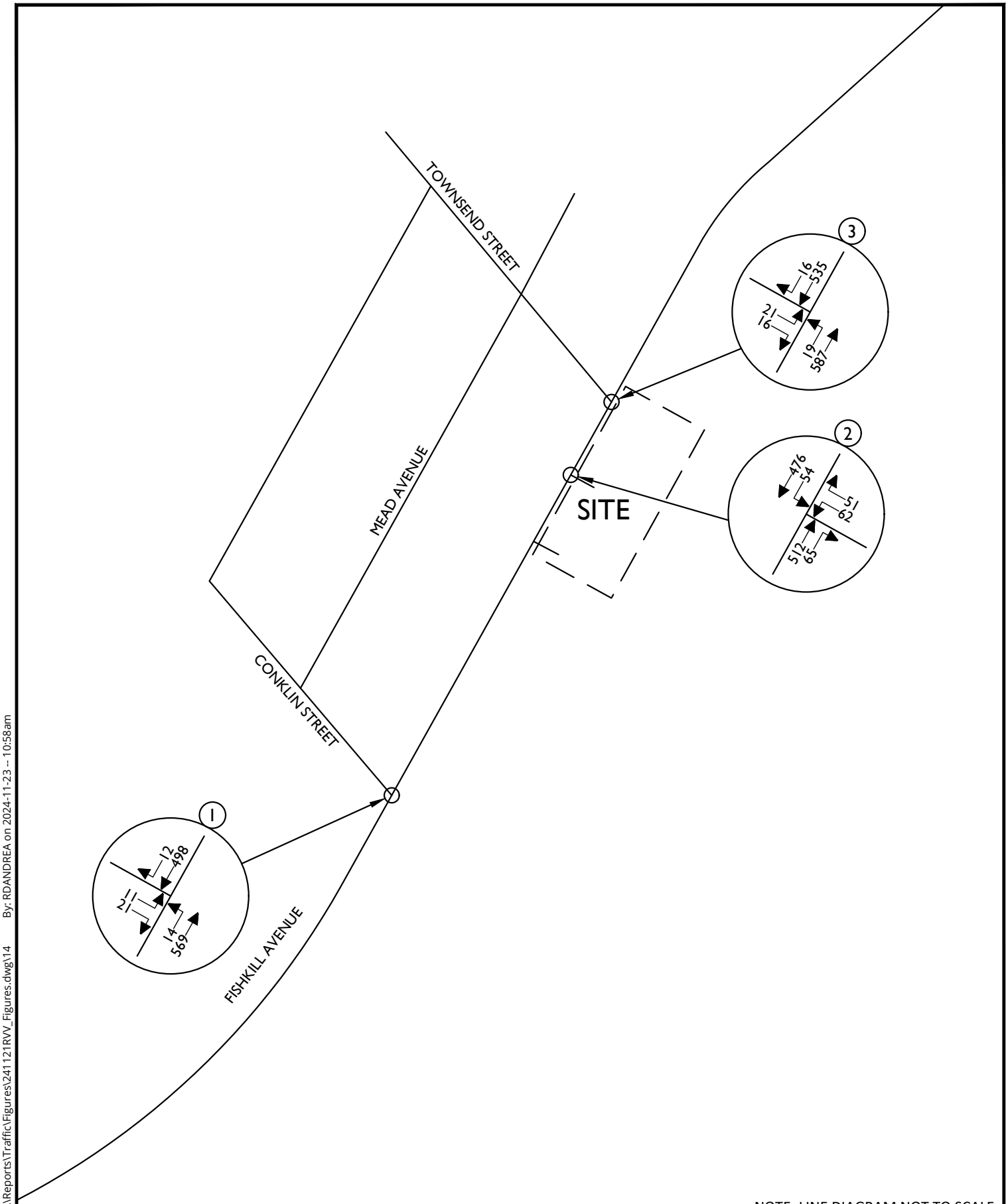
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NOTE: LINE DIAGRAM NOT TO SCALE

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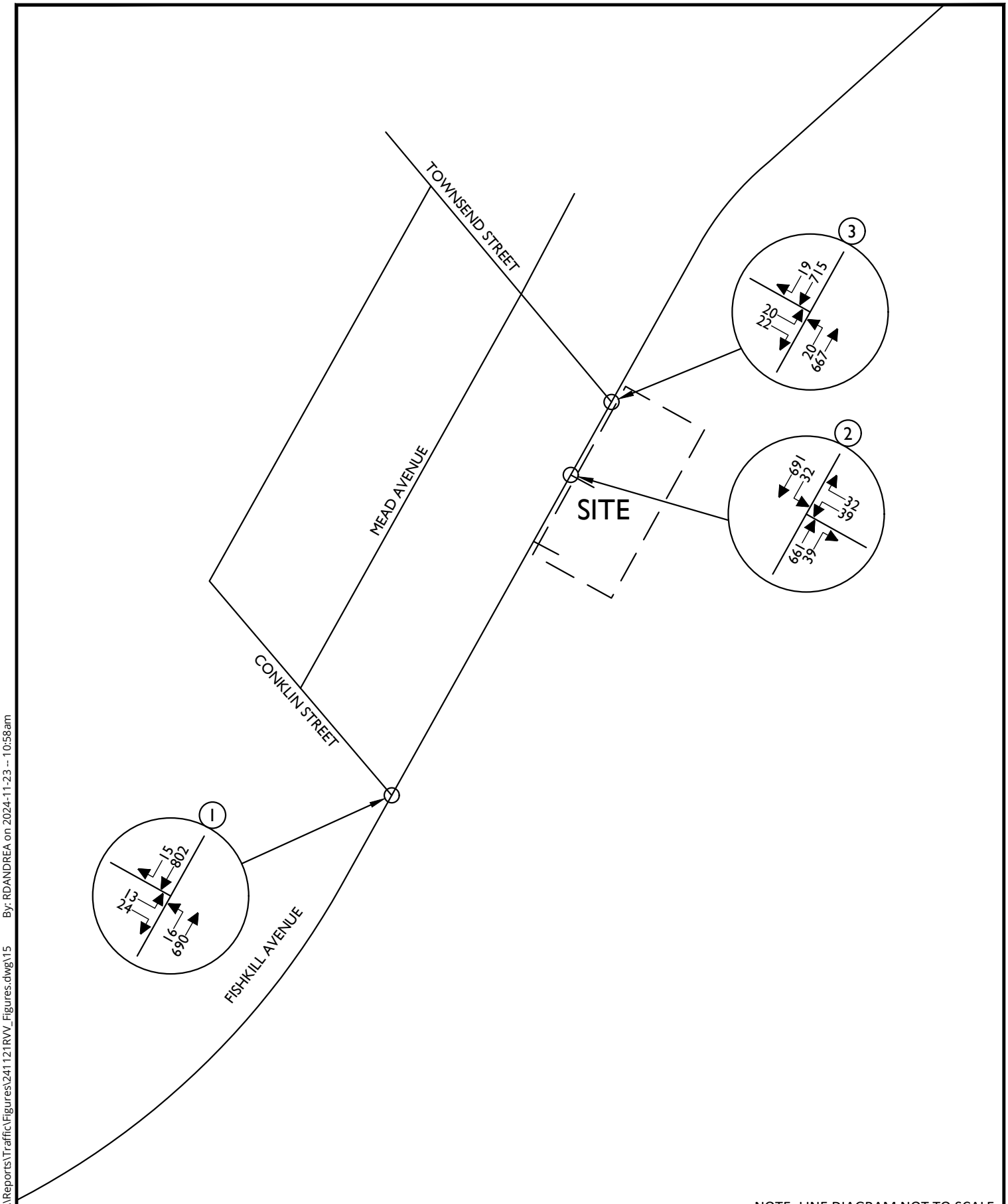
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NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	420 FISHKILL AVENUE CITY OF BEACON DUTCHESS COUNTY, NEW YORK	TRAFFIC IMPACT STUDY 24010260A 11/21/2024		2027 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR FIGURE No. 14

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NOTE: LINE DIAGRAM NOT TO SCALE

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FISHKILL AVENUE
(ROUTE 52)

CONCRETE WALK

CBCP G=178.4
INV.36"CMP=173.5

36"CMP

50' R.O.W.

EASEMENT=10.29'

CONCRETE BASE
WITH SIGN
(TBR)

IRF

N 38°05'00" E

96.49'

125.00'

128.38'

GRATE

NEW 5' SIDEWALK

N 51°55'00" W

TAX LOT 6055-80-443076
420 FISHKILL AVE
AREA=13,113 S.F.

TAX LOT 6055-80-450087
426 FISHKILL AVE
AREA=17,257 S.F.

31.7'

S 51°44'02" E

S 38°12'00" E
142.25'

11.20'(TIE)

PAVER WALK

49.8'

ASPHALT
PARKING
AREA

ESCAPE LANE

DRIVE-THRU

±6,600
SQUARE FEET
POTENTIAL
OFFICE OR
RETAIL SPACE

EXISTING
2 STORY
COMMERCIAL
OFFICE
SPACE

±2,480
SQUARE FEET
POTENTIAL
DRIVE-THRU
COFFEE SHOP

EXISTING
ONE STORY
COMMERCIAL
GARAGE
62'

18'

40'

TAX LOT 6055-80-455098
428 FISHKILL AVE
AREA = 17,287 SF

S 38°12'00" E
142.42'

S 51°34'37" E
137.13'(CALC)
137.19'(F.MAP)

36"CMP

ASPHALT
PARKING
AREA

ASPHALT
PARKING
AREA

10' WIDE CITY OF BEACON
STORMWATER & SEWER R.O.W.
(PER FILED MAP #5513)

195.1'

COVERED STAIRS
TO SECOND FLOOR

STEEL
I-BEAM

15'

39'

31.9'

12'

136.46'

138.58'
(F.MAP)

138.60'
(CALC)

31.6'

AL=122.76'(F.MAP)
AL=123.08'(CALC)

AL=125.32'(F.MAP)
AL=124.65'(CALC)

AL=96.08'

SECOND STORY AREA
±3,300 SQFT/FLOOR

EXTERIOR STEPS
TO BE REMOVED

OFFICE/RETAIL SPACE
±1,116 SQFT

DRIVE UP
WINDOW

EDGE OF ASPHALT PARKING

UTILITY POLE (NO WIRES)

R=3,224.17'
AL=343.80'

6" PVC

R.O.W. AL=10.34'

36" CMP

TAX LOT 6055-80-439071
N/F DKH REALTY LLC
L.22000 P.8802
LOT 3 FILED MAP #5213

WOODEN GUIDE RAIL

TAX LOT 6054-37-096715
N/F MIDTOWN TRACKAGE VENTURES LLC
L22007 P986

FIGURE NO. A-1
DRIVE-THRU QUEUING ANALYSIS

Colliers Engineering & Design

Traffic Impact Study

Appendix B | Tables

Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

420 Fishkill Avenue City of Beacon, New York	Entry					Exit				
	HTGR[1]	Volume	Internal Trips	Pass-by Trips	Total New Trips[2]	HTGR[1]	Volume	Internal Trips	Pass-by Trips	Total New Trips[2]
Coffee Shop with Drive-Thru (2,495 Sq. Ft.)										
Peak AM Hour	43.60	109	0	44	65	42.40	106	0	42	64
Peak PM Hour	19.60	49	5	18	26	19.20	48	5	17	26
Commercial (4,242 Sq. Ft.)										
Peak AM Hour	2.36	10	0	3	7	1.42	6	0	2	4
Peak PM Hour	4.95	21	0	5	16	4.95	21	0	5	16
Residential (3 Units)										
Peak AM Hour	0.00	0	0	0	0	0.33	1	0	0	1
Peak PM Hour	0.33	1	0	0	1	0.33	1	0	0	1
Total										
Peak AM Hour	-	119	0	47	72	-	113	0	44	69
Peak PM Hour	-	71	5	23	43	-	70	5	22	43

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING (LOW-RISE) , 822 - STRIP RETAIL PLAZA (<40k) AND 937 - COFFEE/DONUT SHOP WITH DRIVE-THROUGH WINDOW.

2) "NEW TRIPS" INCLUDE A 10% INTERNAL TRIP CREDIT APPLIED TO THE COFFEE SHOP WITH DRIVE-THRU DURING THE WEEKDAY PM PEAK HOUR. A 40% PASS-BY/DIVERTED LINK TRIP CREDIT IS ALSO APPLIED TO THE COFFEE SHOP WITH DRIVE-THRU DURING BOTH PEAK PERIODS AS WELL AS A 25% PASS-BY/DIVERTED LINK TRIP CREDIT APPLIED TO THE COMMERCIAL USE TO ACCOUNT FOR TRIPS ATTRACTED FROM THE EXISTING TRAFFIC STREAMS ALONG FISHKILL AVENUE.

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2024 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**Fishkill Avenue & Conklin Street**	**Unsignalized**											
	Conklin Street	EB	LR	0.04	B	11.6	0.12	B	14.7	0.14	C	16.3	1.6
	Fishkill Avenue	NB	LT	0.01	A	8.2	0.02	A	8.4	0.02	A	8.5	0.1
2	**Fishkill Avenue & Site Access**	**Unsignalized**											
	Site Access	WB	LR	-	-	-	-	-	-	0.48	D	31.3	-
	Fishkill Avenue	SB	LT	-	-	-	-	-	-	0.06	A	9	-
3	**Fishkill Avenue & Townsend Street**	**Unsignalized**											
	Townsend Street	EB	LR	0.23	C	18.4	0.27	C	21.8	0.31	D	25.2	3.4
	Fishkill Avenue	NB	LT	0.03	A	8.4	0.03	A	8.6	0.03	A	8.8	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 No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2024 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**Fishkill Avenue & Conklin Street**	**Unsignalized**											
	Conklin Street	EB	LR	0.06	C	15.0	0.18	C	23.3	0.21	C	24.9	1.6
	Fishkill Avenue	NB	LT	0.01	A	9.1	0.04	A	9.7	0.04	A	9.9	0.2
2	**Fishkill Avenue & Site Access**	**Unsignalized**											
	Site Access	WB	LR	-	-	-	-	-	-	0.45	E	41.8	-
	Fishkill Avenue	SB	LT	-	-	-	-	-	-	0.04	A	9.4	-
3	**Fishkill Avenue & Townsend Street**	**Unsignalized**											
	Townsend Street	EB	LR	0.21	C	19.7	0.29	D	26.1	0.31	D	28.6	2.5
	Fishkill Avenue	NB	LT	0.02	A	8.9	0.03	A	9.3	0.03	A	9.4	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 P-1
SHARED PARKING ANALYSIS
WEEKDAY

Use		Retail		Coffee/Donut Shop		Residential[2]		Total Peak
Size		4,242 Sq. Ft.		2,495 Sq. Ft.		3 Units		Demand Per
Peak Hour Demand		12 Spaces		13 Spaces		4 Spaces		Hour
Time of Day		% of Peak	Parking	% of Peak	Parking	% of Peak	Parking	Parking
Start	End	Demand	Spaces	Demand	Spaces	Demand	Spaces	Spaces
12:00 AM	1:00 AM	0%	-	0%	-	100%	4	4
1:00 AM	2:00 AM	0%	-	0%	-	100%	4	4
2:00 AM	3:00 AM	0%	-	0%	-	100%	4	4
3:00 AM	4:00 AM	0%	-	0%	-	100%	4	4
4:00 AM	5:00 AM	0%	-	0%	-	100%	4	4
5:00 AM	6:00 AM	0%	-	0%	-	100%	4	4
6:00 AM	7:00 AM	0%	-	0%	-	100%	4	4
7:00 AM	8:00 AM	0%	-	91%	12	100%	4	16
8:00 AM	9:00 AM	19%	3	100%	13	100%	4	20
9:00 AM	10:00 AM	33%	4	97%	13	100%	4	21
10:00 AM	11:00 AM	47%	6	97%	13	100%	4	23
11:00 AM	12:00 PM	55%	7	71%	10	100%	4	21
12:00 PM	1:00 PM	89%	11	77%	11	100%	4	26
1:00 PM	2:00 PM	100%	12	66%	9	100%	4	25
2:00 PM	3:00 PM	73%	9	54%	8	100%	4	21
3:00 PM	4:00 PM	73%	9	57%	8	100%	4	21
4:00 PM	5:00 PM	66%	8	63%	9	100%	4	21
5:00 PM	6:00 PM	70%	9	0%	-	100%	4	13
6:00 PM	7:00 PM	75%	9	0%	-	100%	4	13
7:00 PM	8:00 PM	70%	9	0%	-	100%	4	13
8:00 PM	9:00 PM	54%	7	0%	-	100%	4	11
9:00 PM	10:00 PM	48%	6	0%	-	100%	4	10
10:00 PM	11:00 PM	0%	-	0%	-	100%	4	4
11:00 PM	12:00 AM	0%	-	0%	-	100%	4	4
						Peak Parking Demand		26

Notes:

1) Peak Hour Demand and Hourly Demand Distributions are based on data provided by the Institute of Transportation Engineers as contained in Parking Generation, 6th Edition for ITE Land Use Categories 220 - Multifamily Housing (Low-Rise), 822 - Strip Retail Plaza (<40k) and 937 - Coffee/Donut Shop with Drive-Through Window.

2) Four (4) parking spaces will be reserved for residential parking only and therefore are assumed to be 100% occupied at all times.

TABLE P-2
SHARED PARKING ANALYSIS
WEEKEND

Use		Retail		Coffee/Donut Shop		Residential[2]		Total Peak
Size		4,242 Sq. Ft.		2,495 Sq. Ft.		3 Units		Demand Per
Peak Hour Demand		12 Spaces		22 Spaces		4 Spaces		Hour
Time of Day		% of Peak	Parking	% of Peak	Parking	% of Peak	Parking	Parking
Start	End	Demand	Spaces	Demand	Spaces	Demand	Spaces	Spaces
12:00 AM	1:00 AM	0%	-	0%	-	100%	4	4
1:00 AM	2:00 AM	0%	-	0%	-	100%	4	4
2:00 AM	3:00 AM	0%	-	0%	-	100%	4	4
3:00 AM	4:00 AM	0%	-	0%	-	100%	4	4
4:00 AM	5:00 AM	0%	-	0%	-	100%	4	4
5:00 AM	6:00 AM	0%	-	0%	-	100%	4	4
6:00 AM	7:00 AM	0%	-	0%	-	100%	4	4
7:00 AM	8:00 AM	0%	-	91%	21	100%	4	25
8:00 AM	9:00 AM	0%	-	100%	22	100%	4	26
9:00 AM	10:00 AM	38%	5	97%	22	100%	4	31
10:00 AM	11:00 AM	55%	7	97%	22	100%	4	33
11:00 AM	12:00 PM	66%	8	71%	16	100%	4	28
12:00 PM	1:00 PM	85%	11	77%	17	100%	4	32
1:00 PM	2:00 PM	100%	12	66%	15	100%	4	31
2:00 PM	3:00 PM	96%	12	54%	12	100%	4	28
3:00 PM	4:00 PM	79%	10	57%	13	100%	4	27
4:00 PM	5:00 PM	66%	8	63%	14	100%	4	26
5:00 PM	6:00 PM	64%	8	0%	-	100%	4	12
6:00 PM	7:00 PM	67%	9	0%	-	100%	4	13
7:00 PM	8:00 PM	70%	9	0%	-	100%	4	13
8:00 PM	9:00 PM	70%	9	0%	-	100%	4	13
9:00 PM	10:00 PM	51%	7	0%	-	100%	4	11
10:00 PM	11:00 PM	0%	-	0%	-	100%	4	4
11:00 PM	12:00 AM	0%	-	0%	-	100%	4	4
						Peak Parking Demand		33

Notes:

1) Peak Hour Demand and Hourly Demand Distributions are based on data provided by the Institute of Transportation Engineers as contained in Parking Generation, 6th Edition for ITE Land Use Categories 220 - Multifamily Housing (Low-Rise), 822 - Strip Retail Plaza (<40k) and 937 - Coffee/Donut Shop with Drive-Through Window.

2) Four (4) parking spaces will be reserved for residential parking only and therefore are assumed to be 100% occupied at all times.

Colliers Engineering & Design

Traffic Impact Study

Appendix C | Level of Service Standards

Colliers Engineering & Design

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.

Colliers Engineering & Design

Traffic Impact Study

Appendix D | Capacity Analysis



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	8	445	388	5	2	14
Future Volume (vph)	8	445	388	5	2	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)		2%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.887	
Flt Protected		0.999			0.992	
Satd. Flow (prot)	0	1826	1842	0	1772	0
Flt Permitted		0.999			0.992	
Satd. Flow (perm)	0	1826	1842	0	1772	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		343	676		494	
Travel Time (s)		7.8	15.4		11.2	
Confl. Peds. (#/hr)					11	11
Peak Hour Factor	0.67	0.90	0.95	0.63	0.50	0.70
Heavy Vehicles (%)	0%	3%	3%	20%	0%	7%
Adj. Flow (vph)	12	494	408	8	4	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	506	416	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	8	445	388	5	2	14
Future Vol, veh/h	8	445	388	5	2	14
Conflicting Peds, #/hr	0	0	0	0	11	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-1	-	-4	-
Peak Hour Factor	67	90	95	63	50	70
Heavy Vehicles, %	0	3	3	20	0	7
Mvmt Flow	12	494	408	8	4	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	416	0	-	0	942	423
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	4.1	-	-	-	5.6	5.87
Critical Hdwy Stg 1	-	-	-	-	4.6	-
Critical Hdwy Stg 2	-	-	-	-	4.6	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1154	-	-	-	363	650
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1154	-	-	-	358	643
Mov Cap-2 Maneuver	-	-	-	-	358	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	669	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.19	0	11.62
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	42	-	568	-	-
HCM Lane V/C Ratio	0.01	-	0.042	-	-
HCM Control Delay (s/veh)	8.2	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	18	480	420	16	20	16
Future Volume (vph)	18	480	420	16	20	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Grade (%)		0%	-1%		-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.991		0.944	
Flt Protected		0.997			0.972	
Satd. Flow (prot)	0	1809	1829	0	1745	0
Flt Permitted		0.997			0.972	
Satd. Flow (perm)	0	1809	1829	0	1745	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	308		398	
Travel Time (s)		3.4	7.0		9.0	
Confl. Peds. (#/hr)					4	4
Peak Hour Factor	0.58	0.86	0.95	0.50	0.44	0.50
Heavy Vehicles (%)	0%	5%	3%	10%	14%	0%
Adj. Flow (vph)	31	558	442	32	45	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	589	474	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	0.90	0.90
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	18	480	420	16	20	16
Future Vol, veh/h	18	480	420	16	20	16
Conflicting Peds, #/hr	0	0	0	0	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	-3	-
Peak Hour Factor	58	86	95	50	44	50
Heavy Vehicles, %	0	5	3	10	14	0
Mvmt Flow	31	558	442	32	45	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	474	0	-	0	1082	462
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	624	-
Critical Hdwy	4.1	-	-	-	5.94	5.9
Critical Hdwy Stg 1	-	-	-	-	4.94	-
Critical Hdwy Stg 2	-	-	-	-	4.94	-
Follow-up Hdwy	2.2	-	-	-	3.626	3.3
Pot Cap-1 Maneuver	1098	-	-	-	273	628
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1098	-	-	-	262	625
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	568	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.44	0	18.44
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	95	-	345	-	-
HCM Lane V/C Ratio	0.028	-	0.225	-	-
HCM Control Delay (s/veh)	8.4	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	445	0	0	420
Future Volume (vph)	0	0	445	0	0	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2027	0	1845	0	0	1845
Flt Permitted						
Satd. Flow (perm)	2027	0	1845	0	0	1845
Link Speed (mph)	30		30			30
Link Distance (ft)	143		676			148
Travel Time (s)	3.3		15.4			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	0	0	484	0	0	457
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	484	0	0	457
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	445	0	0	420
Future Vol, veh/h	0	0	445	0	0	420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	0	0	484	0	0	457

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	940	484	0	0	484	0
Stage 1	484	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	295	587	-	-	1090	-
Stage 1	624	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	295	587	-	-	1090	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1090	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	7	547	655	6	3	16
Future Volume (vph)	7	547	655	6	3	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)		2%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.887	
Flt Protected		0.999			0.992	
Satd. Flow (prot)	0	1843	1887	0	1786	0
Flt Permitted		0.999			0.992	
Satd. Flow (perm)	0	1843	1887	0	1786	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		343	676		494	
Travel Time (s)		7.8	15.4		11.2	
Confl. Peds. (#/hr)					7	7
Peak Hour Factor	0.58	0.90	0.92	0.50	0.75	0.80
Heavy Vehicles (%)	0%	2%	1%	0%	0%	6%
Adj. Flow (vph)	12	608	712	12	4	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	724	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	7	547	655	6	3	16
Future Vol, veh/h	7	547	655	6	3	16
Conflicting Peds, #/hr	0	0	0	0	7	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-1	-	-4	-
Peak Hour Factor	58	90	92	50	75	80
Heavy Vehicles, %	0	2	1	0	0	6
Mvmt Flow	12	608	712	12	4	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	724	0	-	0	1357	725
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	639	-
Critical Hdwy	4.1	-	-	-	5.6	5.86
Critical Hdwy Stg 1	-	-	-	-	4.6	-
Critical Hdwy Stg 2	-	-	-	-	4.6	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	888	-	-	-	224	454
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	888	-	-	-	220	451
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	610	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.18	0	15.01
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	35	-	383	-	-
HCM Lane V/C Ratio	0.014	-	0.063	-	-
HCM Control Delay (s/veh)	9.1	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	19	528	576	18	19	21
Future Volume (vph)	19	528	576	18	19	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Grade (%)		0%	-1%		-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.920	
Flt Protected		0.998			0.980	
Satd. Flow (prot)	0	1896	1874	0	1803	0
Flt Permitted		0.998			0.980	
Satd. Flow (perm)	0	1896	1874	0	1803	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	308		398	
Travel Time (s)		3.4	7.0		9.0	
Confl. Peds. (#/hr)	2			2	8	8
Peak Hour Factor	0.83	0.81	0.95	0.65	0.70	0.54
Heavy Vehicles (%)	0%	0%	1%	8%	7%	0%
Adj. Flow (vph)	23	652	606	28	27	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	675	634	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	0.90	0.90
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	19	528	576	18	19	21
Future Vol, veh/h	19	528	576	18	19	21
Conflicting Peds, #/hr	2	0	0	2	8	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	-3	-
Peak Hour Factor	83	81	95	65	70	54
Heavy Vehicles, %	0	0	1	8	7	0
Mvmt Flow	23	652	606	28	27	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	636	0	-	0	1328	630
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	4.1	-	-	-	5.87	5.9
Critical Hdwy Stg 1	-	-	-	-	4.87	-
Critical Hdwy Stg 2	-	-	-	-	4.87	-
Follow-up Hdwy	2.2	-	-	-	3.563	3.3
Pot Cap-1 Maneuver	957	-	-	-	208	511
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	955	-	-	-	200	506
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	539	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.3	0	19.71
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	61	-	310	-	-
HCM Lane V/C Ratio	0.024	-	0.213	-	-
HCM Control Delay (s/veh)	8.9	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	547	0	0	576
Future Volume (vph)	0	0	547	0	0	576
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2027	0	1863	0	0	1881
Flt Permitted						
Satd. Flow (perm)	2027	0	1863	0	0	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	143		676			148
Travel Time (s)	3.3		15.4			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	0	0	595	0	0	626
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	595	0	0	626
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	547	0	0	576
Future Vol, veh/h	0	0	547	0	0	576
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	0	0	595	0	0	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1221	595	0	0	595	0
Stage 1	595	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	201	508	-	-	992	-
Stage 1	555	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	508	-	-	992	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	992	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	14	503	436	12	11	21
Future Volume (vph)	14	503	436	12	11	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)		2%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.995		0.922	
Flt Protected		0.998			0.979	
Satd. Flow (prot)	0	1824	1833	0	1850	0
Flt Permitted		0.998			0.979	
Satd. Flow (perm)	0	1824	1833	0	1850	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		343	676		494	
Travel Time (s)		7.8	15.4		11.2	
Confl. Peds. (#/hr)					11	11
Peak Hour Factor	0.67	0.90	0.95	0.63	0.50	0.70
Heavy Vehicles (%)	0%	3%	3%	20%	0%	7%
Adj. Flow (vph)	21	559	459	19	22	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	580	478	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	14	503	436	12	11	21
Future Vol, veh/h	14	503	436	12	11	21
Conflicting Peds, #/hr	0	0	0	0	11	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-1	-	-4	-
Peak Hour Factor	67	90	95	63	50	70
Heavy Vehicles, %	0	3	3	20	0	7
Mvmt Flow	21	559	459	19	22	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	478	0	-	0	1080	479
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	612	-
Critical Hdwy	4.1	-	-	-	5.6	5.87
Critical Hdwy Stg 1	-	-	-	-	4.6	-
Critical Hdwy Stg 2	-	-	-	-	4.6	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1095	-	-	-	310	608
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1095	-	-	-	301	601
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	625	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.3	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	65	-	423	-	-
HCM Lane V/C Ratio	0.019	-	0.123	-	-
HCM Control Delay (s/veh)	8.4	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	19	537	482	16	21	16
Future Volume (vph)	19	537	482	16	21	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Grade (%)		0%	-1%		-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.992		0.946	
Flt Protected		0.997			0.971	
Satd. Flow (prot)	0	1808	1832	0	1743	0
Flt Permitted		0.997			0.971	
Satd. Flow (perm)	0	1808	1832	0	1743	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	308		398	
Travel Time (s)		3.4	7.0		9.0	
Confl. Peds. (#/hr)					4	4
Peak Hour Factor	0.58	0.86	0.95	0.50	0.44	0.50
Heavy Vehicles (%)	0%	5%	3%	10%	14%	0%
Adj. Flow (vph)	33	624	507	32	48	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	657	539	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	0.90	0.90
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	19	537	482	16	21	16
Future Vol, veh/h	19	537	482	16	21	16
Conflicting Peds, #/hr	0	0	0	0	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	-3	-
Peak Hour Factor	58	86	95	50	44	50
Heavy Vehicles, %	0	5	3	10	14	0
Mvmt Flow	33	624	507	32	48	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	539	0	-	0	1217	527
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	694	-
Critical Hdwy	4.1	-	-	-	5.94	5.9
Critical Hdwy Stg 1	-	-	-	-	4.94	-
Critical Hdwy Stg 2	-	-	-	-	4.94	-
Follow-up Hdwy	2.2	-	-	-	3.626	3.3
Pot Cap-1 Maneuver	1039	-	-	-	231	580
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1039	-	-	-	220	577
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	532	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.43	0	21.84
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	90	-	293	-	-
HCM Lane V/C Ratio	0.032	-	0.272	-	-
HCM Control Delay (s/veh)	8.6	0	21.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	512	0	0	476
Future Volume (vph)	0	0	512	0	0	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2027	0	1845	0	0	1845
Flt Permitted						
Satd. Flow (perm)	2027	0	1845	0	0	1845
Link Speed (mph)	30		30			30
Link Distance (ft)	143		676			148
Travel Time (s)	3.3		15.4			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	0	0	557	0	0	517
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	557	0	0	517
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	512	0	0	476
Future Vol, veh/h	0	0	512	0	0	476
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	0	0	557	0	0	517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1074	557	0	0	557	0
Stage 1	557	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	246	534	-	-	1024	-
Stage 1	578	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	534	-	-	1024	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1024	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	16	651	764	15	13	24
Future Volume (vph)	16	651	764	15	13	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)		2%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.995		0.918	
Flt Protected		0.998			0.981	
Satd. Flow (prot)	0	1842	1882	0	1853	0
Flt Permitted		0.998			0.981	
Satd. Flow (perm)	0	1842	1882	0	1853	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		343	676		494	
Travel Time (s)		7.8	15.4		11.2	
Confl. Peds. (#/hr)					7	7
Peak Hour Factor	0.58	0.90	0.92	0.50	0.75	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	6%
Adj. Flow (vph)	28	723	830	30	17	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	751	860	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	16	651	764	15	13	24
Future Vol, veh/h	16	651	764	15	13	24
Conflicting Peds, #/hr	0	0	0	0	7	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-1	-	-4	-
Peak Hour Factor	58	90	92	50	75	92
Heavy Vehicles, %	0	2	1	0	0	6
Mvmt Flow	28	723	830	30	17	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	860	0	-	0	1631	852
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	786	-
Critical Hdwy	4.1	-	-	-	5.6	5.86
Critical Hdwy Stg 1	-	-	-	-	4.6	-
Critical Hdwy Stg 2	-	-	-	-	4.6	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	790	-	-	-	162	388
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	790	-	-	-	153	386
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	539	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.36	0	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	66	-	240	-	-
HCM Lane V/C Ratio	0.035	-	0.181	-	-
HCM Control Delay (s/veh)	9.7	0	23.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	20	636	683	19	20	22
Future Volume (vph)	20	636	683	19	20	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Grade (%)		0%	-1%		-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.995		0.921	
Flt Protected		0.999			0.980	
Satd. Flow (prot)	0	1898	1876	0	1804	0
Flt Permitted		0.999			0.980	
Satd. Flow (perm)	0	1898	1876	0	1804	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	308		398	
Travel Time (s)		3.4	7.0		9.0	
Confl. Peds. (#/hr)	2			2	8	8
Peak Hour Factor	0.83	0.81	0.95	0.65	0.70	0.54
Heavy Vehicles (%)	0%	0%	1%	8%	7%	0%
Adj. Flow (vph)	24	785	719	29	29	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	809	748	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	0.90	0.90
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	20	636	683	19	20	22
Future Vol, veh/h	20	636	683	19	20	22
Conflicting Peds, #/hr	2	0	0	2	8	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	-3	-
Peak Hour Factor	83	81	95	65	70	54
Heavy Vehicles, %	0	0	1	8	7	0
Mvmt Flow	24	785	719	29	29	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	750	0	-	0	1577	744
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	841	-
Critical Hdwy	4.1	-	-	-	5.87	5.9
Critical Hdwy Stg 1	-	-	-	-	4.87	-
Critical Hdwy Stg 2	-	-	-	-	4.87	-
Follow-up Hdwy	2.2	-	-	-	3.563	3.3
Pot Cap-1 Maneuver	868	-	-	-	153	445
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	866	-	-	-	144	440
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	476	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.28	0	26.14
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	54	-	239	-	-
HCM Lane V/C Ratio	0.028	-	0.29	-	-
HCM Control Delay (s/veh)	9.3	0	26.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	661	0	0	691
Future Volume (vph)	0	0	661	0	0	691
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2027	0	1863	0	0	1881
Flt Permitted						
Satd. Flow (perm)	2027	0	1863	0	0	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	143		676			148
Travel Time (s)	3.3		15.4			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	0	0	718	0	0	751
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	718	0	0	751
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	661	0	0	691
Future Vol, veh/h	0	0	661	0	0	691
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	0	0	718	0	0	751

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1470	718	0	0	718	0
Stage 1	718	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	142	432	-	-	892	-
Stage 1	486	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	142	432	-	-	892	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	892	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	14	569	498	12	11	21
Future Volume (vph)	14	569	498	12	11	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)		2%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.995		0.922	
Flt Protected		0.998			0.979	
Satd. Flow (prot)	0	1824	1834	0	1850	0
Flt Permitted		0.998			0.979	
Satd. Flow (perm)	0	1824	1834	0	1850	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		343	676		494	
Travel Time (s)		7.8	15.4		11.2	
Confl. Peds. (#/hr)					11	11
Peak Hour Factor	0.67	0.90	0.95	0.63	0.50	0.70
Heavy Vehicles (%)	0%	3%	3%	20%	0%	7%
Adj. Flow (vph)	21	632	524	19	22	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	653	543	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	14	569	498	12	11	21
Future Vol, veh/h	14	569	498	12	11	21
Conflicting Peds, #/hr	0	0	0	0	11	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-1	-	-4	-
Peak Hour Factor	67	90	95	63	50	70
Heavy Vehicles, %	0	3	3	20	0	7
Mvmt Flow	21	632	524	19	22	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	543	0	-	0	1219	545
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.1	-	-	-	5.6	5.87
Critical Hdwy Stg 1	-	-	-	-	4.6	-
Critical Hdwy Stg 2	-	-	-	-	4.6	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1036	-	-	-	264	562
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1036	-	-	-	255	556
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	587	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.27	0	16.27
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	58	-	371	-	-
HCM Lane V/C Ratio	0.02	-	0.14	-	-
HCM Control Delay (s/veh)	8.5	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	19	587	535	16	21	16
Future Volume (vph)	19	587	535	16	21	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Grade (%)		0%	-1%		-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.993		0.946	
Flt Protected		0.998			0.971	
Satd. Flow (prot)	0	1810	1834	0	1743	0
Flt Permitted		0.998			0.971	
Satd. Flow (perm)	0	1810	1834	0	1743	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	308		398	
Travel Time (s)		3.4	7.0		9.0	
Confl. Peds. (#/hr)					4	4
Peak Hour Factor	0.58	0.86	0.95	0.50	0.44	0.50
Heavy Vehicles (%)	0%	5%	3%	10%	14%	0%
Adj. Flow (vph)	33	683	563	32	48	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	716	595	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	0.90	0.90
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	19	587	535	16	21	16
Future Vol, veh/h	19	587	535	16	21	16
Conflicting Peds, #/hr	0	0	0	0	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	-3	-
Peak Hour Factor	58	86	95	50	44	50
Heavy Vehicles, %	0	5	3	10	14	0
Mvmt Flow	33	683	563	32	48	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	595	0	-	0	1331	583
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	4.1	-	-	-	5.94	5.9
Critical Hdwy Stg 1	-	-	-	-	4.94	-
Critical Hdwy Stg 2	-	-	-	-	4.94	-
Follow-up Hdwy	2.2	-	-	-	3.626	3.3
Pot Cap-1 Maneuver	991	-	-	-	200	542
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	190	539
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	504	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.4	0	25.24
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	82	-	257	-	-
HCM Lane V/C Ratio	0.033	-	0.311	-	-
HCM Control Delay (s/veh)	8.8	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	51	512	65	54	476
Future Volume (vph)	62	51	512	65	54	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.985			
Flt Protected	0.973					0.995
Satd. Flow (prot)	1852	0	1823	0	0	1841
Flt Permitted	0.973					0.995
Satd. Flow (perm)	1852	0	1823	0	0	1841
Link Speed (mph)	30		30			30
Link Distance (ft)	143		676			148
Travel Time (s)	3.3		15.4			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	67	55	557	71	59	517
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	628	0	0	576
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	51	512	65	54	476
Future Vol, veh/h	62	51	512	65	54	476
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	67	55	557	71	59	517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1227	592	0	0	627	0
Stage 1	592	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	199	510	-	-	964	-
Stage 1	557	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	182	510	-	-	964	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	486	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	31.31	0	0.91
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	256	183	-
HCM Lane V/C Ratio	-	-	0.479	0.061	-
HCM Control Delay (s/veh)	-	-	31.3	9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.2	-



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	16	690	802	15	13	24
Future Volume (vph)	16	690	802	15	13	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)		2%	0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.914	
Flt Protected		0.998			0.982	
Satd. Flow (prot)	0	1842	1874	0	1843	0
Flt Permitted		0.998			0.982	
Satd. Flow (perm)	0	1842	1874	0	1843	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		343	676		494	
Travel Time (s)		7.8	15.4		11.2	
Confl. Peds. (#/hr)					7	7
Peak Hour Factor	0.58	0.90	0.92	0.50	0.75	0.80
Heavy Vehicles (%)	0%	2%	1%	0%	0%	6%
Adj. Flow (vph)	28	767	872	30	17	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	902	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.00	1.00	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	16	690	802	15	13	24
Future Vol, veh/h	16	690	802	15	13	24
Conflicting Peds, #/hr	0	0	0	0	7	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	0	-	-4	-
Peak Hour Factor	58	90	92	50	75	80
Heavy Vehicles, %	0	2	1	0	0	6
Mvmt Flow	28	767	872	30	17	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	902	0	-	0	1716	894
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	829	-
Critical Hdwy	4.1	-	-	-	5.6	5.86
Critical Hdwy Stg 1	-	-	-	-	4.6	-
Critical Hdwy Stg 2	-	-	-	-	4.6	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	762	-	-	-	147	369
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	762	-	-	-	137	367
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	519	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.34	0	24.92
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	63	-	228	-	-
HCM Lane V/C Ratio	0.036	-	0.208	-	-
HCM Control Delay (s/veh)	9.9	0	24.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	20	667	715	19	20	22
Future Volume (vph)	20	667	715	19	20	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Grade (%)		0%	-1%		-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.995		0.921	
Flt Protected		0.999			0.980	
Satd. Flow (prot)	0	1898	1876	0	1804	0
Flt Permitted		0.999			0.980	
Satd. Flow (perm)	0	1898	1876	0	1804	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	308		398	
Travel Time (s)		3.4	7.0		9.0	
Confl. Peds. (#/hr)	2			2	8	8
Peak Hour Factor	0.83	0.81	0.95	0.65	0.70	0.54
Heavy Vehicles (%)	0%	0%	1%	8%	7%	0%
Adj. Flow (vph)	24	823	753	29	29	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	847	782	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	0.90	0.90
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	20	667	715	19	20	22
Future Vol, veh/h	20	667	715	19	20	22
Conflicting Peds, #/hr	2	0	0	2	8	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	-3	-
Peak Hour Factor	83	81	95	65	70	54
Heavy Vehicles, %	0	0	1	8	7	0
Mvmt Flow	24	823	753	29	29	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	784	0	-	0	1649	777
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	880	-
Critical Hdwy	4.1	-	-	-	5.87	5.9
Critical Hdwy Stg 1	-	-	-	-	4.87	-
Critical Hdwy Stg 2	-	-	-	-	4.87	-
Follow-up Hdwy	2.2	-	-	-	3.563	3.3
Pot Cap-1 Maneuver	843	-	-	-	139	427
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	842	-	-	-	131	423
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	459	-

Approach	NB	SB	SE
HCM Control Delay, s/v	0.27	0	28.59
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	51	-	221	-	-
HCM Lane V/C Ratio	0.029	-	0.314	-	-
HCM Control Delay (s/veh)	9.4	0	28.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	32	661	39	32	691
Future Volume (vph)	39	32	661	39	32	691
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.993			
Flt Protected	0.973					0.998
Satd. Flow (prot)	1852	0	1852	0	0	1878
Flt Permitted	0.973					0.998
Satd. Flow (perm)	1852	0	1852	0	0	1878
Link Speed (mph)	30		30			30
Link Distance (ft)	143		676			148
Travel Time (s)	3.3		15.4			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	42	35	718	42	35	751
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	760	0	0	786
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	14		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	32	661	39	32	691
Future Vol, veh/h	39	32	661	39	32	691
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	42	35	718	42	35	751

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1560	740	0	0	761	0
Stage 1	740	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	125	420	-	-	860	-
Stage 1	476	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	420	-	-	860	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	41.82	0	0.41
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	172	80	-
HCM Lane V/C Ratio	-	-	0.448	0.04	-
HCM Control Delay (s/veh)	-	-	41.8	9.4	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0.1	-

Colliers Engineering & Design

Traffic Impact Study

Appendix E | Reference Data/Traffic Volume Data

Appendix E | Traffic Volume Data

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 1-_FISHKILL_AVE_&_CONKLIN_ST-THU_998939_10-06-2022
Site Code :
Start Date : 10/6/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	FISHKILL AVE From North					From East					FISHKILL AVE From South					CONKLIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	25	0	0	25	0	0	0	0	0	0	30	0	0	30	1	0	1	0	2	57
06:15 AM	0	23	0	0	23	0	0	0	0	0	0	27	1	0	28	0	0	0	1	1	52
06:30 AM	0	40	0	0	40	0	0	0	0	0	0	49	0	0	49	2	0	1	1	4	93
06:45 AM	0	67	0	0	67	0	0	0	0	0	0	67	0	0	67	1	0	2	0	3	137
Total	0	155	0	0	155	0	0	0	0	0	0	173	1	0	174	4	0	4	2	10	339
07:00 AM	0	90	0	0	90	0	0	0	0	0	0	44	0	0	44	0	0	3	3	6	140
07:15 AM	0	100	0	0	100	0	0	0	0	0	0	98	0	0	98	2	0	1	1	4	202
07:30 AM	1	75	0	0	76	0	0	0	0	0	0	71	0	0	71	2	0	0	4	6	153
07:45 AM	0	125	0	0	125	0	0	0	0	0	0	80	0	0	80	3	0	2	0	5	210
Total	1	390	0	0	391	0	0	0	0	0	0	293	0	0	293	7	0	6	8	21	705
08:00 AM	2	102	0	0	104	0	0	0	0	0	0	121	2	0	123	2	0	1	2	5	232
08:15 AM	1	98	0	0	99	0	0	0	0	0	0	102	3	0	105	5	0	1	1	7	211
08:30 AM	1	97	0	0	98	0	0	0	0	0	0	98	1	0	99	3	0	0	1	4	201
08:45 AM	1	91	0	0	92	0	0	0	0	0	0	124	2	0	126	4	0	0	7	11	229
Total	5	388	0	0	393	0	0	0	0	0	0	445	8	0	453	14	0	2	11	27	873
Grand Total	6	933	0	0	939	0	0	0	0	0	0	911	9	0	920	25	0	12	21	58	1917
Apprch %	0.6	99.4	0	0		0	0	0	0		0	99	1	0		43.1	0	20.7	36.2		
Total %	0.3	48.7	0	0	49	0	0	0	0	0	0	47.5	0.5	0	48	1.3	0	0.6	1.1	3	
Lights	5	904	0	0	909	0	0	0	0	0	0	879	9	0	888	24	0	12	0	36	1833
% Lights	83.3	96.9	0	0	96.8	0	0	0	0	0	0	96.5	100	0	96.5	96	0	100	0	62.1	95.6
Buses	1	15	0	0	16	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	34
% Buses	16.7	1.6	0	0	1.7	0	0	0	0	0	0	1.9	0	0	1.8	4	0	0	0	1.7	1.8
Trucks	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	29
% Trucks	0	1.5	0	0	1.5	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	21
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	36.2	1.1

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 1-_FISHKILL_AVE_&_CONKLIN_ST-THU_998939_10-06-2022
Site Code :
Start Date : 10/6/2022
Page No : 2

	FISHKILL AVE From North					From East					FISHKILL AVE From South					CONKLIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**2**	**102**	0	0	**104**	0	0	0	0	0	0	121	2	0	123	2	0	**1**	2	5	**232**
08:15 AM	1	98	0	0	99	0	0	0	0	0	0	102	**3**	0	105	**5**	0	1	1	7	211
08:30 AM	1	97	0	0	98	0	0	0	0	0	0	98	1	0	99	3	0	0	1	4	201
08:45 AM	1	91	0	0	92	0	0	0	0	0	0	**124**	2	0	**126**	4	0	0	**7**	**11**	229
Total Volume	5	388	0	0	393	0	0	0	0	0	0	445	8	0	453	14	0	2	11	27	873
% App. Total	1.3	98.7	0	0		0	0	0	0		0	98.2	1.8	0		51.9	0	7.4	40.7		
PHF	.625	.951	.000	.000	.945	.000	.000	.000	.000	.000	.000	.897	.667	.000	.899	.700	.000	.500	.393	.614	.941
Lights	4	377	0	0	381	0	0	0	0	0	0	427	8	0	435	13	0	2	0	15	831
% Lights	80.0	97.2	0	0	96.9	0	0	0	0	0	0	96.0	100	0	96.0	92.9	0	100	0	55.6	95.2
Buses	1	6	0	0	7	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	16
% Buses	20.0	1.5	0	0	1.8	0	0	0	0	0	0	1.8	0	0	1.8	7.1	0	0	0	3.7	1.8
Trucks	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
% Trucks	0	1.3	0	0	1.3	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	1.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	40.7	1.3

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 1-_FISHKILL_AVE_&_CONKLIN_ST-THU_998939_10-06-2022
Site Code :
Start Date : 10/6/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	FISHKILL AVE From North					From East					FISHKILL AVE From South					CONKLIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	2	111	0	0	113	0	0	0	0	0	0	114	2	0	116	4	0	1	4	9	238
03:15 PM	5	115	0	0	120	0	0	0	0	0	0	125	1	0	126	2	0	2	1	5	251
03:30 PM	2	119	0	0	121	0	0	0	0	0	0	117	4	0	121	5	0	0	3	8	250
03:45 PM	1	118	0	0	119	0	0	0	0	0	0	102	2	0	104	2	0	0	2	4	227
Total	10	463	0	0	473	0	0	0	0	0	0	458	9	0	467	13	0	3	10	26	966
04:00 PM	0	111	0	0	111	0	0	0	0	0	0	160	2	0	162	3	0	1	3	7	280
04:15 PM	1	167	0	0	168	0	0	0	0	0	0	123	1	0	124	3	0	1	3	7	299
04:30 PM	3	179	0	0	182	0	0	0	0	0	0	152	3	0	155	3	0	1	1	5	342
04:45 PM	1	152	0	0	153	0	0	0	0	0	0	121	1	0	122	5	0	0	1	6	281
Total	5	609	0	0	614	0	0	0	0	0	0	556	7	0	563	14	0	3	8	25	1202
05:00 PM	1	157	0	0	158	0	0	0	0	0	0	151	2	0	153	5	0	1	2	8	319
05:15 PM	0	135	0	0	135	0	0	0	0	0	0	126	0	0	126	0	0	0	1	1	262
05:30 PM	3	173	0	0	176	0	0	0	0	0	0	136	0	0	136	1	0	0	3	4	316
05:45 PM	0	140	0	0	140	0	0	0	0	0	0	114	2	0	116	1	0	0	6	7	263
Total	4	605	0	0	609	0	0	0	0	0	0	527	4	0	531	7	0	1	12	20	1160
Grand Total	19	1677	0	0	1696	0	0	0	0	0	0	1541	20	0	1561	34	0	7	30	71	3328
Apprch %	1.1	98.9	0	0		0	0	0	0		0	98.7	1.3	0		47.9	0	9.9	42.3		
Total %	0.6	50.4	0	0	51	0	0	0	0	0	0	46.3	0.6	0	46.9	1	0	0.2	0.9	2.1	
Lights	19	1656	0	0	1675	0	0	0	0	0	0	1504	20	0	1524	32	0	7	0	39	3238
% Lights	100	98.7	0	0	98.8	0	0	0	0	0	0	97.6	100	0	97.6	94.1	0	100	0	54.9	97.3
Buses	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	24
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	1.1	0	0	1.1	2.9	0	0	0	1.4	0.7
Trucks	0	15	0	0	15	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	36
% Trucks	0	0.9	0	0	0.9	0	0	0	0	0	0	1.3	0	0	1.3	2.9	0	0	0	1.4	1.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30	30
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	42.3	0.9

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 1-_FISHKILL_AVE_&_CONKLIN_ST-THU_998939_10-06-2022
Site Code :
Start Date : 10/6/2022
Page No : 2

	FISHKILL AVE From North					From East					FISHKILL AVE From South					CONKLIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	167	0	0	168	0	0	0	0	0	0	123	1	0	124	3	0	**1**	**3**	7	299
04:30 PM	**3**	**179**	0	0	**182**	0	0	0	0	0	0	**152**	**3**	0	**155**	3	0	1	1	5	**342**
04:45 PM	1	152	0	0	153	0	0	0	0	0	0	121	1	0	122	**5**	0	0	1	6	281
05:00 PM	1	157	0	0	158	0	0	0	0	0	0	151	2	0	153	5	0	1	2	**8**	319
Total Volume	6	655	0	0	661	0	0	0	0	0	0	547	7	0	554	16	0	3	7	26	1241
% App. Total	0.9	99.1	0	0		0	0	0	0		0	98.7	1.3	0		61.5	0	11.5	26.9		
PHF	.500	.915	.000	.000	.908	.000	.000	.000	.000	.000	.000	.900	.583	.000	.894	.800	.000	.750	.583	.813	.907
Lights	6	649	0	0	655	0	0	0	0	0	0	536	7	0	543	15	0	3	0	18	1216
% Lights	100	99.1	0	0	99.1	0	0	0	0	0	0	98.0	100	0	98.0	93.8	0	100	0	69.2	98.0
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0.5
Trucks	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	12
% Trucks	0	0.8	0	0	0.8	0	0	0	0	0	0	1.1	0	0	1.1	6.3	0	0	0	3.8	1.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	26.9	0.6

TUESDAY 9/24/24

Time	Fishkill Avenue & Townsend Street																								Network Totals	
	EB						WB						NB						SB							
	L	T	R	Total	Bikes	Peds	L	T	R	Total	Bikes	Peds	L	T	R	Total	Bikes	Peds	L	T	R	Total	Bikes	Peds		
6:00 AM	2	-	-	**2**	-	1	-	-	-	**-**	-	-	1	35	-	**36**	-	-	-	18	-	**18**	-	-	56	
6:15 AM	2	-	-	**2**	-	-	-	-	-	**-**	-	-	-	39	-	**39**	-	-	-	21	1	**22**	-	1	63	
6:30 AM	1	-	-	**1**	-	1	-	-	-	**-**	1	-	-	42	-	**42**	-	-	-	39	2	**41**	-	-	84	
6:45 AM	1	-	2	**3**	-	-	-	-	-	**-**	1	-	2	57	-	**59**	-	-	-	73	1	**74**	-	-	136	339
7:00 AM	5	-	1	**6**	-	1	-	-	-	**-**	-	1	-	68	-	**68**	-	-	-	74	-	**74**	-	-	148	431
7:15 AM	2	1	1	**4**	-	-	-	-	-	**-**	-	-	2	76	-	**78**	-	-	-	87	2	**89**	-	-	171	539
7:30 AM	1	-	1	**2**	-	1	1	-	-	**1**	-	-	3	82	-	**85**	-	-	-	78	-	**78**	-	1	166	621
7:45 AM	5	-	2	**7**	-	-	-	-	-	**-**	-	2	4	83	-	**87**	-	-	-	103	2	**105**	-	-	199	684
8:00 AM	-	-	2	**2**	-	-	-	-	-	**-**	-	-	-	83	-	**83**	-	-	-	93	2	**95**	-	-	180	716
8:15 AM	3	-	2	**5**	-	1	-	-	-	**-**	-	-	1	71	-	**72**	-	-	-	98	5	**103**	-	-	180	725
8:30 AM	-	-	5	**5**	-	1	-	-	-	**-**	-	-	3	104	-	**107**	-	-	1	84	1	**86**	-	-	198	757
8:45 AM	4	-	1	**5**	-	2	1	-	-	**1**	-	-	3	98	-	**101**	-	-	-	98	2	**100**	-	-	207	765
9:00 AM	4	-	2	**6**	-	-	-	-	1	**1**	-	1	2	78	-	**80**	-	-	1	86	1	**88**	-	1	175	760
9:15 AM	3	-	1	**4**	-	2	1	-	1	**2**	-	-	3	62	-	**65**	-	-	-	68	1	**69**	-	-	140	720
9:30 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	522
9:45 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	315
10:00 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	140
10:15 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
10:30 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
10:45 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
11:00 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
11:15 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
11:30 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
11:45 AM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
12:00 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
12:15 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
12:30 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
12:45 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
1:00 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
1:15 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
1:30 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
1:45 PM	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-
2:00 PM	2	-	4	**6**	-	-	-	-	-	**-**	-	-	2	77	-	**79**	-	-	1	86	3	**90**	-	1	175	175
2:15 PM	1	-	1	**2**	-	-	-	-	1	**1**	1	-	1	116	-	**117**	-	-	-	91	1	**92**	-	1	212	387
2:30 PM	3	-	1	**4**	-	2	-	1	-	**1**	-	2	-	89	-	**89**	-	-	1	113	3	**117**	-	3	211	598
2:45 PM	-	-	4	**4**	-	-	1	-	-	**1**	-	-	1	119	-	**120**	-	-	-	120	2	**122**	-	1	247	845
3:00 PM	3	-	2	**5**	-	2	-	-	1	**1**	-	-	3	111	1	**115**	-	-	1	110	3	**114**	-	-	235	905
3:15 PM	4	-	2	**6**	-	2	-	-	2	**2**	-	-	4	106	-	**110**	-	-	-	99	2	**101**	-	-	219	912
3:30 PM	6	-	2	**8**	-	-	-	-	-	**-**	-	-	5	119	-	**124**	-	-	1	107	1	**109**	-	-	241	942
3:45 PM	3	-	-	**3**	-	-	-	-	-	**-**	-	-	2	78	-	**80**	-	-	-	121	3	**124**	-	1	207	902
4:00 PM	3	-	3	**6**	-	-	-	-	-	**-**	1	1	5	115	-	**120**	-	1	-	128	3	**131**	-	1	257	924
4:15 PM	5	-	6	**11**	-	3	-	-	1	**1**	-	3	3	98	-	**101**	-	2	-	140	3	**143**	-	2	256	961
4:30 PM	2	-	3	**5**	-	1	-	-	1	**1**	-	1	3	92	-	**95**	-	-	1	133	3	**137**	-	-	238	958
4:45 PM	5	-	4	**9**	-	2	2	1	1	**4**	-	-	1	111	-	**112**	-	-	-	129	5	**134**	-	-	259	1,010
5:00 PM	2	-	-	**2**	-	2	1	-	-	**1**	2	-	3	135	-	**138**	-	-	-	128	2	**130**	-	-	271	1,024
5:15 PM	6	-	2	**8**	-	-	-	-	-	**-**	-	-	3	99	1	**103**	-	-	-	125	4	**129**	-	-	240	1,008
5:30 PM	6	-	2	**8**	-	1	-	-	-	**-**	-	-	2	101	-	**103**	-	-	-	119	3	**122**	-	-	233	1,003
5:45 PM	2	-	2	**4**	-	-	-	-	-	**-**	1	-	6	116	-	**122**	-	-	-	150	1	**151**	-	-	277	1,021
																									-	**1,024**

Peak Hour Summary

Time	EB						WB						NB						SB						Total
	L	T	R	App	Bikes	Peds	L	T	R	App	Bikes	Peds	L	T	R	App	Bikes	Peds	L	T	R	App	Bikes	Peds	
8:00 AM	-	-	2	2	-	-	-	-	-	-	-	-	-	83	-	83	-	-	-	93	2	95	-	-	180
8:15 AM	3	-	2	5	-	1	-	-	-	-	-	-	1	71	-	72	-	-	-	98	5	103	-	-	180
8:30 AM	-	-	5	5	-	1	-	-	-	-	-	-	3	104	-	107	-	-	1	84	1	86	-	-	198
8:45 AM	4	-	1	5	-	2	1	-	-	1	-	-	3	98	-	101	-	-	-	98	2	100	-	-	207
Total Peak Hour	**7**	**-**	**10**	**17**	**-**	**4**	**1**	**-**	**-**	**1**	**-**	**-**	**7**	**356**	**-**	**363**	**-**	**-**	**1**	**373**	**10**	**384**	**-**	**-**	**765**
PHF	0.44	#####	0.50	0.85	-	-	0.25	-	#####	0.25	-	-	0.58	0.86	-	0.85	-	-	0.25	0.95	0.50	0.93	-	-	0.92
Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	11	-	-	-	3	-	3	-	-	14
Trucks	1	-	-	1	-	-	-	-	-	-	-	-	-	8	-	8	-	-	-	8	1	9	-	-	18
% HV	14.29%	#####	0.00%	5.88%	-	-	0.00%	-	#####	0.00%	-	-	0.00%	5.34%	-	5.23%	-	-	0.00%	2.95%	10.00%	3.13%	-	-	4.18%

Peak Hour Summary

Time	EB						WB						NB						SB						Total
	L	T	R	App	Bikes	Peds	L	T	R	App	Bikes	Peds	L	T	R	App	Bikes	Peds	L	T	R	App	Bikes	Peds	
4:15 PM	5	-	6	11	-	3	-	-	1	1	-	3	3	98	-	101	-	2	-	140	3	143	-	2	256
4:30 PM	2	-	3	5	-	1	-	-	1	1	-	1	3	92	-	95	-	-	1	133	3	137	-	-	238
4:45 PM	5	-	4	9	-	2	2	1	1	4	-	-	1	111	-	112	-	-	-	129	5	134	-	-	259
5:00 PM	2	-	-	2	-	2	1	-	-	1	2	-	3	135	-	138	-	-	-	128	2	130	-	-	271
Total Peak Hour	**14**	**-**	**13**	**27**	**-**	**8**	**3**	**1**	**3**	**7**	**2**	**4**	**10**	**436**	**-**	**446**	**-**	**2**	**1**	**530**	**13**	**544**	**-**	**2**	**1,024**
PHF	0.70	#####	0.54	0.61	-	-	0.38	-	0.75	0.44	-	-	0.83	0.81	-	0.81	-	-	0.25	0.95	0.65	0.95	-	-	0.94
Buses	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	2
Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	-	-	-	3	-	3	-	-	5
% HV	7.14%	#####	0.00%	3.70%	-	-	0.00%	-	0.00%	0.00%	-	-	0.00%	0.46%	-	0.45%	-	-	0.00%	0.57%	7.69%	0.74%	-	-	0.68%

Appendix E | ITE Parking Data

Land Use: 220 Multifamily Housing—2+ BR (Low-Rise)

Description

Low-rise multifamily housing with two-or-more bedrooms is a residential building with two or three floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms.

Various configurations can fit this description, including the following:

- Walkup apartment or multiplex-access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway
- Mansion apartment-several dwelling units within what appears from the outside to be a single-family dwelling unit
- Stacked townhouse-designed to match the external appearance of a townhouse, but which have dwelling units that share both floors and walls and with access through a central entry and stairway

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand (1) on a weekday (13 study sites) and a Saturday (eight study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
Hour Beginning	Weekday	Saturday	Weekday	Saturday
12:00-4:00 a.m.	97	92	89	100
5:00 a.m.	100	100	100	92
6:00 a.m.	96	99	97	92
7:00 a.m.	85	97	84	84
8:00 a.m.	67	92	58	76
9:00 a.m.	54	83	55	81
10:00 a.m.	48	79	47	78
11:00 a.m.	45	71	55	86
12:00 p.m.	45	68	55	81
1:00 p.m.	42	65	55	73
2:00 p.m.	42	62	42	70
3:00 p.m.	47	66	45	49
4:00 p.m.	49	66	47	51
5:00 p.m.	56	67	50	46
6:00 p.m.	64	70	68	43
7:00 p.m.	72	78	58	49
8:00 p.m.	77	77	58	59
9:00 p.m.	85	80	61	62
10:00 p.m.	92	82	74	76
11:00 p.m.	95	88	84	86

Additional Data

The average parking supply ratios and average peak parking occupancy for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit	Average Peak Parking Occupancy
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (21 sites)	73%
	Not within ½ mile of rail transit	1.3 (18 sites)	70%
General Urban/ Suburban	Within ½ mile of rail transit	1.6 (31 sites)	72%
	Not within ½ mile of rail transit	1.7 (114 sites)	72%

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, California, Colorado, District of Columbia, Maine, Maryland, Massachusetts, New Jersey, Ontario (CAN), Oregon, Pennsylvania, Tennessee, Virginia, Washington, and Wisconsin.

Source Numbers

209, 218, 219, 247, 255, 277, 314, 402, 414, 419, 432, 437, 505, 512, 533, 535, 536, 537, 538, 544, 545, 577, 578, 579, 580, 584, 585, 587, 603, 604, 610, 611, 617, 620, 631

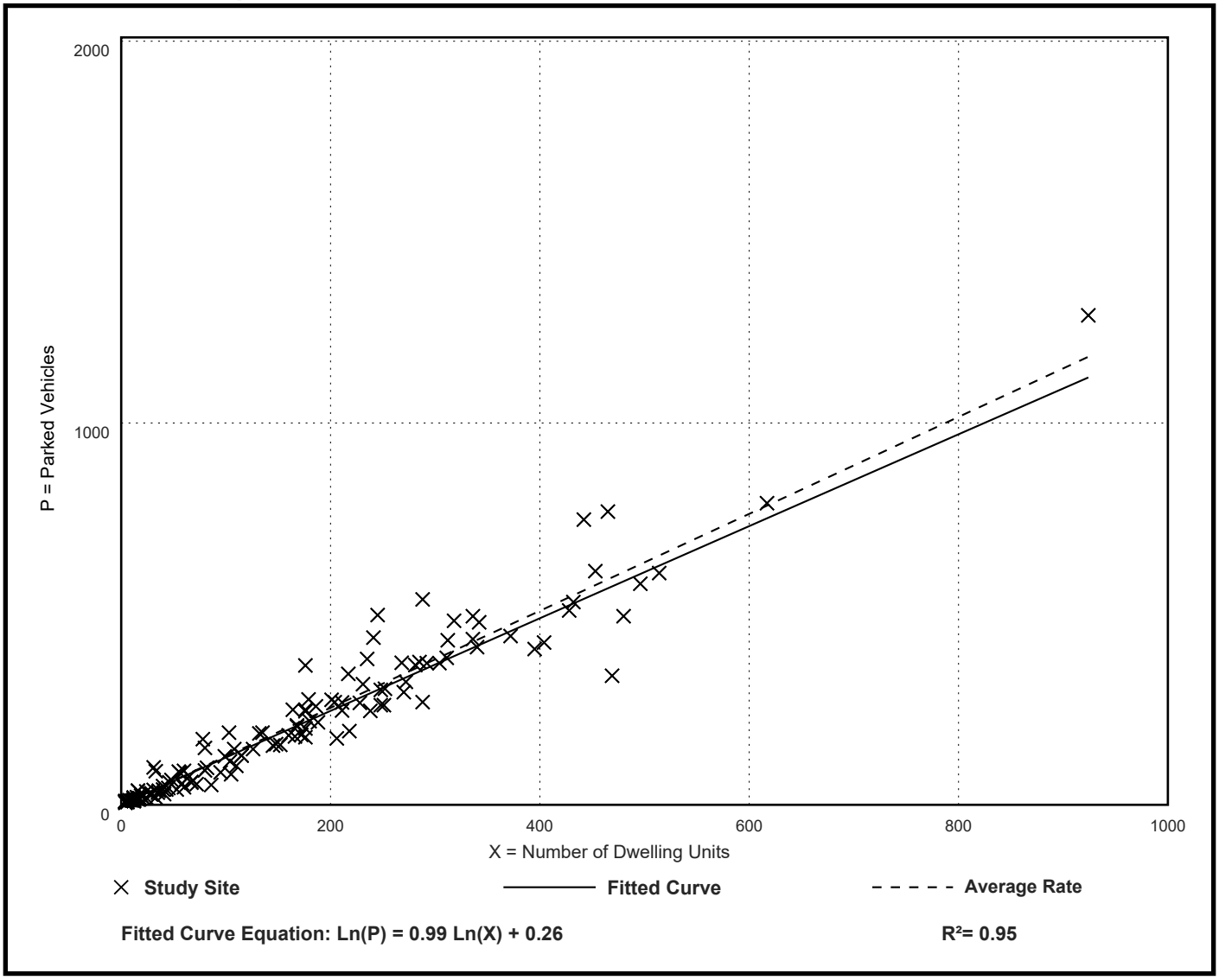
Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 143
Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.99 Ln(X) + 0.26

R^2= 0.95

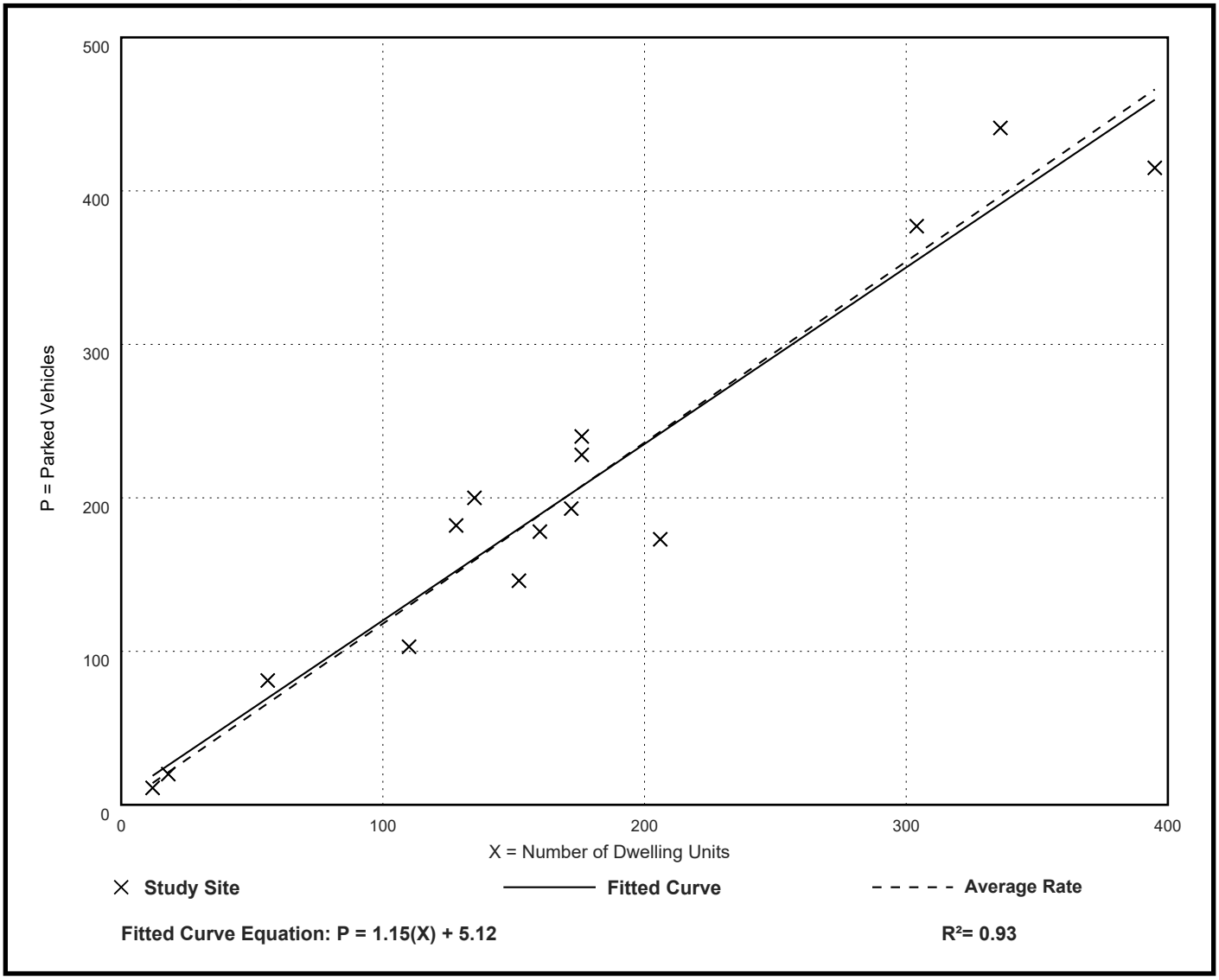
Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. Num. of Dwelling Units: 169

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	0.84 - 1.48	1.07 / 1.44	***	0.19 (16%)

Data Plot and Equation



Fitted Curve Equation: P = 1.15(X) + 5.12

R^2= 0.93

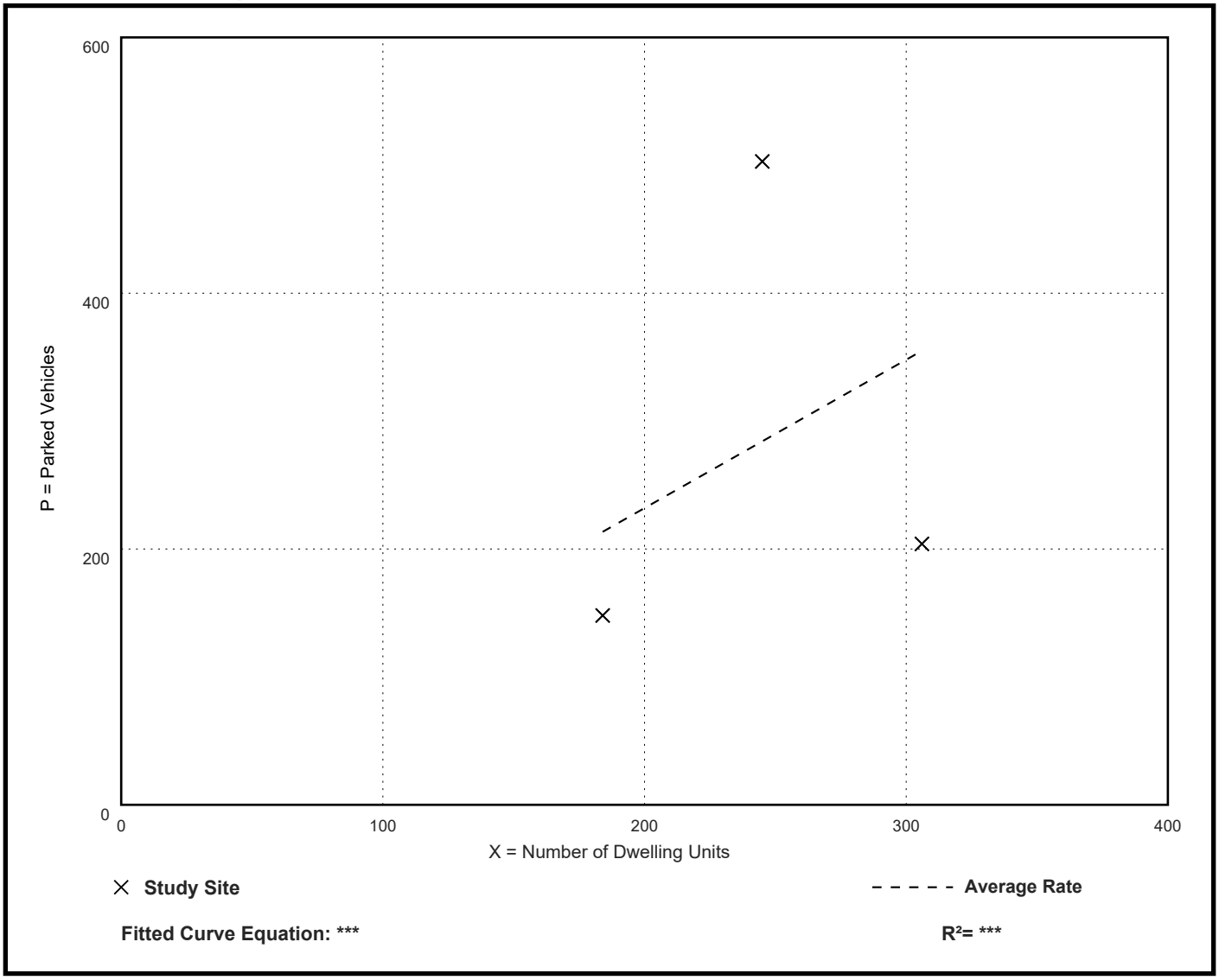
Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Sunday**
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Dwelling Units: 245

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.16	0.67 - 2.05	0.71 / 2.05	***	0.77 (66%)

Data Plot and Equation



Land Use: 822 Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area (GFA) of the building.

The 40,000 square feet GLA threshold between shopping plaza and strip retail plaza (Land Use 822) is based on an examination of the parking demand database. All shopping plazas with a supermarket as their anchor in the database are larger than 40,000 square feet GLA.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday–Thursday (five study sites), a Friday (two study sites), and a Saturday (four study sites).

Hour Beginning	Percent of Peak Parking Demand		
	Monday–Thursday	Friday	Saturday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	19	19	—
9:00 a.m.	33	40	38
10:00 a.m.	47	44	55
11:00 a.m.	55	52	66
12:00 p.m.	89	96	85
1:00 p.m.	100	96	100
2:00 p.m.	73	84	96
3:00 p.m.	73	52	79
4:00 p.m.	66	50	66
5:00 p.m.	70	63	64
6:00 p.m.	75	49	67
7:00 p.m.	70	100	70
8:00 p.m.	54	94	70
9:00 p.m.	48	73	51
10:00 p.m.	—	—	—
11:00 p.m.	—	—	—

Additional Data

The average parking supply ratios for the study sites with parking supply information are the following:

- 5.7 spaces per 1,000 square feet GLA (24 sites) in a general urban/suburban setting
- 3.3 spaces per 1,000 square feet GLA (3 sites) in a dense multi-use urban setting

The average peak parking occupancy is 50 percent at the general urban/suburban sites and 76 percent at the dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2010s, and the 2020s in Alberta (CAN), British Columbia (CAN), California, Colorado, Kansas, Maine, Manitoba (CAN), Maryland, Michigan, Minnesota, Missouri, New York, Texas, Virginia, and Washington.

Future data submissions should attempt to provide information on the composition of each study site (types and number of stores, restaurants, or other tenants within the shopping center).

Source Numbers

89, 209, 219, 297, 511, 601, 605, 606, 618, 619, 621, 635

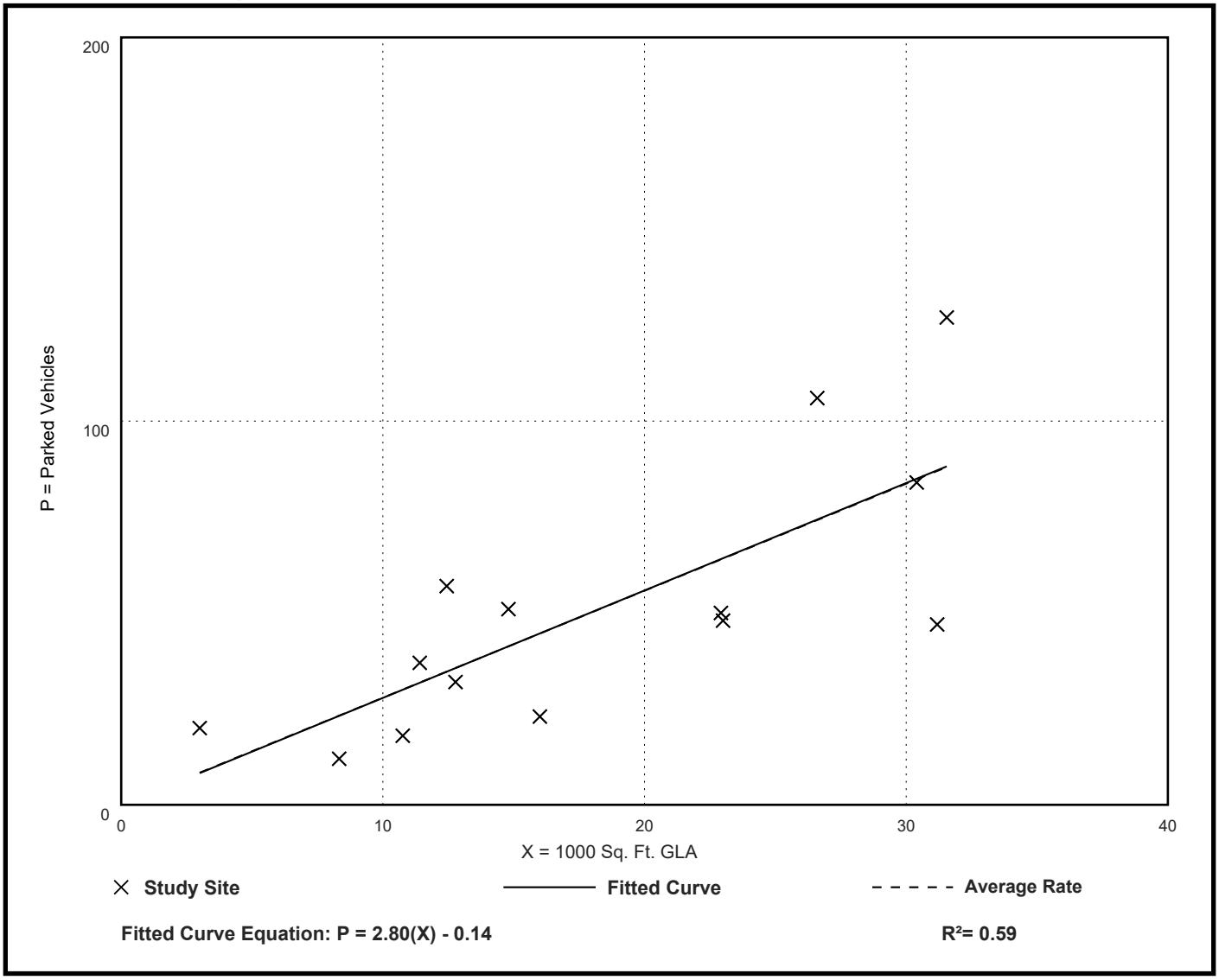
Strip Retail Plaza (< 40k)
(822)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GLA: 18

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.79	1.44 - 6.67	2.07 / 4.44	***	1.14 (41%)

Data Plot and Equation



Fitted Curve Equation: P = 2.80(X) - 0.14

R^2= 0.59

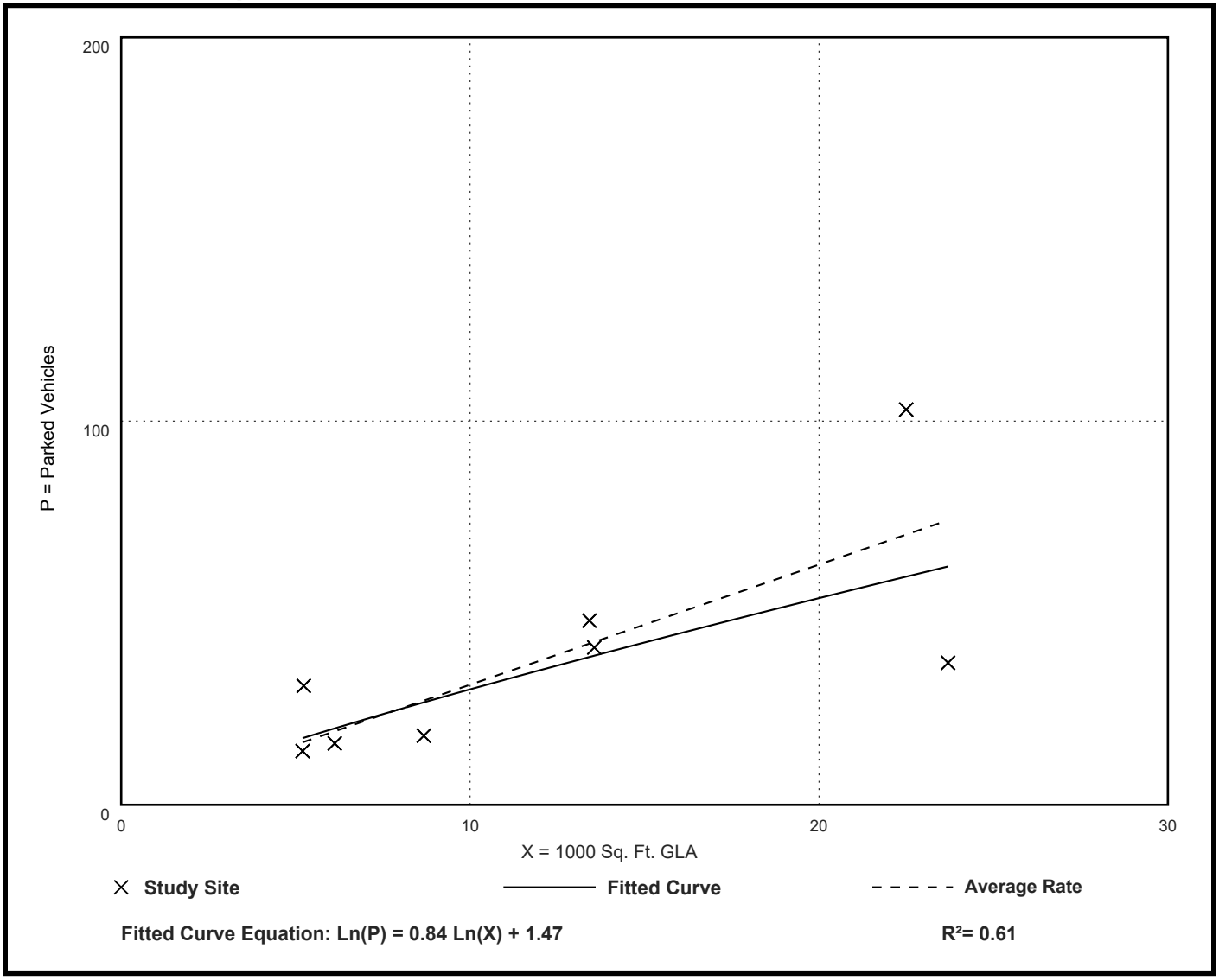
Strip Retail Plaza (< 40k)
(822)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Friday
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GLA: 12

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.13	1.56 - 5.93	2.60 / 5.45	***	1.37 (44%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.84 Ln(X) + 1.47

R^2= 0.61

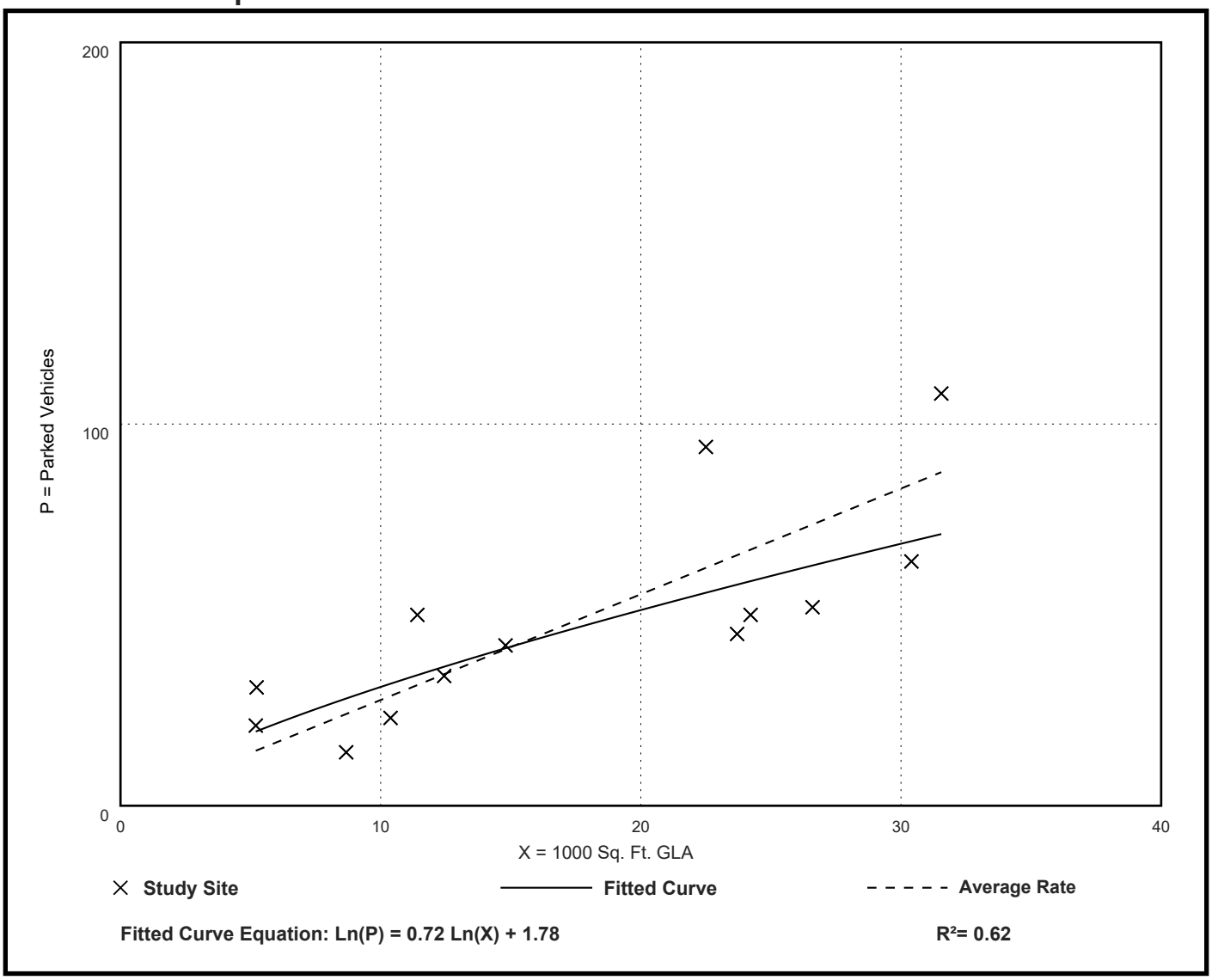
Strip Retail Plaza (< 40k)
(822)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GLA: 17

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.77	1.61 - 5.93	2.09 / 4.36	***	1.03 (37%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.72 Ln(X) + 1.78

R^2= 0.62

Land Use: 937 Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons and table service is not provided.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at four study sites in a general urban/suburban setting.

Hour Beginning	Percent of Monday–Thursday Peak Parking Demand
12:00–4:00 a.m.	–
5:00 a.m.	–
6:00 a.m.	–
7:00 a.m.	91
8:00 a.m.	100
9:00 a.m.	97
10:00 a.m.	97
11:00 a.m.	71
12:00 p.m.	77
1:00 p.m.	66
2:00 p.m.	54
3:00 p.m.	57
4:00 p.m.	63
5:00 p.m.	–
6:00 p.m.	–
7:00 p.m.	–
8:00 p.m.	–
9:00 p.m.	–
10:00 p.m.	–
11:00 p.m.	–

Additional Data

The average parking supply ratio for the 12 study sites in a general urban/suburban setting and with parking supply information is 10.3 spaces per 1,000 square feet GFA. The average peak parking occupancy at these sites is 50 percent.

The sites were surveyed in the 2000s, the 2010s, and the 2020s in Maine, Nevada, New Jersey, Ontario (CAN), Tennessee, and Washington.

Source Numbers

405, 407, 412, 433, 442, 509, 523, 540, 620

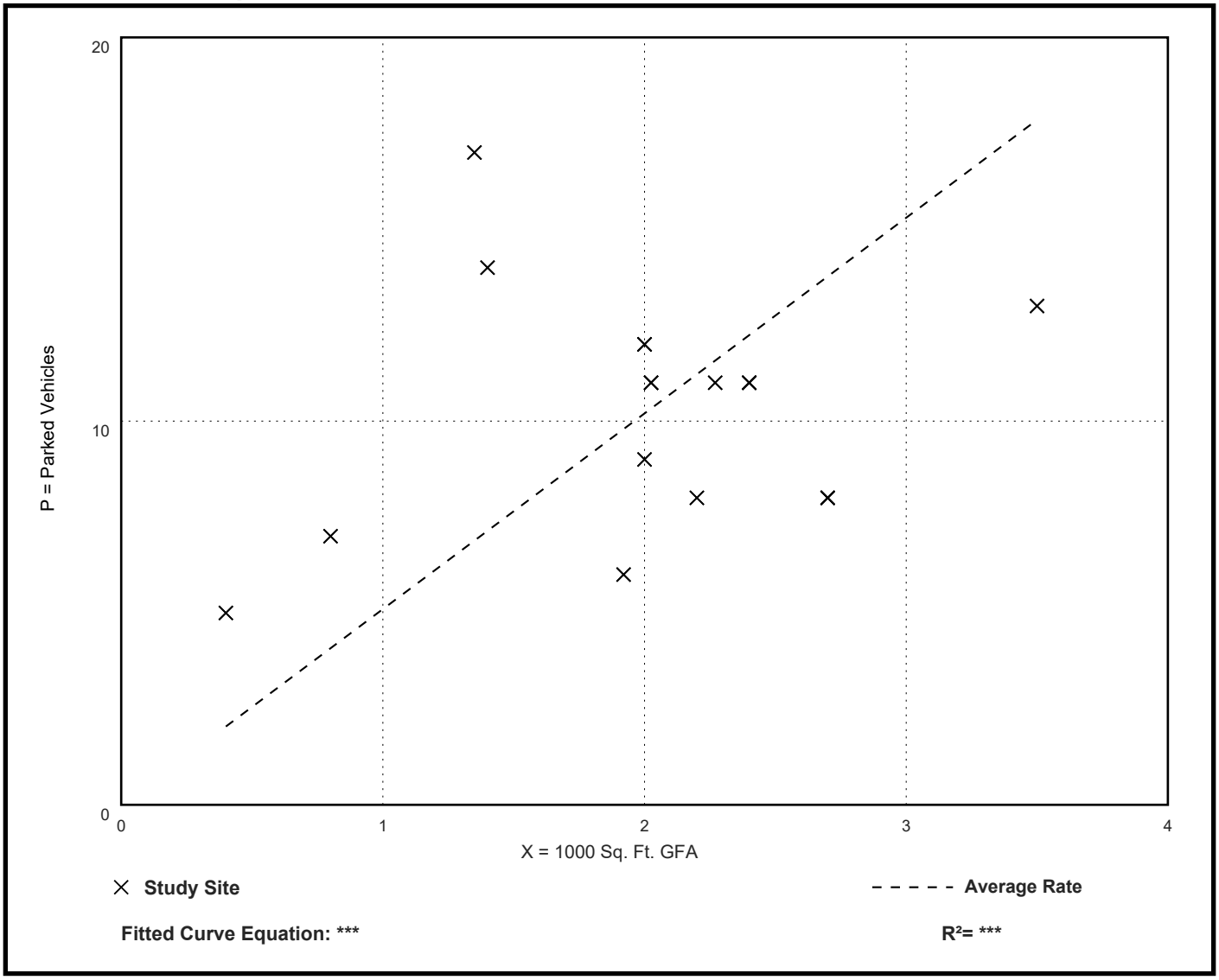
Coffee/Donut Shop with Drive-Through Window (937)

Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. 1000 Sq. Ft. GFA: 2.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
5.10	2.96 - 12.59	4.45 / 10.75	***	2.44 (48%)

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

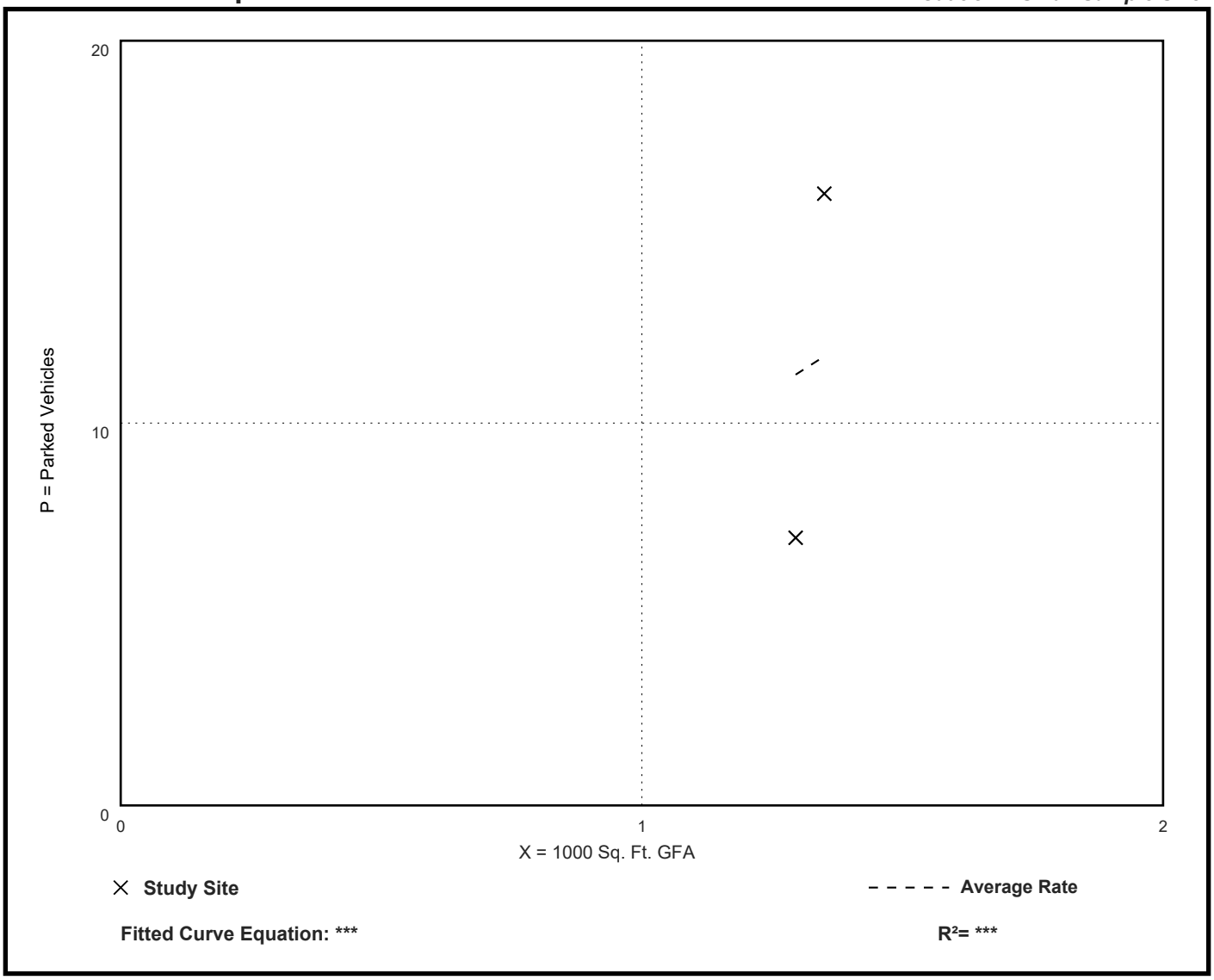
Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 1.3

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.70	5.41 - 11.85	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Colliers Engineering & Design

Traffic Impact Study

Appendix F | Other Development Data

MASER CONSULTING P.A.

Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

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February 23, 2018

VIA UPS

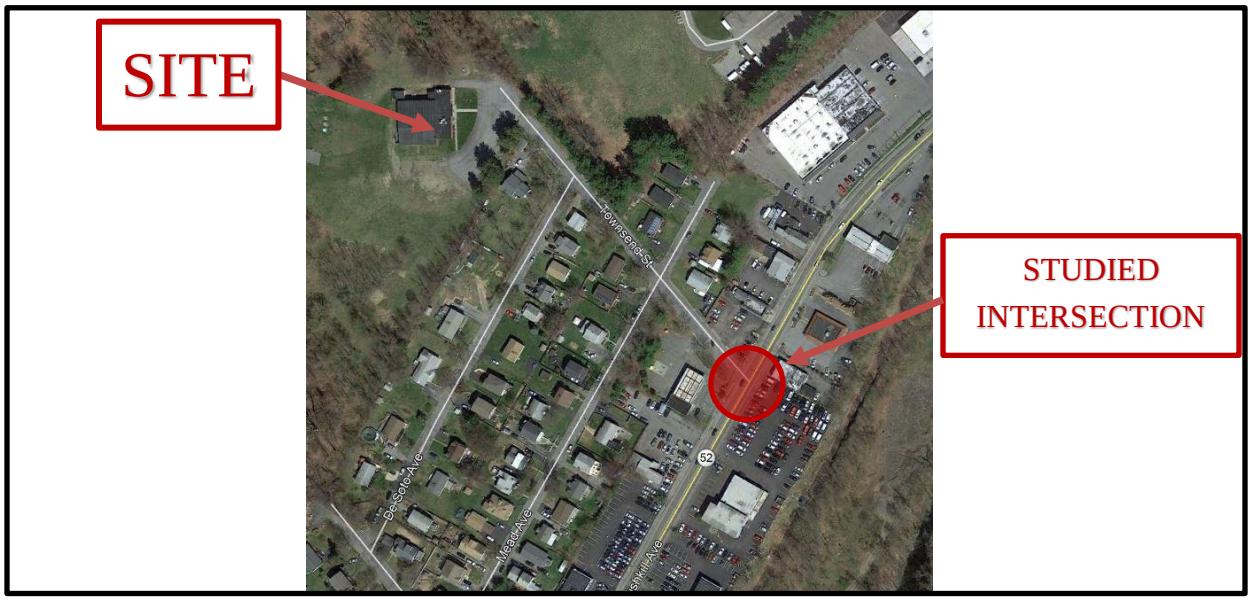
Ms. Alla Bares
Ak Property Holding, Inc.
730 Columbus Avenue, Apt. 3D
New York, NY 10025

Re: Traffic Evaluation
25 Townsend Street
13 Lot Single-Family Subdivision
City of Beacon, Dutchess County, NY
MC Project No. 18000702A

Dear Ms. Bares:

Maser Consulting has conducted an evaluation of the potential traffic impacts associated with the proposed 13 Lot Single-Family Subdivision located at 25 Townsend Street in the City of Beacon, Dutchess County, NY (the "Site"). As shown on the Site Location Map (Exhibit No. 1) provided below, the site is located north of Fishkill Avenue (NYS Route 52) at the end of Townsend Street and the Site currently contains the former Knights of Columbus building and parking lot. The proposed subdivision consists of 13 single-family homes along an extension of Townsend Street proposed to dead-end at a cul-de-sac (the "Proposed Development"). The following is a summary of the procedures utilized to assess any potential future traffic impacts associated with Proposed Development of the Site.

EXHIBIT NO. 1 – SITE LOCATION MAP



1. Existing Conditions

In order to assess the existing traffic conditions in the vicinity of the proposed subdivision, manual turning movement traffic counts were collected at the Fishkill Avenue and Townsend Street intersection by representatives of Maser Consulting, P.A. on Wednesday, February 21, 2018 during the PM Peak Hours to determine the existing traffic volume conditions in the vicinity of the Site. These traffic counts were compared to traffic volume data obtained from the NYSDOT for NYS Route 52 in the vicinity of Townsend Street. Based on this information, the Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the intersection as identified in the Table No. 2 on the following page.

The following is a brief description of the roadways located within the study area.

- Fishkill Avenue (NYS Route 52) – Fishkill Avenue is generally a two-lane roadway under the jurisdiction of the NYSDOT with one lane in each direction in the vicinity of the Site and shoulders on both sides. Fishkill Avenue has an unsignalized intersection with Townsend Street and has sidewalks along the west side of the roadway. The posted speed limit in the vicinity of the Site is 30 mph and the roadway mainly serves commercial and residential uses.

- Townsend Street - Townsend Street intersects with Fishkill Avenue at an unsignalized "T" shaped intersection. Townsend Street generally traverses in an east/west direction and serves primarily residential land uses with some commercial land uses closer to its intersection with Fishkill Avenue (i.e. Citgo Gas Station, Dunkin' Donuts). Townsend Street currently terminates at a dead end with the Site's existing driveway being the continuation of the roadway. The speed limit in the vicinity of the site is 30 mph and there are no sidewalks along the roadway. At its intersection with Fishkill Avenue, good sight distances are provided with no obstructions to views in either direction for vehicles exiting Townsend Street.

2. Future Traffic Conditions

Estimates of the amount of traffic to be generated by the Proposed 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 – 210 – Single-Family Detached Housing. Table No. 1 below summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak one-hour periods during the AM and Peak PM Hours.

TABLE NO. 1
HOURLY TRIP GENERATION RATES (HTGR) AND
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

TIME PERIOD	ENTRY		EXIT		TOTAL
	HTGR[1]	VOLUME	HTGR[1]	VOLUME	
AM PEAK HOUR	0.31	4	0.77	10	14
PM PEAK HOUR	0.69	9	0.38	5	14

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 – 210 – SINGLE-FAMILY DETACHED HOUSING.

The above project generated traffic volumes were added to the 2018 Existing Traffic Volumes to obtain the Future Build Traffic Volume conditions, which also include for five years of background traffic growth at 2.0% per year. Table No. 2, below, summarizes the 2018 Existing and 2023 Build Traffic Volumes at the Fishkill Avenue/Townsend Street intersection.

TABLE NO. 2
FISHKILL AVENUE AT TOWNSEND STREET
EXISTING AND FUTURE TRAFFIC VOLUMES

INTERSECTION APPROACH	EXISTING 2018 TRAFFIC VOLUMES		PROJECT GENERATED TRAFFIC VOLUMES		FUTURE 2023 BUILDTRAFFIC VOLUMES[1]	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
EB LEFT	20	19	5	2	27	23
EB RIGHT	16	21	5	3	23	26
NB LEFT	18	19	2	5	22	25
NB THROUGH	480	528	0	0	528	627
SB THROUGH	455	501	0	0	501	596
SB RIGHT	16	18	2	4	20	31
TOTAL	**1005**	**1195**	**14**	**14**	**1120**	**1329**

NOTES:
1. FUTURE 2023 BUILD TRAFFIC VOLUMES INCLUDES BACKGROUND TRAFFIC GROWTH OF 2% PER YEAR FOR 5 YEARS AS WELL AS THE PROJECT GENERATED TRAFFIC VOLUMES.

As indicated in Table No. 1 above, the Proposed Development will generate approximately 14 Peak Hour vehicle trips during both the AM and PM Peak Hours. This equates to a less than 1.5% increase in traffic volumes during the AM and PM Peak Hours at the NYS Route 52/Townsend Street intersection compared to existing conditions, which is not considered a significant increase in traffic volumes.

Furthermore, capacity analyses, which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors for the NYS Route 52/Townsend Street intersection utilizing the procedures identified in the Highway Capacity Manual 6th Edition dated October 2016 to determine the Levels of Service and average vehicle delays. These analyses were computed for the 2018 Existing and Future 2023 Build Traffic Volume conditions. Table No. 3 below, summarizes the results of the capacity analysis for the Existing and Future Build Conditions. Copies of the capacity analyses, which also indicate the existing geometrics (including lane widths) and other characteristics for the intersection are attached.

TABLE NO. 3 LEVEL OF SERVICE SUMMARY TABLE FISHKILL AVENUE AT TOWNSEND STREET					
INTERSECTION APPROACH		EXISTING CONDITIONS		FUTURE BUILD CONDITIONS	
		AM	PM	AM	PM
FISHKILL AVENUE	NB	A[8.4]	A[8.8]	A[8.7]	A[9.1]
TOWNSEND STREET	EB	C[15.9]	C[18.0]	C[17.8]	C[21.0]

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 indicated in the above table, the Fishkill Avenue and Townsend Street intersection currently operates at a Level of Service "C" or better during the AM and PM Peak Hours. It is anticipated that with the additional traffic associated with the proposed project, similar Levels of Service will be maintained in the future. As a result, the Proposed Development is not anticipated to have a significant impact on traffic operating conditions in the vicinity of the Site.

Very truly yours,

MASER CONSULTING P.A.

Phillip J. Grealy, Ph.D.,P.E.
Principal/Department Manager

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

PJG/ces
Enclosures –
cc: T. Palmer

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Colliers
Engineering
& Design

Traffic Impact Study

October 24, 2022

393 & 397 Fishkill Avenue and 7 Conklin Street
City of Beacon, Dutchess County, New York

Prepared for:

Mr. Jordan Haug
Letterio & Haug LLP
397A Fishkill Avenue
Beacon, NY 12508

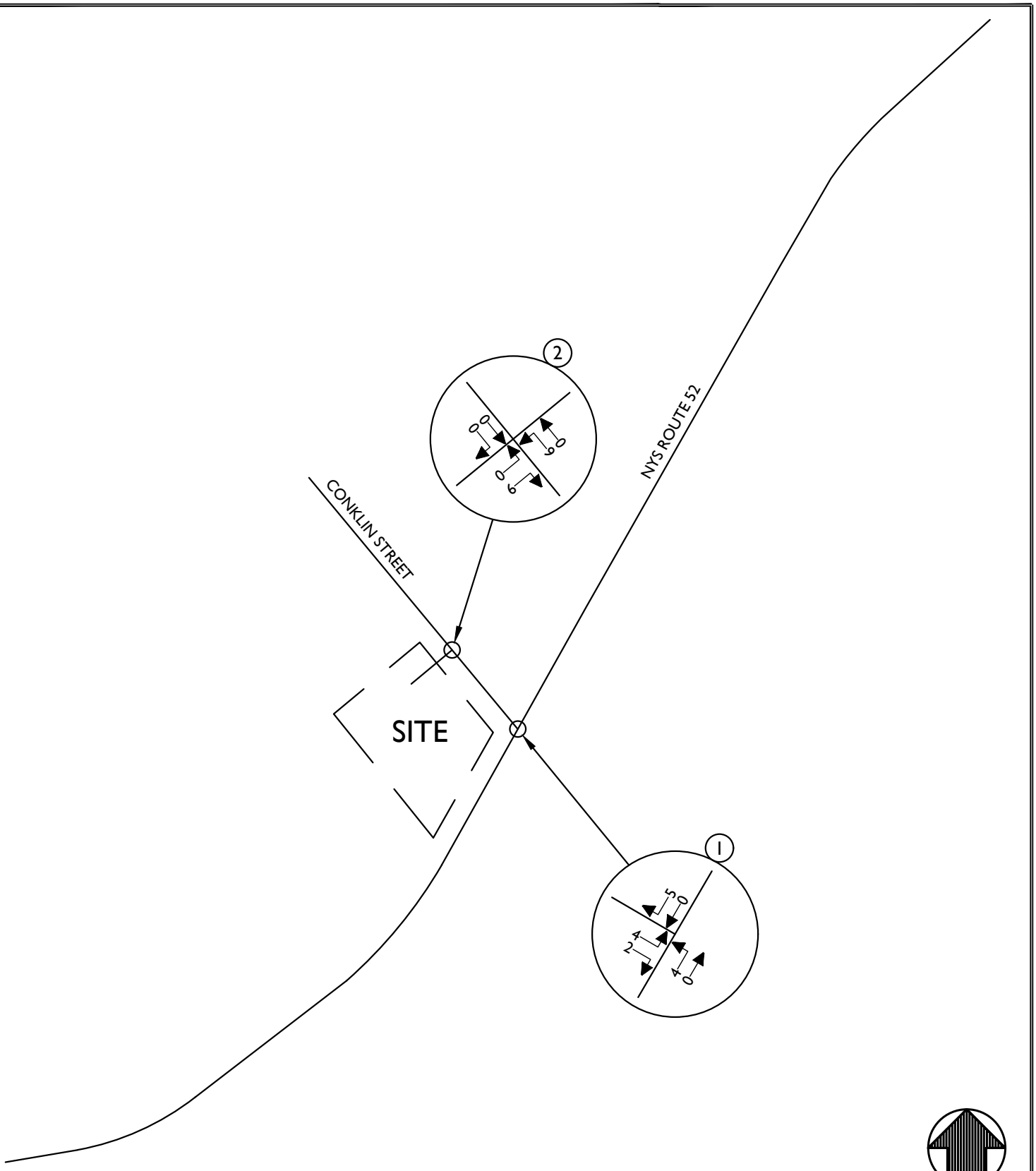
Prepared by:



Richard G. D'Andrea, P.E., PTOE
New York Professional Engineer
License No. 090241

Colliers Engineering & Design
400 Columbus Avenue
Suite 180E
Valhalla New York 10595
Main: 877 627 3772
Colliersengineering.com

Project No. 22011382A



NOTE: LINE DIAGRAM NOT TO SCALE

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397 FISHKILL AVENUE

397 FISHKILL AVENUE
CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

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TRAFFIC IMPACT STUDY

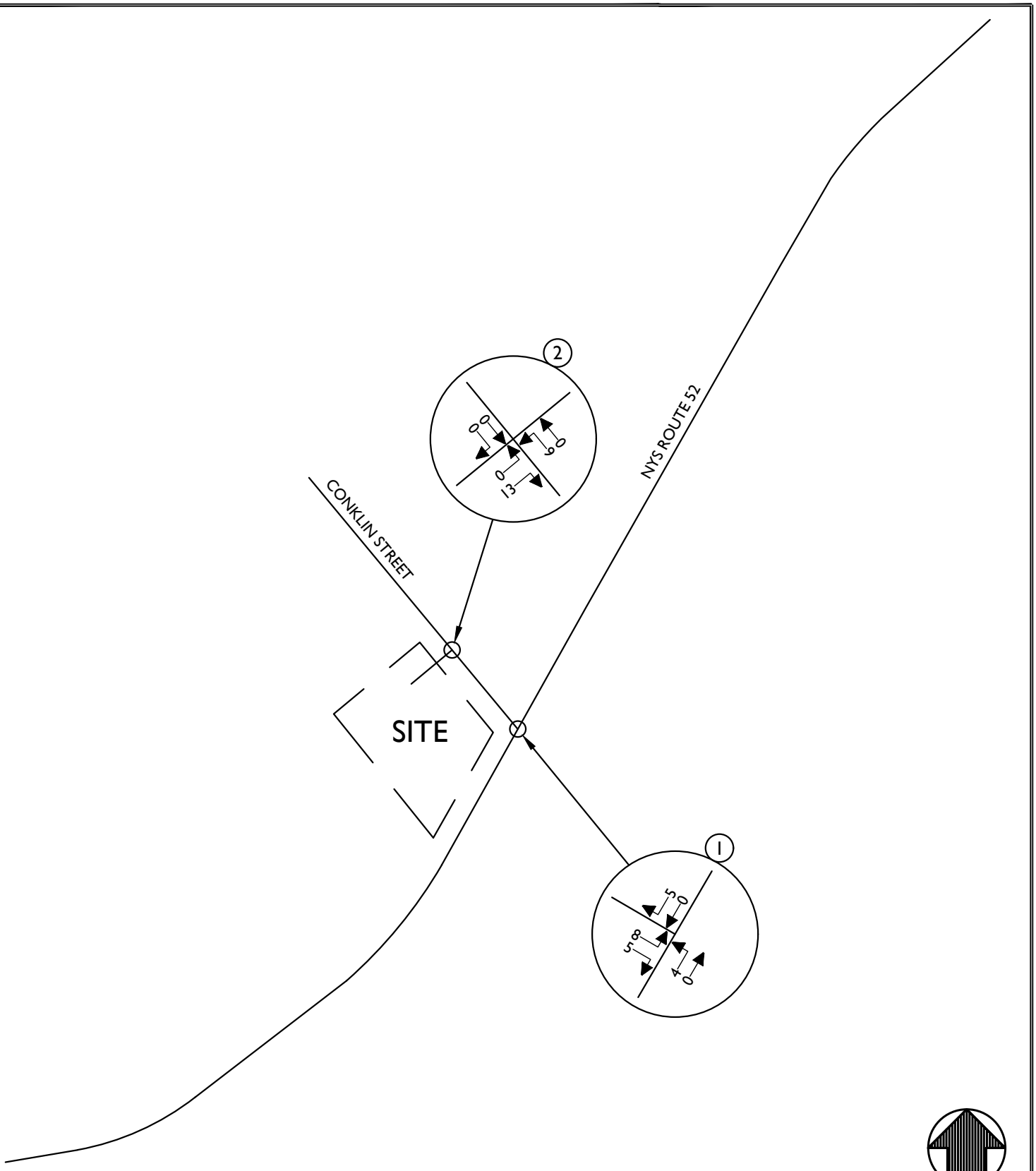
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	10/18/22	J.F.M.	R.G.D.

PROJECT NUMBER:	DRAWING NAME:
22011382A	221018JFM_FIGURES

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
16

\AcPublish_10244\221018JFM_Figures.dwg\16 By: JMUCCIN



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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	10/18/22	J.F.M.	R.G.D.

PROJECT NUMBER:	DRAWING NAME:
22011382A	221018JFM_FIGURES

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
17

\AcPublish_10244\221018JFM_Figures.dwg\17 By: JMUCCIN

Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

397 Fishkill Avenue Beacon, New York	Entry		Exit	
	HTGR[1]	Volume	HTGR[1]	Volume
Office (2,470 Sq. Ft.)				
Peak AM Hour	2.43	6	0.40	1
Peak PM Hour	0.40	1	2.83	7
Saturday Peak Hour	0.00	0	0.40	1
Retail (1,230 Sq. Ft.)				
Peak AM Hour	1.63	2	0.81	1
Peak PM Hour	3.25	4	3.25	4
Saturday Peak Hour	3.25	4	3.25	4
Residential (12 Units)				
Peak AM Hour	0.08	1	0.33	4
Peak PM Hour	0.33	4	0.17	2
Saturday Peak Hour	0.25	3	0.17	2
Total				
Peak AM Hour	-	9	-	6
Peak PM Hour	-	9	-	13
Saturday Peak Hour	-	7	-	7

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 710 - GENERAL OFFICE BUILDING, ITE LAND USE CODE - 822 - STRIP RETAIL PLAZA, AND ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING (LOW-RISE).

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Engineering
& Design

Traffic Impact Study

December 23, 2022

Beacon HIP Lofts & Studio/Beacon Self Storage
Front Street at Mill Street
City of Beacon, Dutchess County, New York

Prepared for:

Beacon Lofts & Storage
16 Squadron Boulevard
New City, NY 10956

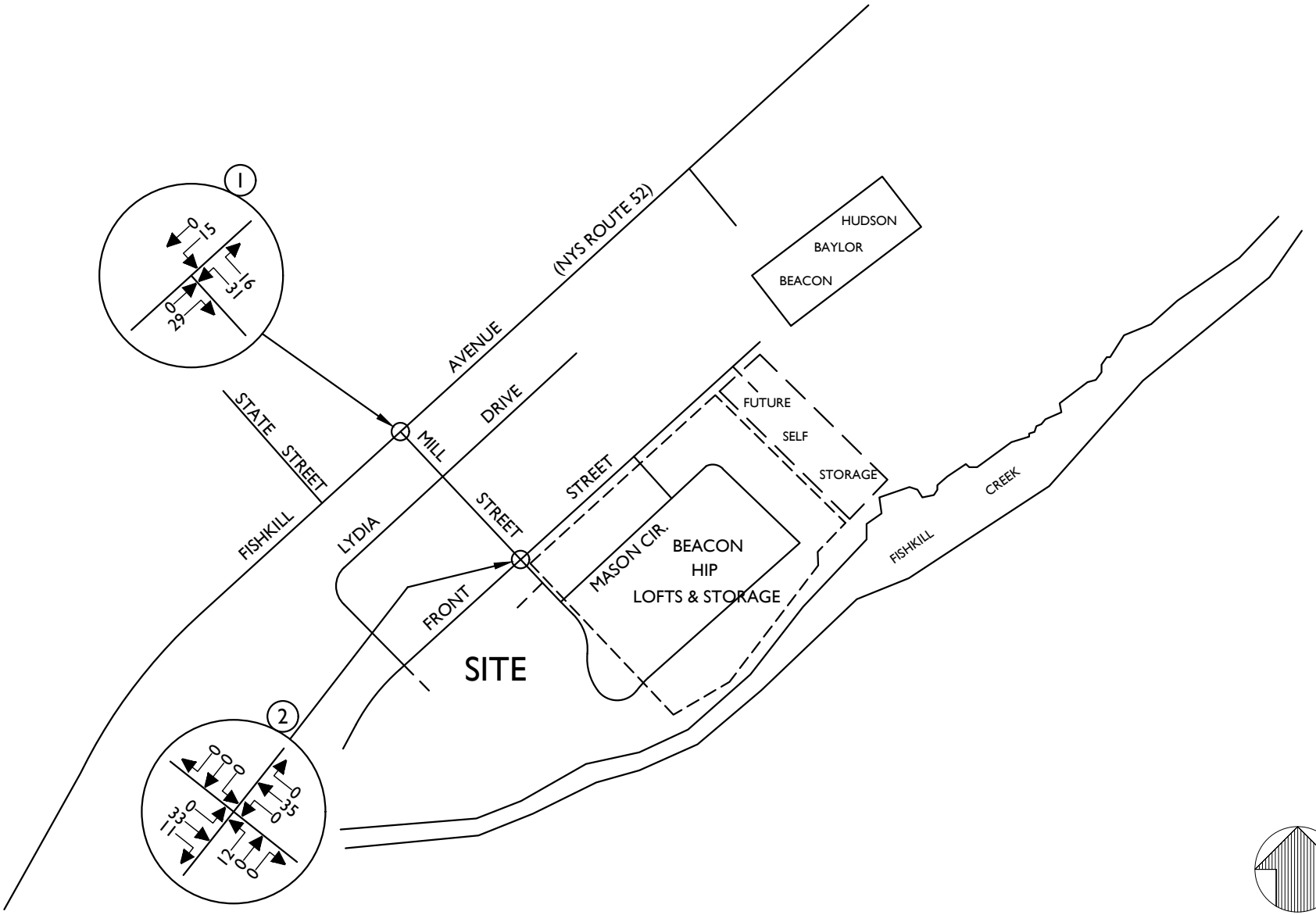
Prepared by:



Richard G. D'Andrea, P.E., PTOE
New York Professional Engineer
License No. 090241

Colliers Engineering & Design
400 Columbus Avenue
Suite 180E
Valhalla New York 10595
Main: 877 627 3772
Colliersengineering.com

Project No. 21005078B



NOTE: LINE DIAGRAM NOT TO SCALE

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BEACON HIP LOFTS & STUDIO AND BEACON SELF STORAGE

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TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	12/23/22	R.H.	R.D.G.

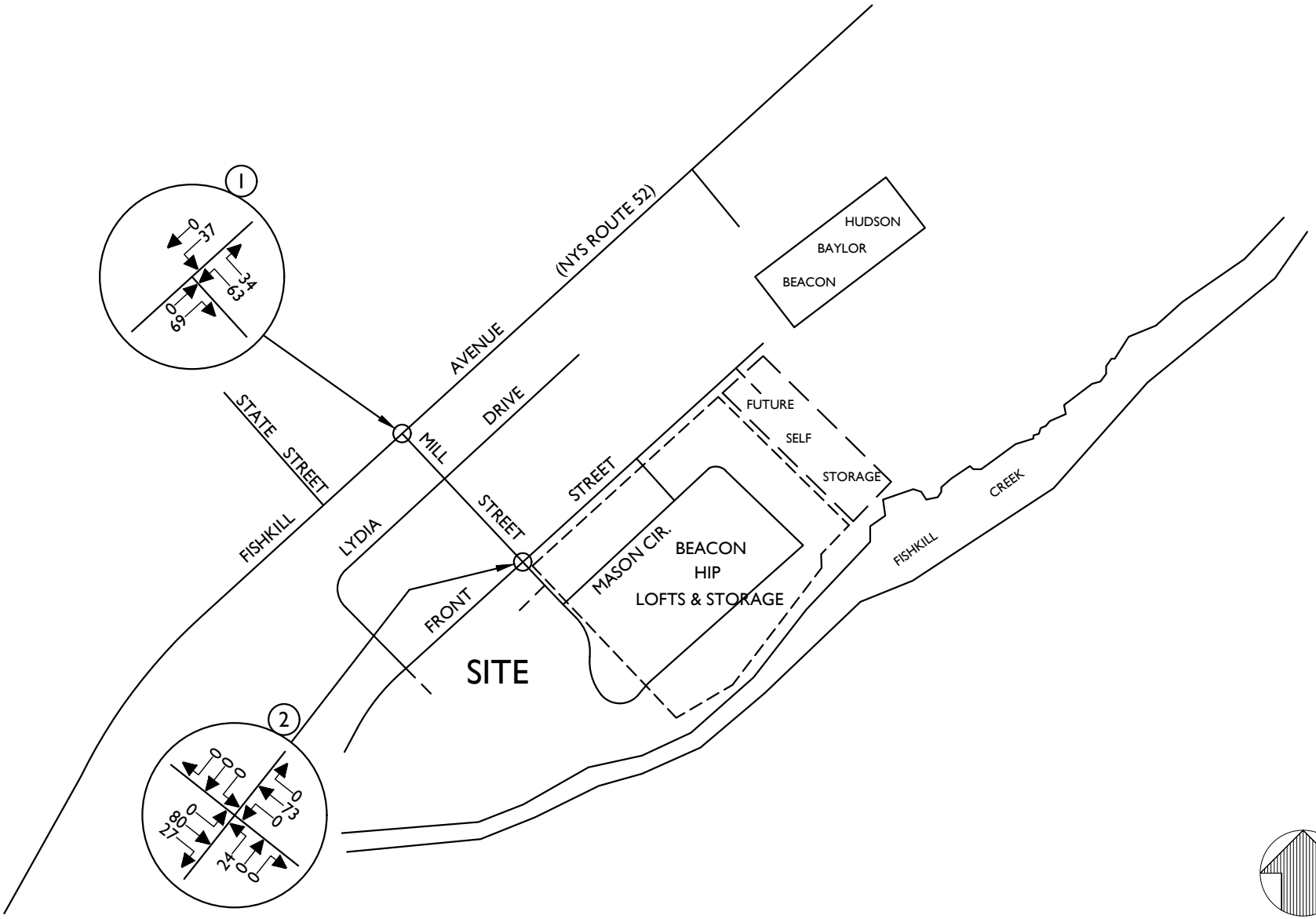
PROJECT NUMBER:	DRAWING NAME:
21005078B	221223RH_FIGURE

SHEET TITLE: FIELD BOOK: XX PAGE: XX

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 16

\AcPublish_17648\221223RH_FIGURE.dwg\16 By: RDANDREA



NOTE: LINE DIAGRAM NOT TO SCALE

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TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	12/23/22	R.H.	R.D.G.

PROJECT NUMBER: 21005078B
DRAWING NAME: 221223RH_FIGURE

SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 17

\AcPublish_17648\221223RH_FIGURE.dwg17 By: RDANDREA

Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

Beacon HIP Lofts, LLC City of Beacon, NY	Entry		Exit	
	HTGR[1]	Volume	HTGR1	HTGR[1]
Residential (28 Units)				
Peak AM Hour	0.29	8	0.86	24
Peak PM Hour	0.75	21	0.43	12
Saturday Peak Hour	0.57	16	0.57	16
Artist Studio (30,000 Sq. Ft.)				
Peak AM Hour	1.20	36	0.77	23
Peak PM Hour	2.83	85	2.83	85
Saturday Peak Hour	3.37	101	3.20	96
Total				
Peak AM Hour	-	44	-	47
Peak PM Hour	-	106	-	97
Saturday Peak Hour	-	117	-	112

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSE (LOW-RISE) AND ITE LAND USE CODE - 822 - STRIP RETAIL PLAZA.

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Via
April 30, 2024

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

Carvana - 410 Fishkill Avenue
City of Beacon, Dutchess County, New York
Colliers Engineering & Design Project No. 24004190A

Dear Chairman Gunn and Members of the Planning Board,

We are writing on behalf of the Applicant for the proposed Carvana store ("the Project"), which is proposed to occupy the former Healey Hyundai site located at 410 Fishkill Avenue in the City of Beacon. Colliers Engineering and Design (CED) has conducted a review of the Project relating to parking needs as well as vehicular access and circulation. The following provides a summary of our assessment of the Project and our recommendations.

Project Description

Carvana proposes to reoccupy the former Healey Hyundai car dealership to provide a similar but reduced use from the former Healey Hyundai use. The existing building, which will be reoccupied without modification, totals approximately 19,588 sq. ft. including approximately 2,828 sq. ft. of second floor mezzanine space. The prior Healey Hyundai use operated as a new and use car sales dealership along with parts sales and service provided on the site. Within the 19,588 sq. ft. the building has several service bays that will also remain as discussed further below. Access to the site is currently provided via a two-way driveway located approximately 150-ft. north of Conklin Street and a second two-way driveway at the northern property line of the site (approximately 475-ft. north of Conklin Street). There is also an existing one-way entry and exit loop in the middle of the site frontage that was formerly utilized for parts and service sales and vehicle drop-off/pick-up. It should be noted that there is no existing curbing or sidewalks along the site frontage separating Fishkill Avenue from the paved surface of the site.

Carvana proposes to reoccupy the site generally in its current form with some minor modifications to onsite parking and loading. It should be noted that Carvana does not intend to fully utilize the entirety of the space with the existing building since it is larger than needed for its operations and there will be no other use of any underutilized spaces.

Carvana is an online used automotive dealer offering pre-owned vehicles for sales. The entirety of the Carvana purchase process is completed online through Carvana.com. This differs from the former Healey Hyundai vehicle sales operations, which were primarily conducted in person. Once a Carvana customer finalizes their vehicle purchase online, they can select to pick-up their vehicle from a location or accept delivery directly to a location of their choosing. For those customers that choose to pick-up their purchased vehicle from a store location, an on-site pick-up event is scheduled through the online system. These prescheduled pick-ups are typically 15 minutes or less and conducted during regular business hours (Monday through Sunday, 8AM to 5PM). Carvana anticipates 10 – 20 vehicle sales per day that will be picked up from this location. Additional deliveries will be conducted utilizing their single car haulers that will first come through this store for inspection, detailing, etc.

The scheduling of pick-ups from the Carvana store will allow Carvana to control the number of customers on site at any one time, which reduces the need for customer parking spaces compared to typical dealership operations. Furthermore, since all vehicle pick-ups at the store will be scheduled and there will be no onsite vehicle sales or servicing of vehicles beyond that which is required for state inspections, there will not be any unexpected customer arrivals to the site.

Carvana will utilize the existing service bays to conduct state inspections and detailing of Carvana sold vehicles only, prior to their initial delivery to the customer. These services will not be open to the public. Caravana anticipates utilizing the five (5) existing service bays furthest to the north in the building for conducting state inspections and associated minor repairs prior to delivery. Detailing of sold vehicles prior to delivery will be conducted in the middle section of the building utilizing the bay doors on the north side of middle building to access the detailing area. Finally, the southerly most bay door nearest the former Healey Hyundai service entrance will be used display/delivery of sold vehicles for customer pick-up. This display/delivery bay, which is identified by Carvana as the "Customer Experience" bay, will be the bay that is nearest the exit only driveway from the property at the center of the building.

Parking

(Appendix A, B & C)

The City of Beacon Zoning Code (the "Zoning Code") provides specific parking requirements for "Motor Vehicle Sales & Service" uses as specified in Section 223-26.F of the code. Based on the Zoning Code, one (1) space is required per employee, plus one (1) space per 150 square feet of gross floor area of building space. The relevant code section is provided in Appendix A for reference. As indicated previously, the Project anticipates having 12 – 15 employees, which would require 15 parking spaces. An additional 131 parking spaces are required based on the total building floor area resulting in a total of 146 parking spaces required by the Zoning Code. Considering the proposal to provide 63 onsite parking spaces as part of the Project, the Project would have a shortfall of 83 parking spaces based on the Zoning Code requirement for which a variance would be required. Note that the 63 onsite parking spaces include 7 spaces designated for the Carvana single car haulers which are used for offsite deliveries.

Colliers Engineering & Design

CED is also aware that the City of Beacon City Council is currently in the process of reviewing a Proposed Local Law to amend parking requirements in the City of Beacon. Our office has continued to review the progress of this proposed Local Law including reviewing the latest available revision dated April 12, 2024, which was reviewed by the City Council at its April 22, 2024, meeting. A copy of the April 12, 2024, revision of the proposed Local Law is provided in Appendix B for reference. Based on the current version of the proposed Local Law if adopted by the City the required parking for the Project would be based on the Schedule of Off-Street Parking Standards as identified in the table on Page 6 of the Proposed Local Law, which requires a minimum of three (3) spaces per 1,000 sq. ft. of gross floor area up to a maximum of five (5) spaces per 1,000 sq. ft. of gross floor area. Therefore, the Project would require a minimum of 59 parking spaces up to a maximum of 98 parking spaces. The proposed total of 63 parking spaces to be provided on the site falls within this range of minimum and maximum required parking.

For comparison purposes, data provided by the Institute of Transportation Engineers (ITE) in their publication entitle ***Parking Generation, 6th Edition*** dated 2023 was reviewed for Land use 841 – Automobile Sales (Used). While this land use may not provide an exact comparison to the proposed Carvana operations since it is primarily based on traditional automobile sales operations, it is the most comparable industry data available. Based on the size of the building, the ITE data indicates an average parking demand of 60 parking spaces with an 85th percentile parking demand of 98 parking spaces. This is similar to the range of parking spaces that would be required under the City's proposed Local Law. However, it should also be noted that the ITE data also provides parking demand rates based on the number of employees at the facility. Based on the maximum of 15 employees at the facility, the ITE data indicates an average parking demand of 21 parking spaces with an 85th percentile parking demand of 33 parking spaces. The relevant ITE data is provided in Appendix C for reference.

As noted previously, the Carvana operations are significantly different than typical automobile sales facility operations. Based on the planned operations of the facility, Carvana will require up to 15 employee parking spaces, one for each employee. In addition, Carvana will reserve seven (7) parking spaces along Fishkill Avenue at the north end of the side for their single car haulers, which are used for offsite deliveries. Carvana also proposes to provide seven (7) designated parking spaces for customer parking, including one (1) ADA accessible parking space on the south side of the building. Since the pickup of vehicles will be prescheduled in 15-minute intervals and there are no other public services provided other than pick-up of presold vehicles, the need for customer parking is anticipated to be very limited

The above identified parking spaces will make up 29 of the 63 proposed onsite spaces, leaving 34 remaining parking spaces for storage of vehicles for daily deliveries both for pickup at the store and offsite delivery using the single car haulers. Based on the 10-20 pickup deliveries per day it is anticipated that the 34 remaining spaces would serve the needs of the facility for the storage of pre-sold vehicles, which only occurs for limited durations.

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Access & Circulation

(Figures No. 1 & 2, Appendix D)

In addition to the parking assessment discussed above, CED also conducted a review of the future access and circulation relating to the proposed Carvana use. As noted previously the site is currently accessed primarily by two (2) two-way driveway connections to Fishkill Avenue and a one-way loop driveway in the middle of the site frontage. Furthermore, there is no existing curbing or sidewalks along the site frontage separating Fishkill Avenue from the paved surface of the site and as indicated on the property survey, some of the formerly used parking spaces encroached on the Fishkill Avenue right-of-way.

Under the proposed Carvana use, the existing northerly and southerly two-way driveways are proposed to remain. It is recommended that the northerly driveway be signed for "Employees Only" use, while the southerly driveway be signed for customer access. It is also recommended to eliminate the existing one-way entry only driveway in the middle of the site frontage since this is a redundant access under the proposed Carvana operation. The existing one-way exit-only driveway in the middle of the site frontage will remain to allow picked up vehicles to exit from the Customer Experience delivery area at this location. Pavement striping and signage should be provided to reinforce this as an exit only driveway. These access driveway modifications will significantly improve vehicle operations/turning movements along the site frontage.

Furthermore, all parking spaces along the site frontage will be restriped to be outside the Fishkill Avenue right-of-way. On the south side of the site, the parking spaces will be moved back into the site approximately 20-ft. to allow for the striping of a 15 ft. wide by 140-ft. long loading zone as was identified on the previously approved site plan but appears to have not been in use. This area will also be lined with planter boxes to separate the onsite parking spaces from the loading zone and Fishkill Avenue. The loading zone will be entirely outside the Fishkill Avenue right-of-way.

At the north end of the site along the Fishkill Avenue frontage there will be seven (7) single car hauler parking spaces and seven (7) customer vehicle staging spaces. These spaces again will be restriped outside of the Fishkill Avenue right-of-way. It is recommended that each space be provided with a concrete wheel stop positioned along the Fishkill Avenue frontage in order to further separate these spaces from the Fishkill Avenue pavement.

CED understands that the City of Beacon has formed a Fishkill Avenue Corridor Ad Hoc Committee that has been tasked with developing concepts and proposals for the Fishkill Avenue corridor that will look at such items as the future streetscape of Fishkill Avenue, design standards, pedestrian/ bicycle/transit accommodations as well as several other items. This committee was announced by Mayor Kyriacou on November 27, 2023, and appointed committee members were announced on January 26, 2024.

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CED is also aware that there was a previously proposed City project that would have provided streetscape and other improvements in the area of the site. However, this Project has since been modified to remove much of the Fishkill Avenue work to allow the Fishkill Avenue Committee to conduct its studies and provide recommendations for the area. In light of this it is the recommendation of CED that other than the recommendations made above, no other streetscape type modifications along the Fishkill Avenue site frontage be made at this time in order to not install something that would potentially conflict with the findings and recommendations of the Fishkill Avenue Committee.

Lastly, the proposed loading zone, which was identified on the previously approved site plan, was also reviewed. Carvana anticipates 1 – 2 deliveries of vehicles to the site per day utilizing 9-car haulers. The location of the loading zone at the south end of the site is positioned to all the car haulers to arrive either from the south or from the north and pull head-in to the loading zone from either direction. Figures No. 1 and 2 contained in Appendix D show the car hauler vehicle maneuvering into the loading zone from both directions making a head-in maneuver. Carvana anticipates that their car haulers will arrive from the south on Fishkill Avenue since they have the ability to dictate and control the arrival and departure patterns of the vehicles. However, in either case the head-in maneuver will result in minimal disruption to traffic along Fishkill Avenue since no additional maneuvering in Fishkill Avenue will be required by the vehicle. When departing the site, the haulers should be required to depart to the north if arriving from the south and to the south if arriving from the north which again will require no additional maneuvering along Fishkill Avenue and minimal disruption to traffic along the roadway.

The 15-ft. x 140-ft. loading space will provide sufficient space for the hauler to be positioned entirely outside the Fishkill Avenue right-of-way and allow for vehicle unloading without encroaching onto Fishkill Avenue. The proposed planters will be positioned such that vehicles unloaded can be driven around them on each end of the Loading zone to allow the vehicles to enter directly into the parking lot without encroaching on Fishkill Avenue.

Conclusion

As summarized in our analysis of the proposed parking, the site will provide sufficient parking to meet the parking demands of the Carvana use, which will have a significantly reduced parking demand from the previous Healey Hyundai dealership. The ability to schedule deliveries ahead of time through the Carvana online system will allow Carvana to control the follow of vehicles into and out of the site and thereby controlling the parking demands throughout the day. Based on our analysis, it is the opinion of CED that a parking variance of 83 parking spaces, in accordance with the current Zoning Code requirements, is warranted for the Project.

In addition, with the several access and circulation related recommendations noted above, the Project will result in improved traffic flow and operations in and around the site with less impact to Fishkill Avenue than the former Healey Hyundai use.

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.

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

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KARC
PLANNING CONSULTANTS, INC.

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

FR: KARC Planning Consultants, Inc.

DATE: December 5, 2024

RE: 420-430 Fishkill Avenue Application for Subdivision & Site Plan, DKH Realty, LLC

I have reviewed the following materials regarding the proposed lot merger and re-use of the building located at 420-430 Fishkill Avenue:

- Cover letter by Taylor Palmer of Cuddy + Feder, dated November 26, 2024
- Exhibit A: Responses to Comments Memo by Colliers Engineering, dated November 25, 2024
- Exhibit B: Responses to Comment Memo by Hudson Land Design, dated November 26, 2024
- Floor Plans and Renderings by Studio Architecture SPC, last revised November 26, 2024
- Site Development Plan by Hudson Land Design, dated October 29, 2024, last revised November 26, 2024
- Traffic Impact Study by Colliers Engineering & Design, dated October 29, 2024, last revised November 25, 2024

Project Description:

The applicant is proposing to merge three (3) lots that compromise 420-430 Fishkill Ave and adaptively reuse the existing building on the premises, which was formerly used as a Healy Ford car dealership. The proposed mixed-use development will include a Dunkin' Donuts coffee house with accessory drive through, additional first floor commercial space, and three (3) residential units on the second floor. The property is in the GB Zoning District where restaurant or coffee house, multifamily, office, and retail are permitted uses.

Comments & Recommendations:

1. **Lot Area Per Residential Unit:** Table 223-17 Schedule of Dimensional Regulations requires a minimum lot size area of 1,500 SF per residential unit within the GB district. This requirement is listed in the "Schedule of Regulations" table on Sheet XC-1, but not on the "Schedule of Regulations and Lot Conformance Table" on sheet SP-1. The tables should be consistent, and conformance noted.

2. **Lighting Plan:** A proposed Lighting Plan should be provided to clearly demonstrate compliance with all requirements of Section 223-14B.

3. **Landscaping Plan:** A proposed landscaping plan with planting details should be provided for review.

4. **Crosswalk:** The proposed crosswalk at the "T" intersection of Townsend Street and Fishkill Avenue is a welcome addition that will facilitate safe pedestrian access to the site and to the proposed connection to the future rail trail / greenway trail. Since this is an unsignalized intersection, inclusion of a rapid repeat flashing beacon (RRFB) or other improvements should be considered to provide pedestrians with increased visibility.

5. **Parking:** Pursuant to Section 223-6 of the code, a minimum of 22 spaces are required for the proposed project while a maximum of 41 parking spaces are permitted. The project now provides 35 parking spaces, a reduction from the previously proposed 41 parking spaces, with 4 spaces designated for tenants of the proposed residential units. The designated residential parking is located at the northern end of the site where residents will have to walk across the drive-through exit lane and rows of parking to access the entrance to the residential portion of the building. Can internal walkways or crossings be added to the site plan to facilitate safer pedestrian circulation within the site?

6. **Frontage:** The proposed project site features a 350-foot frontage along Fishkill Avenue, currently lacking curbing, landscaping, and sidewalk infrastructure. The applicant has updated the site plan to include a concrete curb and a landscaped island with street trees extending the entire length of the property, except for two designated curb cuts. The proposed improvements will have a positive impact on vehicle movements in and out of the property while maintaining flexibility for potential future upgrades within the public right-of-way, as may be recommended by the Fishkill Avenue Concepts Committee.

7. **Signage:** Dimensions and details of proposed signage should be provided to determine compliance with Section 223-15.

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

Natalie Quinn
Beacon Planning Consultant

Cc: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
John Russo, P.E., City Engineer
Taylor M. Palmer, Cuddy + Fedder LLP
Daniel G. Koehler, P.E., Hudson Land Design

LANC & TULLY
Engineering and Surveying, P.C.

December 7, 2024

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

RE: 420-430 Fishkill Ave.
Tax Nos. 6055-80-443076, 450087, & 455098
City of Beacon

Dear Mr. Gunn:

My office has received the following regarding the proposed lot-merger and site plan to be located at 420-430 Fishkill Avenue:

- Correspondence dated November 26, 2024, from Cuddy & Feder, LLP.
- Response correspondence dated November 25, 2024, from Colliers Engineering & Design.
- Response correspondence dated November 26, 2024, from Hudson land Design.
- Traffic Impact Study, with a revised date of November 25, 2024, as prepared by Colliers Engineering & Design.
- Architectural plans titled "Healey Renovation – 420 Fishkill Ave", with the latest date of November 26, 2024, and consisting of 5 sheets reflecting floor plans and renderings, as prepared by Studio Architecture, DPC.
- Plan titled "Lot Line Removal Plat – Revision to Filed Map 5520 – 420 Fishkill Ave", with the latest revision date of November 26, 2024, as prepared by Hudson Land Design.
- Plan set titled "420 Fishkill Ave – Site Re-Development", consisting of sheets 1 of 5 through 5 of 5 with the latest revision date of November 26, 2024, as prepared by Hudson Land Design.

The proposed project is the reuse of the existing building located at the project site for a mixed-use development which will include a Dunkin' coffee house with a drive through, commercial space, and 3 residential units. The project site consists of 3 different tax parcels which will be merged as a single parcel as part of the project. The proposed project is located in the GB (General Business) Zone, with the 3 parcels combined having a total area of ±1.095 acres. It should be noted that a coffee house, retail space, and multifamily dwellings are permitted uses within the GB Zone.

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

Lot Line Removal Plat:

1. As previously requested, the existing City easement for stormwater and sewer has been shifted to center the easement over the existing storm water pipe. The applicant shall submit a description for the revised easement for review.

General Comments:

1. The project engineer shall prepare a construction cost estimate for the proposed work within the right-of-way and submit it to the City Engineer for review. The cost estimate will be the basis for the performance bond that will need to be provided for the proposed work within the City's road right-of-way. ***Applicant's engineer notes that this will be submitted with a future submittal once the layout has generally been accepted.***

2. Consideration should be given to providing the City of Beacon with a 10-foot ingress/egress easement for a trail along the north-east side of the site for access to the future rail trail to be located behind the project site. ***Applicant's engineer notes that a potential for a future path for trail access is shown and that an easement will be provided once the general layout has been accepted.***

3. A grading plan shall be provided that includes spot elevations along the curb lines. ***Applicant's engineer notes that this will be provided once the layout is generally accepted.***

4. A lighting plan shall be provided with photometrics for the site. ***Applicant's engineer notes that this will be provided once the layout is generally accepted.***

5. Will a fire service line be required to service the proposed building? The applicant should be discussing this with the City's Building Inspector at this time, as it may require a larger water service line to be brought into the building site. ***Applicant's engineer notes that a fire service line will be required and will be shown as the layout progresses.***

6. A landscape plan shall be prepared for the project and shall include a planting schedule table. ***Applicant's engineer notes that this will be provided once the layout is generally accepted.***

7. A drainage analysis shall be prepared for the project showing the reduction of runoff from the site. ***Applicant's engineer notes that this will be provided once the layout is generally accepted.***

8. A utility plan shall be provided for the project showing the proposed utilities (water, sewer, storm drainage, etc.) that will service the site.

Site Plan (Sheet 3 of 5):

1. The location of the existing sewer service servicing the site shall be shown on the plan. ***Applicant's engineer notes that the location and size of the sewer servicing the site is still under investigation.***

2. The plan depicts what appears to be a crosswalk between the ADA access aisle and the grass island along Fishkill Avenue. Why is a crosswalk being provided at this location, or is this meant to represent a speed hump?

3. The 6" PVC pipe that appears to come from the subject property and drains out towards the larger storm water pipe on Metro-North's property should be defined as to what this pipe is for and where it runs to on the subject site.

4. "Do Not Enter" signs shall be provided on either side of the outlet of the drive-thru lane at the entrance to the parking lot.

5. The painted island at the end of the double row of parking stalls on the northeast side of the building should be changed to a curbed island that would allow for additional landscape plantings.

This completes our review at this time. Further comments may be provided based on future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: Natalie Quinn, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

December 9, 2024

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

RE: Site Plan, Traffic and Parking Study Review #1 for 420 Fishkill Ave, City of Beacon, Dutchess County, New York; CM Project No. 124-008.03

Chairperson Gunn:

Creighton Manning Engineering, LLP (CM) has performed a review of the following documents:

- November 26, 2024 Submission from Cuddy+Feder
- November 25, 2024 Comment response memo from Colliers Engineering
- November 26, 2024 Site Plan from Hudson Land Design
- November 25, 2024 Traffic Impact Study from Colliers Engineering

Upon review of the aforementioned documents, CM offers the following comments:

1. Consider a sidewalk ramp on the south side of the building for deliveries (hand trucks/dollies) to the building.

2. Regarding a crosswalk at Conklin Street: We agree - discuss further with the Board and the Fishkill Avenue Committee. It would be advantageous to have sidewalks on both sides of Fishkill Avenue and crosswalks at Conklin and Townsend St, but in coordination with what the city and committee determine is the vision for the corridor.

If you have any questions about the above comments, please do not hesitate to contact me at (518) 689-1834.

Respectfully,
Creighton Manning Engineering



Kenneth Wersted, PE, PTOE
Associate

N:\Projects\2024\124-008 Beacon - 2024 Traffic Reviews\Working\3- 420-430 Fishkill\20241209_420 Fishkill Rev2_124008.docx

CITY OF BEACON
New York
Building Department

Bruce Flower
Building Inspector

845-838-5020
Email: bflower@beaconny.gov

November 26, 2024

Taylor M. Palmer, Esq.
Cuddy & Feder LLP
445 Hamilton Avenue, 14th Floor
White Plains, New York 10601

Mr. Palmer,

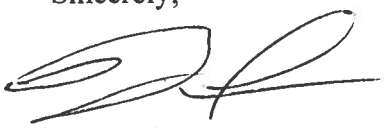
This letter is to follow up from our meeting on November 21, 2024 to discuss the project being proposed at 420 Fishkill Ave. The purpose of the meeting was to determine whether the proposed Dunkin' fits the definition of a coffee house and also if an accessory drive through pick-up window is allowed in the General Business (GB) Commercial District.

First, a coffee house is defined in section 223-63 of the City of Beacon Code as "A retail food establishment whose primary business is the sale of coffee and other nonalcoholic beverages, and where food service such as the sale of baked or deli goods is secondary to the sale of the beverages". To support the statements that Dunkin' meets the definition of a coffee house, you provided me with articles from 2018 when Dunkin Donuts rebranded the company to Dunkin'. These articles stated there has been a shift over the years from food sales to beverage sales which now account for approximately 60% of their business. Additionally, I received a sales report from the franchise operator showing beverage sales account for 57.1% of their overall business for the last 6- months. Since the beverage sales for Dunkin' have been documented as the majority of their business, I agree they meet the definition of a coffee house as defined in the City of Beacon Zoning Code.

In regard to the drive through pick up window, I have reviewed the Zoning Code and have the following conclusion. In the code, drive through window accessory to a business is specifically prohibited only in the Central Main Street (CMS) and Linkage (L) Districts. In the past they were allowed as a few still exist on Main Street which were built prior to the adoption of Section 223-41.18 that prohibits them today in the CMS District. Without any specific standards regulating this specific accessory use in the GB district, my determination is an accessory drive through window is allowed and a drive through window is a customary accessory use for a coffee house.

If you have any questions, feel free to contact me.

Sincerely,



Bruce Flower

6055-80-455098
6055-80-450087
6055-80-443076

City of Beacon Planning Board Agenda
12/10/2024

Title:

Review of applications for Amended Special Use Permit and Amended Site Plan, hotel and restaurant, 1113 Wolcott Avenue, submitted by Prophecy Theater, LLC.

ATTACHMENTS

1113 Wolcott PB 12.10.24 site plan app.pdf

1113 Wolcott PB 12.10.24 SUP app.pdf

1113 Wolcott PB 12.10.24 Colliers cvr ltr Modified Project 11.25.24.pdf

1113 Wolcott PB 12.10.24 Full EAF signed_2024-1029.pdf

1113 Wolcott PB 12.10.24 HLD Amended Site Plan rev 10.29.24.pdf

1113 Wolcott PB 12.10.24 Sheet 1_Site Plan_Submission 1_RESTAURANT_241029.pdf

1113 Wolcott PB 12.10.24 Sheet 2_Full Site Plan_Submission 1_RESTAURANT_241029.pdf

1113 Wolcott PB 12.10.24 Sheet 3_Existing Conditions and Demoltion Plan_Submission 1_RESTAURANT_241029.pdf

1113 Wolcott PB 12.10.24 Sheet 4_Landscape and Lighting Plan_Submission 1_RESTAURANT_241029.pdf

1113 Wolcott PB 12.10.24 Sheet 5_Floor Plans_Hotel Submission 1_RESTAURANT_241029.pdf

1113 Wolcott PB 12.10.24 Sheet 6_Floor Plans_Church_Submission 1_RESTAURANT_241029.pdf

1113 Wolcott PB 12.10.24 Sheet 8_Elevations_Church_ Submission 1_RESTAURANT_241029.pdf

1113 Wolcott PB 12.10.24 Traffic & Parking Mgmt rev 11.25.24.pdf

Lanc & Tully 1113 Wolcott Ave 12-06-24 review.pdf

KARC Review PB_1113 Wolcott Ave_2024.12.09.pdf

Creighton Manning 1113 Wolcott Avenue_Rev 13 12.9.24.pdf

APPLICATION FOR SITE PLAN APPROVAL

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

IDENTIFICATION OF APPLICANT

Name: Prophecy Theater, LLC
Address: 369 Main St. Unit 493
Beacon, NY 12508
Signature: [signature]
Date: October 29, 2024
Phone: 215-913-3199

(For Official Use Only)

	Date	Initials
Application & Fee Rec'd		
Initial Review		
Public Hearing		
Conditional Approval		
Final Approval		

IDENTIFICATION OF REPRESENTATIVE / DESIGN PRFESSIONAL

Name: Aryeh Siegel Architect
Address: 84 Mason Circle
Beacon NY 12508
Phone: 845-838-2490
Fax: 845-838-2657
Email address: ajs@ajsarch.com

IDENTIFICATION OF SUBJECT PROPERTY:

Property Address: 1113 Wolcott Avenue
Tax Map Designation: Section 5954 Block 26 Lot(s) 651901
Land Area: 2.28 Acres
Zoning District(s) R1-40

DESCRIPTION OF PROPOSED DEVELOPMENT:

Proposed Use: Hotel & Restaurant
Gross Non-Residential Floor Space: Existing 7,458 sf Proposed 13,257
TOTAL: 20,715
Dwelling Units (by type): Existing 1 Single Family Residence (to be removed) Proposed 0
TOTAL: 0

ITEMS TO ACCOMPANY THIS APPLICATION

a. One electronic and five (5) **folded** paper copies of a site location sketch showing the location of the subject property and the proposed development with respect to neighboring properties and developments.
b. One electronic and five (5) **folded** paper copies of the proposed site development plan, consisting of sheets, showing the required information as set forth on the back of this form and other such information as deemed necessary by the City Council or the Planning Board to determine and provide for the property enforcement of the Zoning Ordinance.
c. One electronic and five (5) **folded** paper copies of additional sketches, renderings or other information.
d. An application fee, payable to the City of Beacon, computed per the attached fee schedule.
e. An initial escrow amount, payable to the City of Beacon, as set forth in the attached fee schedule.

INFORMATION TO BE SHOWN ON SITE LOCATION SKETCH

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

INFORMATION TO BE SHOWN ON THE SITE DEVELOPMENT PLAN

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

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

_____ _____
Chairman, City Planning Board **Date**

APPLICATION PROCESSING RESTRICTION LAW

Affidavit of Property Owner

Property Owner: Prophecy Theater LLC

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

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

Applicant Address:

Project Address: 1113 Wolcott Avenue, Beacon, NY 12508

Project Tax Grid # 5954-26-651901

Type of Application Special Use Permit and Site Plan

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

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

1. No violations are pending for ANY parcel owned by me situated within the City of Beacon ☐
2. Violations are pending on a parcel or parcels owned by me situated within the City of Beacon ☐
3. ALL tax payments due to the City of Beacon are current ☐
4. Tax delinquencies exist on a parcel or parcels owned by me within the City of Beacon ☐
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 ☐

Gavin Hecker

Signature of Owner

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.)	_X__	___	MP
ALL taxes are current for properties in the City of Beacon are current (Tax Dept.)	___	_X__	KLM
ALL Special Assessments, i.e. water, sewer, fines, etc. are current (Water Billing)	___	_X__	KLM

CITY OF BEACON
SITE PLAN SPECIFICATION FORM

Name of Application: 1113 Wolcott Avenue

PLEASE INDICATE WHETHER THE SITE PLAN DRAWINGS SHOW THE SUBJECT INFORMATION BY PLACING A CHECK MARK IN THE APPROPRIATE BOXES BELOW.

	YES	NO
The site plan shall be clearly marked "Site Plan", it shall be prepared by a legally certified individual of firm, such as a Registered Architect or Professional Engineer, and it shall contain the following information:	✔	
LEGAL DATA		
Name and address of the owner of record.	✔	
Name and address of the applicant (if other than the owner).	✔	
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:

Applicant/Sponsor Name: Prophecy Theater LLC

Signature: Dawn Hecker

Date: June 29, 2021

FOR OFFICE USE ONLY
Application #

CITY OF BEACON
1 Municipal Plaza, Beacon, NY
Telephone (845) 838-5000 • http://cityofbeacon.org/

ENTITY DISCLOSURE FORM

(This form must accompany every land use application and every application for a building permit or certificate of occupancy submitted by any entity)

Disclosure of the names and addresses of all persons or entities owning any interest or controlling position of any Limited Liability Company, Partnership, Limited Partnership, Joint Venture, Corporation or other business entity (hereinafter referred to as the "Entity") filing a land-use application with the City is required pursuant to Section 223-61.4 of the City Code of the City of Beacon. If any Member of the Entity is not a natural person, then the names and addresses as well as all other information sought herein must be supplied about the non-natural person member of that Entity, including names, addresses and Formation filing documents. Applicants shall submit supplemental sheets for any additional information that does not fit within the below sections, identifying the Section being supplemented.

SECTION A.

IF AFFIANT IS A PARTNERSHIP, JOINT VENTURE OR OTHER BUSINESS ENTITY, EXCEPT A CORPORATION:

Name of Entity	Address of Entity
Place where such business entity was created	Official Registrar's or Clerk's office where the documents and papers creating entity were filed
Date such business entity or partnership was created	Telephone Contact Information

IF AFFIANT IS A CORPORATION:

Name of Entity Prophecy Theather LLC	Telephone Contact Information 215-913-3199
Principal Place of Business of Entity Beacon NY 12508	Place and Date of incorporation
Method of Incorporation	Official place where the documents and papers of incorporation were filed

SECTION B. List all persons, officers, limited or general partners, directors, members, shareholders, managers, and any others with any interest, mortgage, encumbrance or other interest (recorded or unrecorded) in or with the above referenced Entity. List all persons to whom corporate stock has been pledged, mortgaged or encumbered and with whom any agreement has been made to pledge, mortgage or encumber said stock. Use a supplemental sheet to list additional persons.

Name	**Resident Address**	**Resident Telephone Number**	**Nature and Extent of Interest**
Gavin Hecker	21 South Ave. Beacon	215-913-3199	owner/partner
Lauren Walling			
Josh Friedman			

SECTION C. List all owners of record of the subject property or any part thereof.

Name	Residence or Business Address	Telephone Number	Date and Manner title was acquired	Date and place where the deed or document of conveyance was recorded or filed.
Lauren Walling				
Josh Freidman				
Gavin Hecker				

SECTION D. Is any owner, of record or otherwise, an officer, director, stockholder, agent or employee of any person listed in Section B-C?

■ **YES** ☐ **NO**

Name	Employer	Position

SECTION E. Is any party identified in Sections A- C an officer, elected or appointed, or employee of the City of Beacon or related, by marriage or otherwise, to a City Council member, planning board member, zoning board of appeals member or employee of the City of Beacon ?

☐ **YES** ■ **NO**

If yes, list every Board, Department, Office, agency or other position with the City of Beacon with which a party has a position, unpaid or paid, or relationship and identify the agency, title, and date of hire.

Agency	**Title**	**Date of Hire, Date Elected, or Date Appointed**	**Position or Nature of Relationship**

SECTION F. Was any person referred to in Sections A-D known by any other name within five (5) years preceding the date of the application?

☐ **YES** ■ **NO**

Current Name	**Other Names**

SECTION G. List the names and addresses of each person, business entity, partnership and corporation in the chain of title of the subject premises for the five (5) years next preceding the date of the application.

Name	**Address**

SECTION H. If the applicant is not a record owner of the subject property, describe the applicant's interest in the subject property and the relationship the applicant has to the record owner(s) of the subject property.

_____

_____

_____

_____

SECTION I. If the applicant is a contract vendee, a duplicate original or photocopy of the full and complete contract of purchase, including all riders, modification and amendments thereto, shall be submitted with the application. Any sensitive or confidential information may be redacted from the contract prior to production.

SECTION J.

1. Where the record owner or contract vendee is a corporation, the following additional information shall be submitted**:**

Name of the Corporation	Telephone Contact Information
Principal Business Address	Place and Date of Incorporation
Method of Incorporation	Official place where the documents and papers of incorporation were filed

2. Please provide the following information for every incorporator, officer, director and shareholder of the corporation.

Name	**Residence or business address**	**Telephone number**

3. Have any shares of the stock of the corporation or of any stockholder been pledged, mortgaged or encumbered?

☐ **YES** ☑ **NO**

If so, please list the name and address of each person having, holding, owning or claiming any such interest.

Name	**Address**

SECTION K. Have the present owners entered into a contract for the sale of all or any part of the subject property and, if in the affirmative, please provide a duplicate original or photocopy of the fully and complete contract of sale, including all riders, modifications and amendments thereto.

☐ **YES** ☐ **NO**

I, Gavin Hecker being first duly sworn, according to law, deposes and says that I am (Title) _____, an active and qualified member of the _____, a business duly authorized by law to do business in the State of New York, and that the statements made herein are true, accurate, and complete.

(Print) Gavin Hecker

(Signature) 

APPLICATION FOR SPECIAL USE PERMIT

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

IDENTIFICATION OF APPLICANT

Name: Prophecy Theater, LLC

Address: 369 Main St. Unit 493
Beacon, NY 12508

Signature: Dawn Hecken

Date: October 29, 2024

Phone: 215-913-3199

(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 PRFESSIONAL

Name: Aryeh Siegel Architect

Address: 84 Mason Circle
Beacon NY 12508

Phone: 845-838-2490

Fax:

Email address: ajs@ajsarch.com

IDENTIFICATION OF SUBJECT PROPERTY:

Property Address: 1113 Wolcott Avenue

Tax Map Designation: Section 5954 Block 26 Lot(s) 651901

Land Area: 2.28 Acres

Zoning District(s) R1-40

DESCRIPTION OF PROPOSED DEVELOPMENT:

Proposed Use: Hotel & Restaurant

Gross Non-Residential Floor Space: Existing 7,458 sf Proposed 13,257

TOTAL: 20,715

Dwelling Units (by type): Existing 1 Single Family Residence Proposed 0

TOTAL: 0

ITEMS TO ACCOMPANY THIS APPLICATION

a. Eight (8) **folded** copies of a site location sketch showing the location of the subject property and the proposed development with respect to neighboring properties and developments.

b. Eight (8) **folded** copies of the proposed site development plan, consisting of sheets, showing the required information as set forth on the back of this form and other such information as deemed necessary by the City Council or the Planning Board to determine and provide for the property enforcement of the Zoning Ordinance.

c. Eight (8) **folded** copies of any additional sketches, renderings or other information submitted.

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 the adjoining street right-of-way. All such lines and equipment must be installed underground.
k. Estimate of earth work, including type and quantities of material to be imported to or removed from the site.
l. Detailed landscape plan, including the type, size, and location of materials to be used.
m. Location, size, type, power, direction, shielding, and hours of operation of all existing and proposed lighting facilities.
n. Location, size, type, and design of all existing and proposed business and directional signs.
o. Written dimensions shall be used wherever possible.
p. Signature and seal of licensed professional preparing the plan shall appear on each sheet.
q. Statement of approval, in blank, as follows:

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

_____ _____
Chairman, City Planning Board **Date**

APPLICATION PROCESSING RESTRICTION LAW

Affidavit of Property Owner

Property Owner: Prophecy Theater LLC

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

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

Applicant Address:

Project Address: 1113 Wolcott Avenue, Beacon, NY 12508

Project Tax Grid # 5954-26-651901

Type of Application Special Use Permit

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

1. No violations are pending for ANY parcel owned by me situated within the City of Beacon ☐
2. Violations are pending on a parcel or parcels owned by me situated within the City of Beacon ☐
3. ALL tax payments due to the City of Beacon are current ☐
4. Tax delinquencies exist on a parcel or parcels owned by me within the City of Beacon ☐
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 ☐

Gavin Hecker

Signature of Owner

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.)	_X__	___	MP
ALL taxes are current for properties in the City of Beacon are current (Tax Dept.)	___	_X__	KLM
ALL Special Assessments, i.e. water, sewer, fines, etc. are current (Water Billing)	___	_X__	KLM

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

Colliers
Engineering & Design

November 25, 2024

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

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

Dear Mr. Gunn & Planning Board Members,

We are writing on behalf of the Applicant, Prophecy Theater LLC, relative to their proposed modifications to the previously approved 1113 Wolcott Avenue Project. As you are aware, the Project was previously proposed to consist of a 30-room hotel contained in an expanded rectory building along with accessory conference center and dining facility (café/restaurant/bar) uses within the church building. The previous proposal had also identified that the conference center would be permitted to hold events up to150-attendees with certain restrictions on days and hours of events.

The Project now proposes some modifications that will change how the church building will be utilized. It is now planned to operate a fine dining restaurant with a 150-seat capacity (5,475 sq. ft.) within the church building that will operate 365 days per year. Dining facilities in the church building will serve brunch and dinner to members of the public as well as breakfast and snacks for hotel guests to be served in the hotel building next door. The dining facilities are expected to operate seven (7) days a week in support of the hotel operations and the general public with a maximum capacity of 150 seats. The dining facility will operate Sunday – Thursday 7AM – 9PM and Friday/Saturday 7AM – 10 PM. It is also anticipated that the restaurant may hold a limited number of wedding or other similar private events, but on a much-reduced frequency than previously planned as part of the approved project. In addition, the Applicant now controls the property located at 21 South Avenue, which contains a paved former basketball court. It is planned to utilize this location for valet parking of vehicles, to better accommodate the parking demands from the Project.

The Project anticipates having 1-6 employees on-site to service the hotel including front desk staff, housekeeping staff and a maintenance staff employee who will provide maintenance to the hotel and restaurant. The restaurant will typically have an additional 10-15 employees including restaurant staff and valet personnel. Parking for these employees will largely be accommodated by off-site public parking in the area.

The following provides a comparison of both the traffic and parking associated with the proposed Modified Project as compared to the Approved Project.

Colliers Engineering & Design

Project Traffic Generation

The Traffic & Parking Study conducted for the Approved Project, last revised February 21, 2022, provided traffic generation estimates for the Project during Typical Conditions with the proposed 30 room hotel and a 50-seat café and during Event Conditions based on an assumed 350-person capacity event that was proposed at the time of that study. The event conditions were further analyzed in a sensitivity analysis contained in the May 26, 2022, letter to the Planning Board which accounted separately for event employee/vendor trips. The traffic generation estimates from the February 21, 2022, Traffic & Parking Study and May 26, 2022, Sensitivity Analysis are summarized in Exhibit 1 below.

It is noted that the traffic analysis contained in the February 21, 2021, Traffic & Parking Study and May 26, 2022, Sensitivity Analysis for the Approved Project was based on a maximum event capacity of 350 persons. The event capacities for the Approved Project were later reduced to a maximum of 150 Persons or 100 Persons with simultaneous use of the Café. While an updated traffic analysis for these reduced size events was not conducted it was assumed that the traffic generation associated with the Approved Project Event Conditions would be significantly less than analyzed in the February 21, 2021, Traffic & Parking Study and May 26, 2022, Sensitivity Analysis and therefore any traffic impacts associated with the Approved Project would also be reduced.

Exhibit No. 1 – Approved Project Traffic Generation Summary – 350 Person Event

Time Period	Entry Volume	Exit Volume	Total Volume
Typical Conditions			
Weekday Peak PM Hour	21	17	38
Saturday Midday Peak Hour	26	21	47
Event Conditions			
Weekday Peak Event Entry Hour	123	27	149
Weekday Peak Event Exit Hour	24	126	149
Saturday Peak Event Entry Hour	123	23	136
Saturday Peak Event Exit Hour	24	112	136

Similar traffic generation estimates were also prepared for the Modified Project based on data provided by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – 310 Hotel and 931 – Fine Dining Restaurant. The detailed traffic generation estimates are provided Table No. 1 attached. It should be noted that the traffic generation estimates do not take credit for the potential of walking trips to the restaurant, which is considered to be likely to occur given the significant number of nearby residences within a short walking distance of the site. Walking trips to the site would reduce the overall vehicular traffic generated by the site. Exhibit No. 2 below provides a summary of the total estimated Project traffic generation. As indicated in the table below the Project is anticipated to generated slightly higher traffic volumes during the Weekday PM and Saturday Peak Hours when

compared to the Approved Project Typical Conditions, but significantly less traffic when compared to the Approved Project Event Conditions.

Exhibit No. 2 – Modified Project Traffic Generation Summary

Time Period	Entry Volume	Exit Volume	Total Volume
Weekday Peak PM Hour	31	23	54
Saturday Midday Peak Hour	38	29	67

The prior traffic studies indicated that the Project would not have a significant impact on traffic operating conditions in the vicinity of the Project site. Since the traffic generated associated with the Modified Project is anticipated to be less than what was analyzed for the Approved Project Event Conditions, it can also be concluded that the Modified Project will not have a significant impact on traffic operating conditions in the vicinity of the Project site.

Project Parking

Consistent with the Approved Project, the Modified Project proposes to provide a total of 33 off-street parking spaces, inclusive of four (4) ADA accessible parking spaces on the site. The Project development area falls within the City of Beacon R1-40 Zoning District. The City of Beacon Zoning Code (the "Zoning Code"), which has recently been modified through the adoption of Local Law No. 5 of 2024, provides specific off-street parking requirements in Section 223-26 – Off Street Parking, Loading and Vehicular Access. The Zoning Code now specifies both a minimum and maximum parking standard for various uses for properties located in the R1-40 District, within which the Project is located. Exhibit No. 4 below summarizes the minimum and maximum parking standards and the resulting minimum required and maximum allowable parking spaces for the Project.

Exhibit No. 4 – City of Beacon Code Required Parking

Proposed Use	Size	Code Minimum Parking Standard		Code Maximum Parking Standard	
Hotel	30 Rooms	0.5 Spaces/ Room.	15 Spaces	1.5 Spaces/Room.	45 Spaces
Restaurant	5,475 Sq. Ft.	3 spaces Per 1000 SF GFA	17 Spaces	5 spaces Per 1000 SF GFA	28 Spaces
		Total Parking Spaces	**32 Spaces**	**---**	**73 Spaces**

Notes:

1. City of Beacon Code Minimum and Maximum Parking Standards are based on Section 223-26.D of the City Code.

As indicated in the table above, the Zoning Code requires that the Project provide a minimum of 32 parking spaces up to a maximum of 73 parking spaces. Based on this and the proposed provision of 33 parking spaces the Modified Project would be considered code compliant.

Colliers Engineering & Design

However, during the review of the Approved Project, much of the review focused on the actual anticipated parking demands for the Project and how those would be accommodated. Therefore, in order to assess the actual anticipated parking demands for the Modified Project a shared parking analysis has been conducted based on parking demand and hourly occupancy data provided by the Institute of Transportation Engineers (ITE) as contained in the ***Parking Generation Manual, 6th Edition.*** ITE provides parking demand data and hourly parking occupancy distributions for Land Use 310 – Hotel and Land Use 931 – Fine Dining Restaurant, which was referenced for this analysis. The relevant ITE parking data for each land use is provided in Appendix E of this report for reference. It should be noted that the ITE data also accounts for employee parking for both the hotel and restaurant.

The resulting shared parking analysis, which was conducted for a typical weekday and a typical weekend (Saturday) is summarized in Tables P-1 and P-2 attached. As indicated in the tables, the peak parking demand for the Project when accounting for the shared use of parking between the Hotel and Restaurant is estimated to result in a total parking demand of 90 parking spaces on a weekday and 89 parking spaces on a Saturday, generally occurring during the evening hours. It should also be noted that the parking analysis assumes a 10% credit to account for the likelihood of hotel guests also frequenting the restaurant. Considering the 33 parking spaces to be provided on the site, the Project will have an excess parking demand of approximately 57 parking spaces.

In order to accommodate this excess parking demand, the Applicant has acquired the property located at 21 South Avenue and proposes to utilize the paved former basketball court for vehicle valet parking on weekends and potentially other days of the week as needed. It is estimated that this lot can accommodate an additional 29 vehicles in a valet configuration as shown on the attached Valet Parking Layout Plan, Sheet No. SK-01. This would result in an unmet parking demand of 28 parking spaces. While it is anticipated that some restaurant patrons will choose to self-park, utilizing nearby public parking, such as within in the Tompkins Firehouse parking lot or the City of Beacon Municipal Plaza parking lots, valeting of vehicles to these nearby public parking locations would also be feasible. It should also be noted that the parking analysis does not account for patrons walking to the restaurant, which is assumed to be likely give the many nearby residences within short walking distance to the site. Walking trips to the restaurant would further reduce the overall parking demand of the Project.

As identified as part of the previous studies prepared for the Approved Project, parking observations of the surrounding public parking were conducted during the critical time periods on a weekday and a Saturday evening. Based on those observations it was determined that there were in excess of 120 available parking spaces during peak times in the nearby Tompkins Firehouse parking lot, City of Beacon Municipal Plaza parking lots and the Beekman Street on-street parking that could be utilized to accommodate the additional excess parking demand associated with the Project.

It should be noted that the Approved Project was identified to have a similar anticipated parking demand of between 87 to 96 parking spaces with an excess parking demand of between 50 to 63 parking spaces to be wholly accommodated by public parking in the area. The provision of the valet

service for the Modified Project and use of the 21 South Avenue lot will significantly reduce the need for public parking to accommodate the Project parking needs.

Traffic & Parking Management Plan

The previously Approved Project had included, as part of the approvals, a detailed Traffic & Management Parking Plan (TPMP). This plan identified significant strategies to control and reduce the parking demand of the Project. As a result of the changes to the Project proposal and operation, the TPMP has been updated to reflect certain new aspects of the Project, including the valet service, and eliminate other items which no longer apply, such as those with respect to the previously proposed events. The revised TPMP is enclosed as part of this submission.

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.

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

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Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

1113 Wolcott Avenue City of Beacon, New York	Entry			Exit			Total Trips
	HTGR[1]	Volume	New Trips[2]	HTGR[1]	Volume	New Trips[2]	
Weekday Peak PM Hour							
Hotel (30 Rooms)	0.30	9	9	0.30	9	9	18
Restaurant (5,475 sq. ft./150 Seats)	0.19	29	22	0.07	10	14	36
Total	-	**38**	**31**	-	**19**	**23**	**54**
Saturday Midday Peak Hour							
Hotel (30 Rooms)	0.50	15	15	0.40	12	12	27
Restaurant (5,475 sq. ft./150 Seats)	0.17	25	23	0.12	18	17	40
Total	-	**40**	**38**	-	**30**	**29**	**67**

NOTES:

1) Hourly Trip Generation Rates (HTGR) are based on data published by the Institute of Transportation Engineers (ITE) as contained in the Trip Generation Handbook, 11th Edition, 2023. ITE Land Use Code - 310 - Hotel and Land Use - 931 - Fine Dining Restaurant.

2) "New Trips" includes a 10% credit applied to the Restaurant use traffic generation to account for restaurant patrons who are also hotel guests.

TABLE P-1
SHARED PARKING ANALYSIS
WEEKDAY

Use		Hotel		Restaurant		Total Peak
Size		30 Rooms		150 Seats		Demand Per
Peak Hour Demand		26 Spaces		70 Spaces		Hour
Time of Day		% of Peak	Parking	% of Peak	Parking	Parking
Start	End	Demand	Spaces	Demand	Spaces	Spaces
12:00 AM	1:00 AM	100%	26	0%	-	26
1:00 AM	2:00 AM	100%	26	0%	-	26
2:00 AM	3:00 AM	100%	26	0%	-	26
3:00 AM	4:00 AM	100%	26	0%	-	26
4:00 AM	5:00 AM	100%	26	0%	-	26
5:00 AM	6:00 AM	100%	26	0%	-	26
6:00 AM	7:00 AM	90%	24	0%	-	24
7:00 AM	8:00 AM	90%	24	0%	-	24
8:00 AM	9:00 AM	90%	24	0%	-	24
9:00 AM	10:00 AM	80%	21	0%	-	21
10:00 AM	11:00 AM	74%	20	0%	-	20
11:00 AM	12:00 PM	67%	18	17%	12	30
12:00 PM	1:00 PM	65%	17	39%	28	45
1:00 PM	2:00 PM	61%	16	53%	38	54
2:00 PM	3:00 PM	59%	16	47%	33	49
3:00 PM	4:00 PM	58%	16	35%	25	41
4:00 PM	5:00 PM	61%	16	41%	29	45
5:00 PM	6:00 PM	60%	16	50%	36	52
6:00 PM	7:00 PM	62%	17	70%	50	67
7:00 PM	8:00 PM	65%	17	94%	66	83
8:00 PM	9:00 PM	70%	19	100%	71	90
9:00 PM	10:00 PM	75%	20	87%	62	82
10:00 PM	11:00 PM	88%	23	57%	41	64
11:00 PM	12:00 AM	97%	26	0%	-	26
						90

Notes:

1) Peak Hour Demand and Hourly Demand Distributions are based on data provided by the Institute of Transportation Engineers as contained in Parking Generation, 6th Edition for ITE Land Use Categories 310 - Hotel, 931 - Fine Dining Restaurant.

TABLE P-2
SHARED PARKING ANALYSIS
WEEKEND

Use		Hotel		Restaurant		Total Peak
Size		30 Rooms		150 Seats		Demand Per
Peak Hour Demand		29 Spaces		66 Spaces		Hour
Time of Day		% of Peak	Parking	% of Peak	Parking	Parking
Start	End	Demand	Spaces	Demand	Spaces	Spaces
12:00 AM	1:00 AM	100%	29	0%	-	29
1:00 AM	2:00 AM	100%	29	0%	-	29
2:00 AM	3:00 AM	100%	29	0%	-	29
3:00 AM	4:00 AM	100%	29	0%	-	29
4:00 AM	5:00 AM	100%	29	0%	-	29
5:00 AM	6:00 AM	100%	29	0%	-	29
6:00 AM	7:00 AM	80%	24	0%	-	24
7:00 AM	8:00 AM	81%	24	0%	-	24
8:00 AM	9:00 AM	80%	24	0%	-	24
9:00 AM	10:00 AM	79%	23	0%	-	23
10:00 AM	11:00 AM	70%	21	0%	-	21
11:00 AM	12:00 PM	65%	19	20%	14	33
12:00 PM	1:00 PM	61%	18	40%	27	45
1:00 PM	2:00 PM	57%	17	62%	41	58
2:00 PM	3:00 PM	48%	14	69%	46	60
3:00 PM	4:00 PM	50%	15	49%	33	48
4:00 PM	5:00 PM	55%	16	66%	44	60
5:00 PM	6:00 PM	59%	18	79%	52	70
6:00 PM	7:00 PM	66%	20	85%	56	76
7:00 PM	8:00 PM	76%	23	99%	66	89
8:00 PM	9:00 PM	76%	23	99%	66	89
9:00 PM	10:00 PM	78%	23	100%	66	89
10:00 PM	11:00 PM	87%	26	88%	58	84
11:00 PM	12:00 AM	95%	28	0%	-	28
						89

Notes:

1) Peak Hour Demand and Hourly Demand Distributions are based on data provided by the Institute of Transportation Engineers as contained in Parking Generation, 6th Edition for ITE Land Use Categories 310 - Hotel, 931 - Fine Dining Restaurant.

TOMPKINS FIREHOUSE PARKING LOT

12

5

12

TOTAL VALET SPACES:
29 SPACES

TYPICAL VALET SPACE
SIZE 7.5' X 18'

APPROXIMATE
PAVEMENT LIMITS

21 SOUTH AVENUE
PROPERTY

SOUTH STREET

BEACON STREET

APPROXIMATE EXISTING FENCE
GATE AND CURB CUT LOCATION

EXISTING FENCE LINE

10 0 10 20
SCALE : 1" = 10'
Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY OR ENGINEERING MAP BEARING A LICENSED LAND SURVEYOR OR PROFESSIONAL ENGINEER IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW.
ONLY MAPS WITH THE LAND SURVEYOR OR PROFESSIONAL ENGINEER'S SEAL ARE GENUINE TRUE AND CORRECT COPIES OF THE LAND SURVEYOR OR PROFESSIONAL ENGINEER'S ORIGINAL WORK AND OPINION.

2021\21004333A\Correspondence\Consult\BACKUP\4_ATT-CORT.dwg\R-GNTL-VALET LAYOUT By: RENAUDA

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Engineering & Design

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REV	DATE	DRAWN BY	DESCRIPTION

CONCEPTUAL PARKING LAYOUT PLAN

FOR

PROPHECY THEATER, LLC

1113 WOLCOTT AVENUE (NYS ROUTE 9D)

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C.

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	11/23/24	R.V.V.	R.G.D

PROJECT NUMBER:	DRAWING NAME:
21004333A	R-CNPT-LAYT-CORT

SHEET TITLE:
21 SOUTH AVENUE
VALET PARKING LOT LAYOUT

SHEET NUMBER:
SK-01

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: 1113 Wolcott Avenue - Application for Site Plan and Special Permit Approval		
Project Location (describe, and attach a general location map): 1113 Wolcott Avenue, Beacon NY 12508		
Brief Description of Proposed Action (include purpose or need): Application for Site Plan and Special Permit Approval proposing to redevelop the Premises, which includes an existing church, rectory and cemetery. The proposal calls for the rectory to be renovated with a proposed addition to allow for the construction of a 30 room, 2-1/2 story hotel building with an adjacent parking lot for 33 vehicles. The existing church building will be preserved with minimal changes to the exterior, and internally modified to serve as a restaurant with a maximum capacity of 150 occupants.		
Name of Applicant/Sponsor: Prophecy Theater, LLC - Gavin Hecker, President	Telephone: 215-913-3199 E-Mail: gavinhecker@gmail.com	
Address: 36 South Brett Street		
City/PO: Beacon	State: New York	Zip Code: 12508
Project Contact (if not same as sponsor; give name and title/role):	Telephone: E-Mail:	
Address:		
City/PO: Beacon	State:	Zip Code:
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	AmendedSite Plan & Special Use Approval LWRP Consistency & Certificate of App. - Planning Board	June 2021, Amended November 2021; October 2024
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☐Yes ☑No	Interpretation & Building Permit - Building Department	November 2021; Amended October 2024
e. County agencies ☐Yes ☑No		
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No	SHPO	June 2021; Amended 2024
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☑Yes ☐No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes ☐No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
R1-40-One Family, Historic District and Landmark Overlay Zone

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Beacon City School District

b. What police or other public protection forces serve the project site?
City of Beacon Police Department

c. Which fire protection and emergency medical services serve the project site?
City of Beacon Fire Department

d. What parks serve the project site?
Scenic Hudson Long Dock Park, Pete and Toshi Seeger Riverfront Park, Polhill Park

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Commercial and recreational

b. a. Total acreage of the site of the proposed action? 2.28 acres
b. Total acreage to be physically disturbed? 0.96 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 2.28 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
_____
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐ Yes ☑ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 35 height; 48 width; and 84 length

iii. Approximate extent of building space to be heated or cooled: 12,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: 7,500 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑Yes ☐No

If Yes: Proposed water usage is based upon (30 hotel rooms X 110 gpd per room) + (150 cafe seats X 35 gpd X 0.8) = 7,500 gpd [*Per DCDBCH loading rates*]

- Name of district or service area: City of Beacon Water District
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☑No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes ☐No

If Yes:

i. Total anticipated liquid waste generation per day: 7,500 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

Sanitary wastewater, laundry, food preparation/cleaning wastewater

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: City of Beacon Wastewater Treatment Facility
- Name of district: City of Beacon Sewer
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

N/A

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

None

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

Stormwater currently flows toward adjacent properties to the west, and will continue to flow toward the west. An on site underground detention/infiltration system is proposed to mitigate runoff from additional impervious surfaces where currently there is no stormwater control.

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☑ Yes ☐ No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐ Yes ☑ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☑Yes ☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☑ Morning ☑ Evening ☑Weekend ☑ Randomly between hours of 7 am to 11 pm.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): 2 truck trips per day using box delivery trucks

iii. Parking spaces: Existing 18-20 Proposed 31 Net increase/decrease +11

iv. Does the proposed action include any shared use parking? ☐Yes ☑No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: None

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: 450 kWh for the hotel and 500 kWh for the restaurant

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): Central Hudson Gas and Electric

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 8 am to 7 pm
- Saturday: 8 am to 6 pm
- Sunday: 9 am to 5 pm
- Holidays: Emergency only

ii. During Operations:

- Monday - Friday: 8 am to 11 pm
- Saturday: 8 am to 11 pm
- Sunday: 8 am to 11 pm
- Holidays: 8 am to 11 pm

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Construction equipment on site during demolition and construction operations (8 am to 7 pm). During operation, the church building will continue to be used as it has in the past as a place of public assembly for music, school, food and other community events. Noise ordinances will be followed.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☑ Yes ☐ No

Describe: If the City permits, the existing cemetery will be cleaned up by removal of vegetation and some trees.

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Most site lighting will be building mounted; however, parking lighting will be LED dark sky compliant on 18' high poles.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☑ Yes ☐ No

Describe: See D2.m.ii.

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:_____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: 50 tons per year (unit of time)
- Operation : 400 tons per year (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Demolition and construction waste will be recycled as applicable.
- Operation: Solid waste will be separated from recycled materials

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Local sanitation company
- Operation: Local sanitation company

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☐ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.53 ac.	0.59 ac.	+0.06 ac.
• Forested	0.89 ac.	0.89 ac.	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0.32 ac	0.32 ac.	0
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: Lawn/Landscaped areas	0.54 ac.	0.48 ac.	-0.06 ac.

c. Is the project site presently used by members of the community for public recreation? ☑ Yes ☐ No

i. If Yes: explain: The existing church is rented out to the public for events. This will continue after the project is completed.

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

South Avenue Elementary School, Rose Hill Manor Day School

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): V00299, V00096, C314112, V00293, 314069, 546031

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

V00299 - remediation complete % Site Management Plan in place; V00096 & C314112 remediation complete & Site Management Plan in place; V00293 remediation complete; 314069 has been redeveloped; 546031 ongoing

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? 5.0 (average) feet

b. Are there bedrock outcroppings on the project site? ☑ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? <5 %

c. Predominant soil type(s) present on project site:

Nassau-Cardigan complex, rolling	60.6 %
Udorthents, smoothed	39.4 %
	%

d. What is the average depth to the water table on the project site? Average: 7 (average) feet

e. Drainage status of project site soils:
☑ Well Drained: 100 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 48.2 % of site
☑ 10-15%: 29.5 % of site
☑ 15% or greater: 22.3 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:

White Tail Deer	Native Birds	
Gray Squirrel	Chipmunk	
Racoon	Skunk	

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐ No

If Yes:

i. Species and listing (endangered or threatened): Atlantic Sturgeon, Shortnose Sturgeon, Indiana Bat

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☑ Archaeological Site ☑ Historic Building or District

ii. Name: Reformed Dutch Church of Fishkill Landing

iii. Brief description of attributes on which listing is based:

Reformed Dutch Church is on the National Register of Historic Places. There is a cemetery located behind the church that dates back to the early 1800's.

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Hudson Highlands State Park (+/- 6.5 miles)

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): Long Dock Park;Madame Brett Park; Fishkill Ridge; Mount Beacon; Beacon Point Park

iii. Distance between project and resource: 0.2 - 1.0 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Prophecy Theater, LLC (Gavin Hecker) Date 10/29/24

Signature Gavin Hecker Title Member/Owner/Manager

PRINT FORM

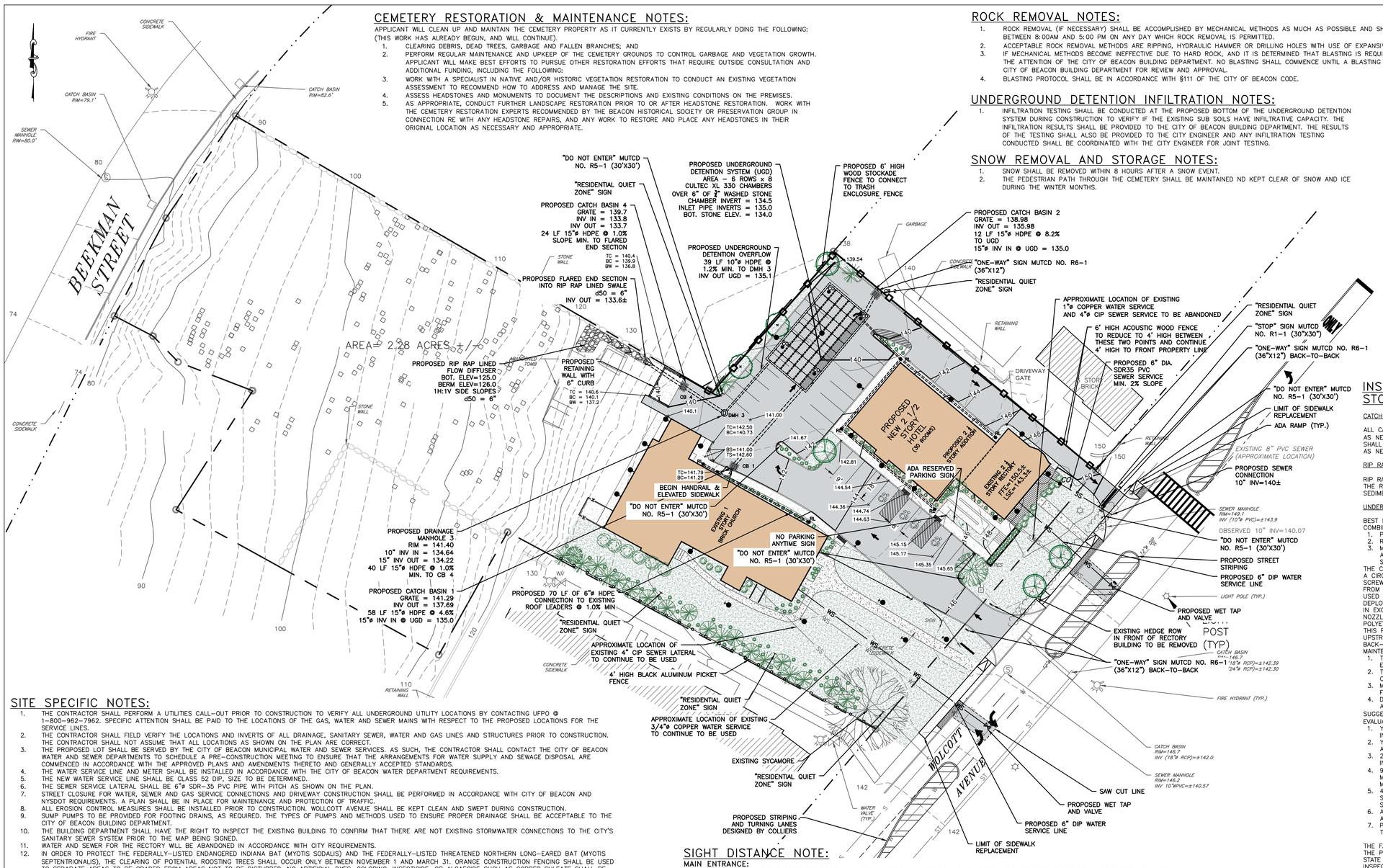


Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	Yes
B.i.ii [Local Waterfront Revitalization Area]	Yes
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	V00299, V00096, C314112, V00293, 314069, 546031
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes

E.2.o. [Endangered or Threatened Species - Name]	Atlantic Sturgeon, Shortnose Sturgeon, Indiana Bat
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Reformed Dutch Church of Fishkill Landing
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No



CEMETERY RESTORATION & MAINTENANCE NOTES:

APPLICANT WILL CLEAN UP AND MAINTAIN THE CEMETERY PROPERTY AS IT CURRENTLY EXISTS BY REGULARLY DOING THE FOLLOWING: (THIS WORK HAS ALREADY BEGUN, AND WILL CONTINUE).

1. CLEARING DEBRIS, DEAD TREES, GARBAGE AND FALLEN BRANCHES; AND
2. PERFORM REGULAR MAINTENANCE AND UPKEEP OF THE CEMETERY GROUNDS TO CONTROL GARBAGE AND VEGETATION GROWTH. APPLICANT WILL MAKE BEST EFFORTS TO PURSUE OTHER RESTORATION EFFORTS THAT REQUIRE OUTSIDE CONSULTATION AND ADDITIONAL FUNDING, INCLUDING THE FOLLOWING:
3. WORK WITH A SPECIALIST IN NATIVE AND/OR HISTORIC VEGETATION RESTORATION TO CONDUCT AN EXISTING VEGETATION ASSESSMENT TO RECOMMEND HOW TO ADDRESS AND MANAGE THE SITE.
4. ASSESS HEADSTONES AND MONUMENTS TO DOCUMENT THE DESCRIPTIONS AND EXISTING CONDITIONS ON THE PREMISES.
5. AS APPROPRIATE, CONDUCT FURTHER LANDSCAPE RESTORATION PRIOR TO OR AFTER HEADSTONE RESTORATION. WORK WITH THE CEMETERY RESTORATION EXPERTS RECOMMENDED BY THE BEACON HISTORICAL SOCIETY OR PRESERVATION GROUP IN CONNECTION RE WITH ANY HEADSTONE REPAIRS, AND ANY WORK TO RESTORE AND PLACE ANY HEADSTONES IN THEIR ORIGINAL LOCATION AS NECESSARY AND APPROPRIATE.

ROCK REMOVAL NOTES:

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

UNDERGROUND DETENTION INFILTRATION NOTES:

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

SNOW REMOVAL AND STORAGE NOTES:

1. SNOW SHALL BE REMOVED WITHIN 8 HOURS AFTER A SNOW EVENT.
2. THE PEDESTRIAN PATH THROUGH THE CEMETERY SHALL BE MAINTAINED ND KEPT CLEAR OF SNOW AND ICE DURING THE WINTER MONTHS.

LEGEND:

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

INSPECTION SCHEDULE & LONG TERM MAINTENANCE OF STORMWATER STRUCTURES

CATCH BASINS AND PIPING:

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

RIP RAP OUTLET PROTECTION AND FLOW DIFFUSER:

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

UNDERGROUND DETENTION:

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

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

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

MAINTENANCE GUIDELINES:

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

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

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

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

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

SIGNED THIS _____ DAY OF _____, 20_____, BY

_____ CHAIRMAN

_____ SECRETARY

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

SITE SPECIFIC NOTES:

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

SIGHT DISTANCE NOTE:

MAIN ENTRANCE:

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

SOUTHERLY EGRESS ONLY LOOP:

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

PREVIOUS REVISIONS 1 THROUGH 20 ARE FROM THE ORIGINAL SITE PLAN.

DRAWN BY: ESR				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
21	10/29/24	AMENDED SITE PLAN	CMB				

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

STATE OF NEW YORK MICHAEL A. BOSENKOPF 084465 LICENSED PROFESSIONAL ENGINEER
SEAL

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

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

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

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



LEGEND:

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

INSPECTION SCHEDULE & MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES

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

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

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

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

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

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

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

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

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

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

EROSION AND SEDIMENT CONTROL NOTES

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

SOIL RESTORATION NOTES:

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

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.

PREVIOUS REVISIONS 1 THROUGH 20 ARE FROM THE ORIGINAL SITE PLAN.

DRAWN BY: ESR				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
21	10/29/24	AMENDED SITE PLAN	CMB				

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

SEAL
STATE OF NEW YORK
MICHAEL A. BOSCHKOFF
LICENSED PROFESSIONAL ENGINEER
084455

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

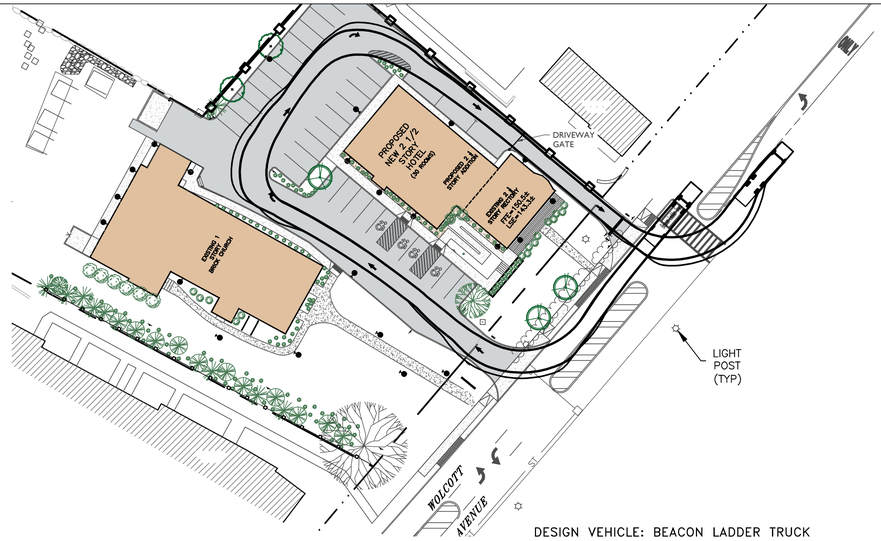
EROSION & SEDIMENT CONTROL PLAN

1113 WOLCOTT AVENUE

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

JOB #:	2021:022
DATE:	6/29/2021
SCALE:	1" = 30'
TITLE:	EC-1
SHEET:	10 OF 16

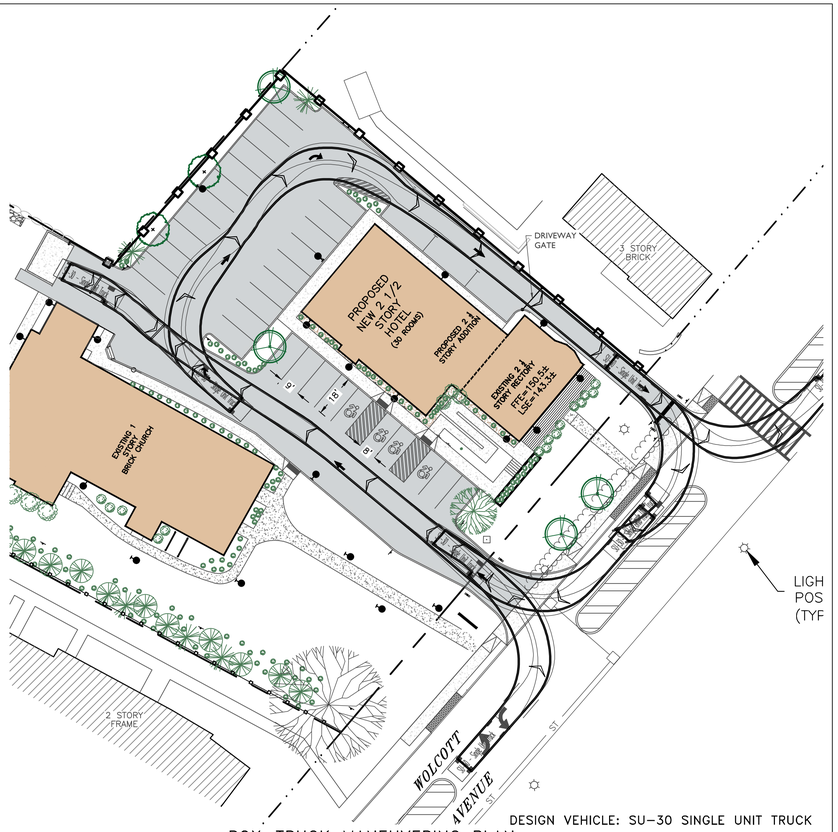
UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209.2 OF THE NEW YORK EDUCATION LAW



DESIGN VEHICLE: BEACON LADDER TRUCK

BEACON LADDER TRUCK MANEUVERING PLAN

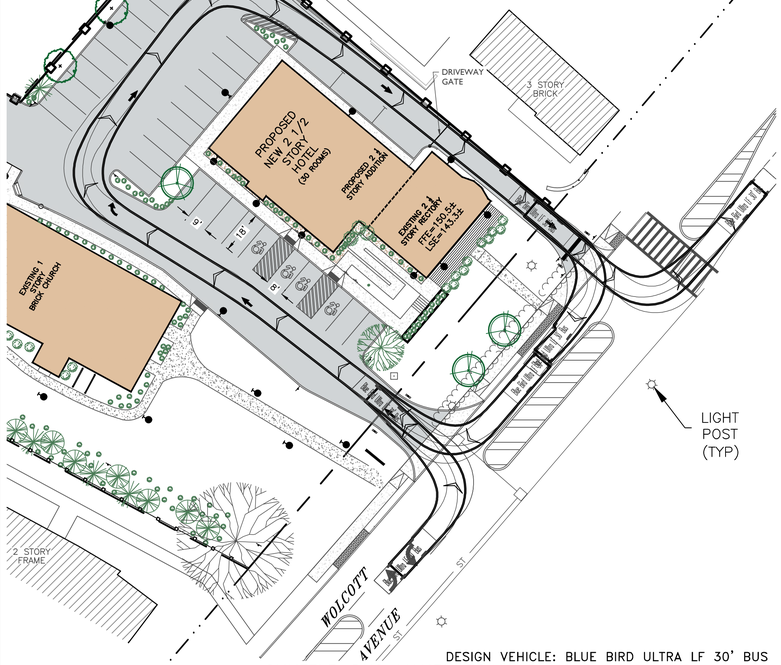
SCALE: 1" = 40'



DESIGN VEHICLE: SU-30 SINGLE UNIT TRUCK

BOX-TRUCK MANEUVERING PLAN

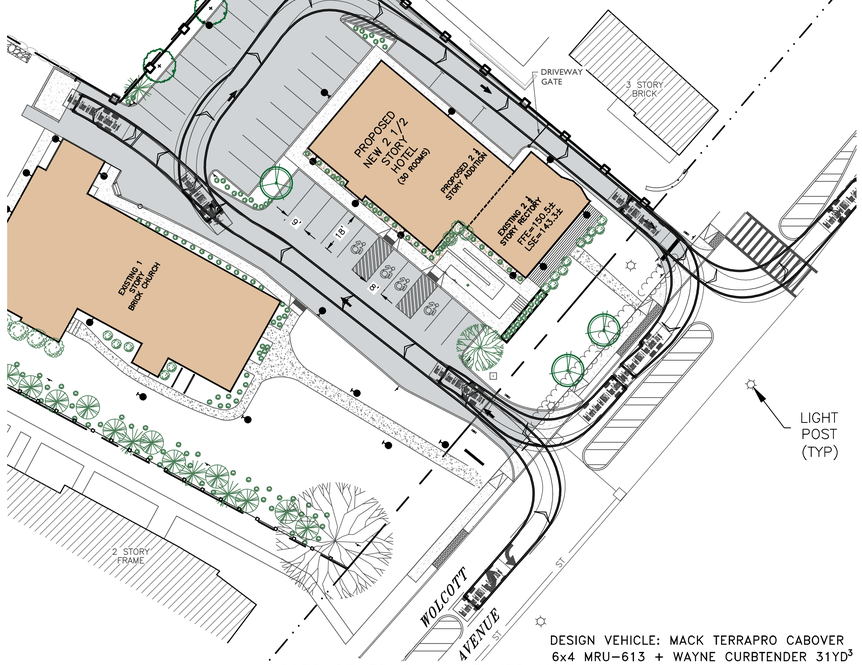
SCALE: 1" = 30'



DESIGN VEHICLE: BLUE BIRD ULTRA LF 30' BUS

SHUTTLE-BUS MANEUVERING PLAN

SCALE: 1" = 30'



DESIGN VEHICLE: MACK TERRAPRO CABOVER 6x4 MRU-613 + WAYNE CURBTENDER 31YD^3

GARBAGE-TRUCK MANEUVERING PLAN

SCALE: 1" = 30'

PREVIOUS REVISIONS 1 THROUGH 20 ARE FROM THE ORIGINAL SITE PLAN.

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: ESR				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
21	10/29/24	AMENDED SITE PLAN	CMB				

VEHICLE TRACKING PLAN

SCALE: 1" = 30'

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)

1 inch = 30 ft.

STATE OF NEW YORK MICHAEL A. RIGENSPAN 085486 LICENSED PROFESSIONAL ENGINEER

SEAL

HUDSON LAND DESIGN

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

VEHICLE TRACKING PLAN

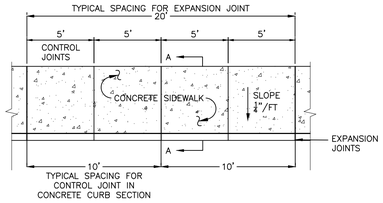
1113 WOLCOTT AVENUE

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

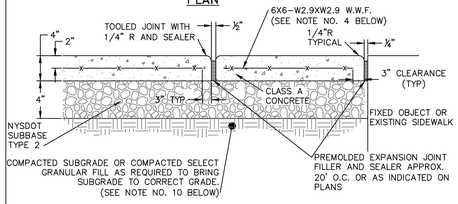
JOB #:	2021:022
DATE:	6/29/2021
SCALE:	1" = 40'
TITLE:	VHC-1
SHEET:	11 OF 16

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

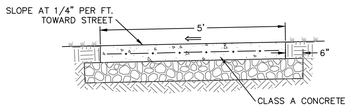
SITE DETAILS



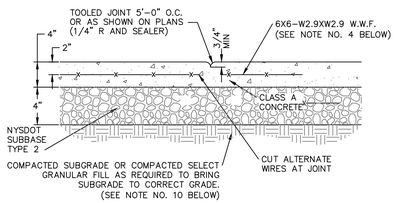
PLAN



EXPANSION JOINT



SECTION A–A



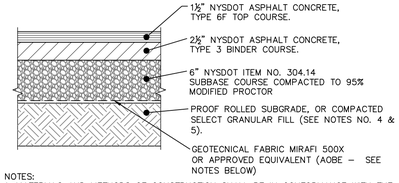
CONTROL JOINT

NOTES:

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

CONCRETE SIDEWALK DETAIL

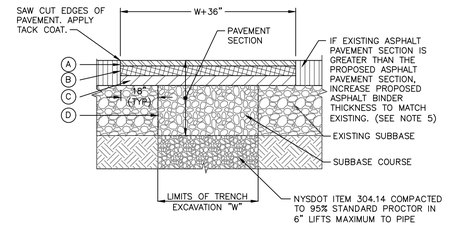
NOT TO SCALE



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

PAVEMENT SECTION DETAIL

NOT TO SCALE



LEGEND

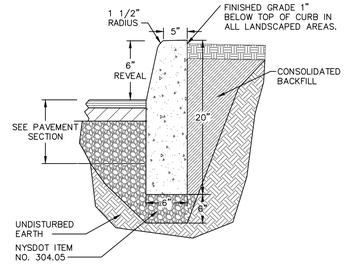
- (A) 1–1/2" ASPHALT CONCRETE TOP COURSE– NYSDOT ITEM 402.1261013
- (B) 2–1/2" ASPHALT CONCRETE BINDER COURSE– NYSDOT ITEM 402.256903
- (C) 8" ASPHALT CONCRETE BASE COURSE– NYSDOT ITEM 402.376903 (2"–4" LIFTS)
- (D) 12" GRANULAR SUBBASE COURSE– NYSDOT ITEM 304.11000008

NOTES:

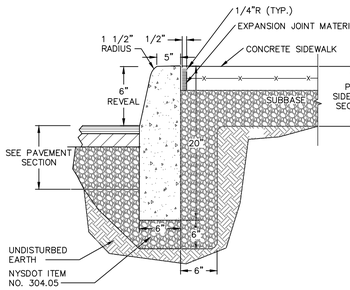
1. SAW CUT MIN. 18" BEYOND EXCAVATION WITH SMOOTH EDGES. 18" JOINT BETWEEN EXISTING AND NEW TOP COURSE TO BE MILLED. JOINT TO BE SEALED WITH POLYMER MODIFIED SEALER.
2. FURNISH, PLACE, AND COMPACT SUBBASE.
3. TACK COAT IN ACCORDANCE WITH NYSDOT STANDARD SPEC.
4. FURNISH AND PLACE ASPHALT CONCRETE PAVEMENT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

NYSDOT ROW PAVEMENT RESTORATION DETAIL

NOT TO SCALE



ABUTTING GRASS OR LANDSCAPE



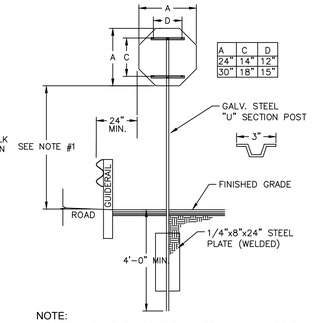
ABUTTING SIDEWALK

NOTES:

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

CAST–IN–PLACE CONCRETE CURB DETAIL

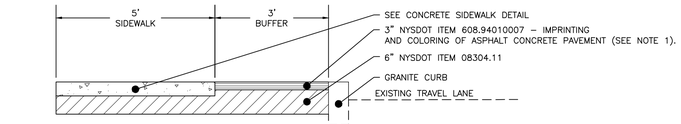
NOT TO SCALE



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

SINGLE POLE SIGN DETAIL

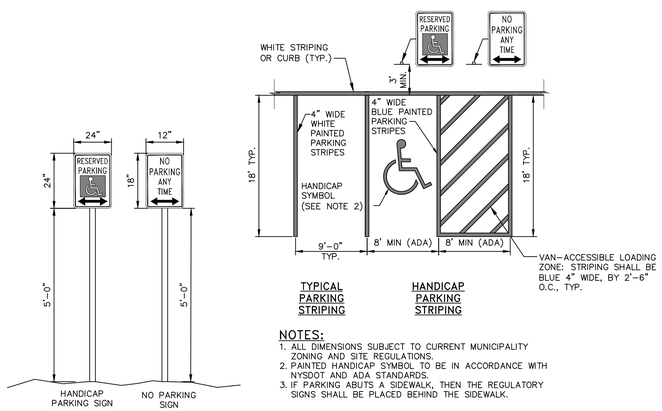
SCALE: NOT TO SCALE



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

STAMPED ASPHALT CONCRETE DETAILS

NOT TO SCALE



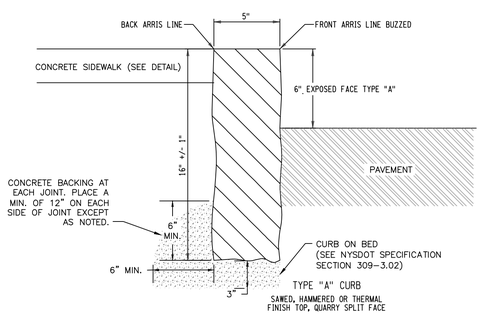
NOTES:
1. ALL DIMENSIONS SUBJECT TO CURRENT MUNICIPALITY ZONING AND SITE REGULATIONS.
2. PAINTED HANDICAP SYMBOL TO BE IN ACCORDANCE WITH NYSDOT AND ADA STANDARDS.
3. IF PARKING ABUTS A SIDEWALK, THEN THE REGULATORY SIGNS SHALL BE PLACED BEHIND THE SIDEWALK.

SIGN DETAILS

NOT TO SCALE

PARKING AND STRIPING DETAIL

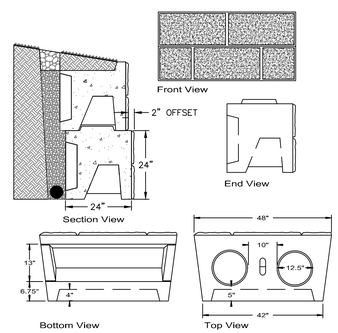
NOT TO SCALE



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

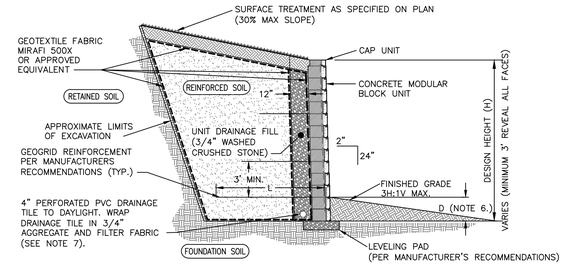
GRANITE CURB DETAILS

NOT TO SCALE



WOODARD'S CONCRETE BLOCK WALL DETAIL

NOT TO SCALE



MODULAR RETAINING WALL NOTES:

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

CONCRETE MODULAR RETAINING WALL DETAIL

NOT TO SCALE

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.

PREVIOUS REVISIONS 1 THROUGH 20 ARE FROM THE ORIGINAL SITE PLAN.

DRAWN BY: ESR				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
21	10/29/24	AMENDED SITE PLAN	CMB				

SEAL

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

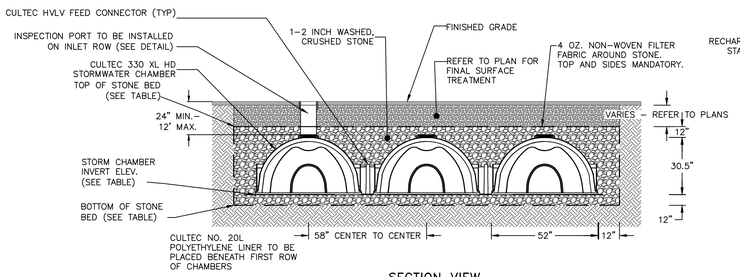
SITE CONSTRUCTION DETAILS

1113 WOLCOTT AVENUE

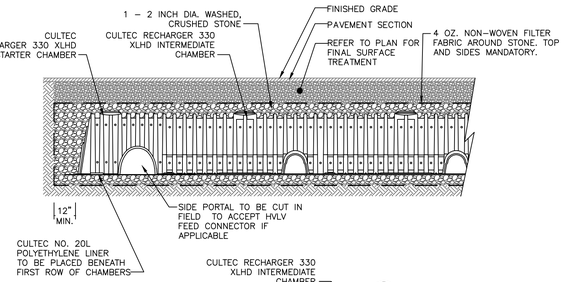
1113 WOLCOTT AVENUE
CITY OF BEACON
DUTCHESS COUNTY, NEW YORK
TAX ID: 5954-26-651901

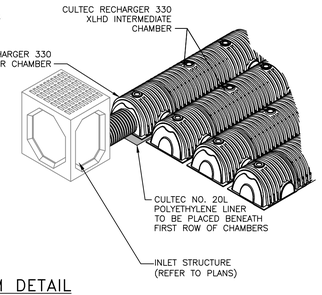
JOB #: 2021:022
DATE: 6/29/2021
SCALE: AS SHOWN
TITLE: CD-1
SHEET: 12 OF 16

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



SECTION VIEW

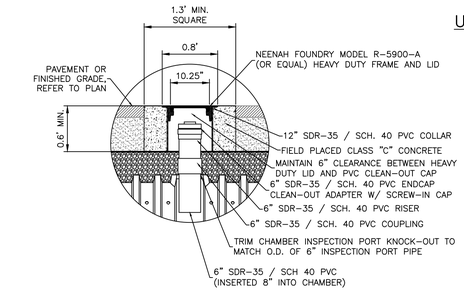




NOTES:
1. CULTEC RECHARGER 330XLHD CHAMBERS BY CULTEC, INC. OF BROOKFIELD, CT. ALL CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH CULTEC INC.'S CURRENT RECOMMENDED INSTALLATION GUIDELINES.
2. THE BED OF THE SYSYTEM FOOTPRINT SHALL BE LAID NEARLY LEVEL.
3. EACH ROW OF CHAMBERS SHALL BE FED VIA A 12" MANIFOLD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

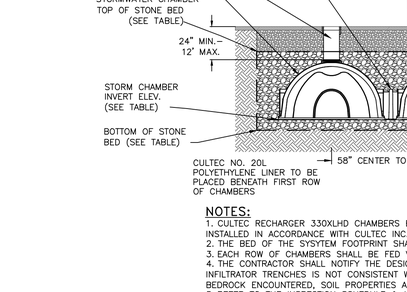
BOTTOM OF STONE BED ELEVATION	CHAMBER INVERT	TOP OF STONE BED ELEVATION	STONE BED FOOTPRINT	STONE BED DIMENSIONS	NO. OF CHAMBERS
134.0	134.5	137.54	1,601 S.F.	30.5'X52.5'	42

UNDERGROUND INFILTRATION/DETENTION SYSTEM DETAIL
NOT TO SCALE



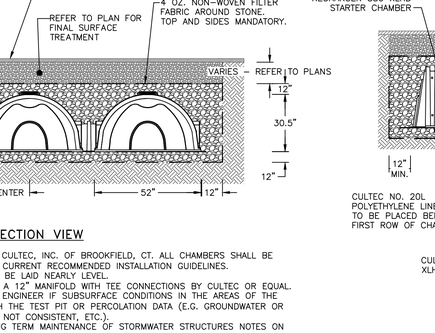
NOTES:
1. PROVIDE AN INSPECTION PORT FOR THE INITIAL AND FINAL CHAMBER OF EACH ROW, AND FOR ROWS WITH MORE THAN 10 CHAMBERS, ONE IN AN INTERMEDIATE CHAMBER.

UNDERGROUND DETENTION SYSTEM INSPECTION PORT DETAIL
NOT TO SCALE



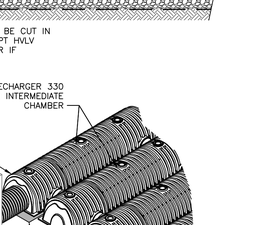
NOTES:
1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

STORMWATER PIPE IN TRENCH DETAIL
NOT TO SCALE



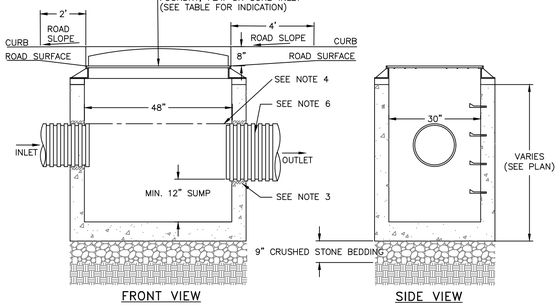
NOTES:
1. ROOF LEADER LOCATIONS AND SIZES TO BE DETERMINED BY THE PROJECT ARCHITECT. DOWNSPOUT ADAPTER TO MATCH DOWNSPOUT SIZE.
2. PVC JOINT CONNECTIONS SHALL BE MADE WITH PVC CEMENT.
3. ROOF DRAINAGE HEADER PIPES SHALL BE AS NOTED ON THE UTILITY SHEET.
4. SUBSTITUTIONS OF PIPE MATERIAL SHALL BE BROUGHT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

ROOF LEADER CONNECTION DETAIL
NOT TO SCALE



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

CAST IRON STORMWATER CURB INLET GRATE DETAIL
NOT TO SCALE



DIMENSION TABLE:

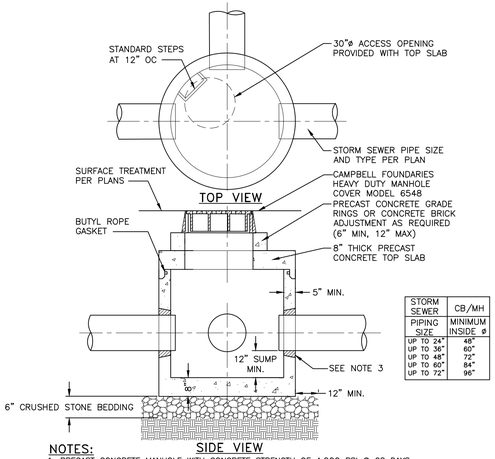
B	C	E	F	X	BB	CC	FF
30"	24"	4"	22"	1"	41"	36"	34"

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

CAST IRON STORMWATER FLAT INLET GRATE DETAIL
NOT TO SCALE

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

CATCH BASIN DETAIL
NOT TO SCALE



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

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

STORMWATER MANHOLE DETAIL
NOT TO SCALE

PREVIOUS REVISIONS 1 THROUGH 20 ARE FROM THE ORIGINAL SITE PLAN.

DRAWN BY: ESR				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
21	10/29/24	AMENDED SITE PLAN	CMB				

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.

STATE OF NEW YORK — MICHAEL A. BOEDIGHEIMER — 084466 — LICENSED PROFESSIONAL ENGINEER

SEAL

HUDSON LAND DESIGN
PROFESSIONAL ENGINEERING P.C.
174 MAIN ST., BEACON, NEW YORK 12508
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PH: 845-440-6926
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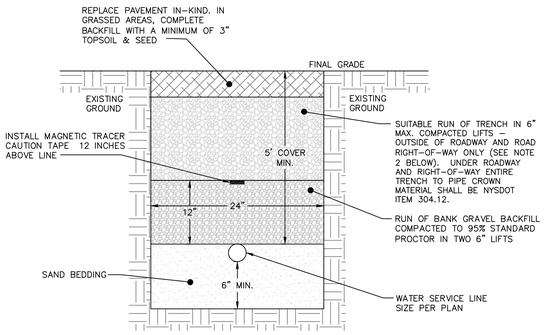
STORMWATER CONSTRUCTION DETAILS

1113 WOLCOTT AVENUE

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

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

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



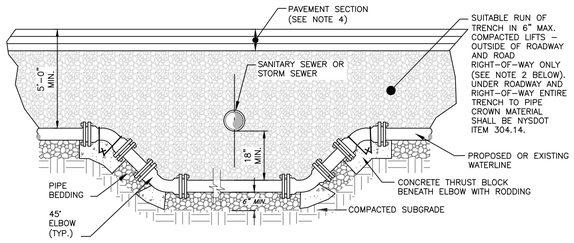
NOTES:

1. EXCAVATION AND TRENCHING SHALL MEET ALL OSHA REQUIREMENTS.

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

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

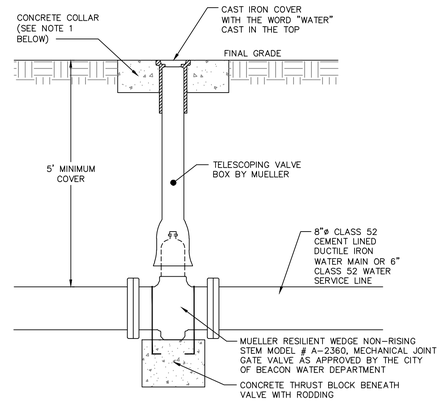
WATER SERVICE LINE TRENCH DETAIL
NOT TO SCALE



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

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

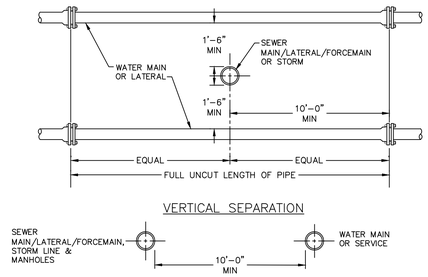
WATER LINE OFFSET DETAIL
NOT TO SCALE



NOTES:

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

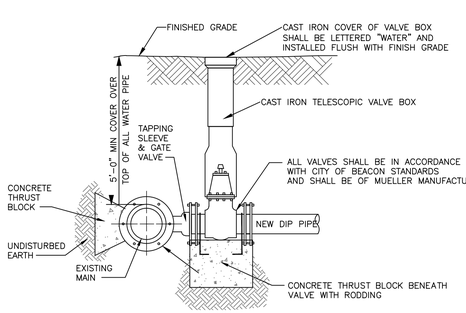
GATE VALVE DETAIL
NOT TO SCALE



NOTE:

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

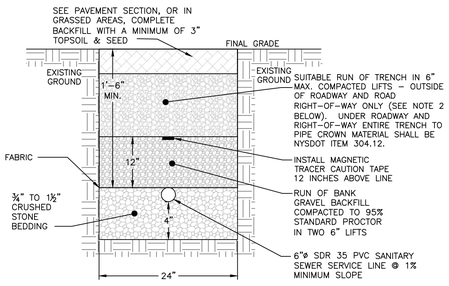
WATER LINE SEPARATION DETAIL
NOT TO SCALE



NOTES:

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

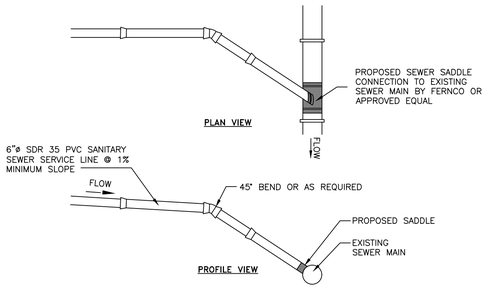
TAPPING SLEEVE DETAIL
NOT TO SCALE



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

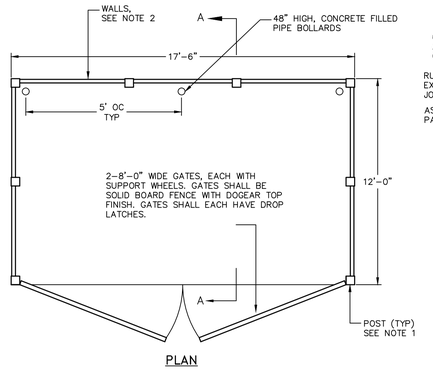
2. SUITABLE RUN OF TRENCH SHALL NOT INCLUDE FROZEN MATERIALS, DEBRIS, ORGANIC MATERIALS, LARGE STONES OR OTHER UNSUITABLE MATERIALS. IF THE RUN OF TRENCH MATERIAL IS FOUND TO BE UNSUITABLE, A SUITABLE BACKFILL MATERIAL SHALL BE IMPORTED AND USED.

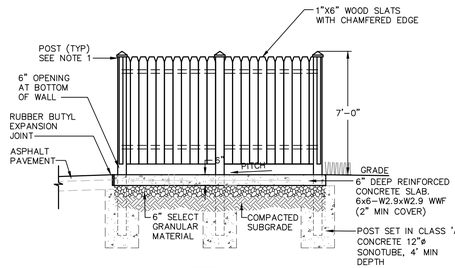
SANITARY SEWER SERVICE LINE TRENCH DETAIL
NOT TO SCALE



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

SANITARY SEWER SERVICE CONNECTION DETAIL
NOT TO SCALE





SECTION A-A

NOTES

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

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

TRASH ENCLOSURE DETAILS
NOT TO SCALE

PREVIOUS REVISIONS 1 THROUGH 20 ARE FROM THE ORIGINAL SITE PLAN.

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

SIGNED THIS _____ DAY OF _____, 20_____, BY

_____ CHAIRMAN

_____ SECRETARY

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DRAWN BY: ESR				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
21	10/29/24	AMENDED SITE PLAN	CMB				

STATE OF NEW YORK — MICHAEL A. BOSENKO — 084466 — LICENSED PROFESSIONAL ENGINEER

SEAL

HUDSON LAND DESIGN
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WATER & SEWER CONSTRUCTION DETAILS

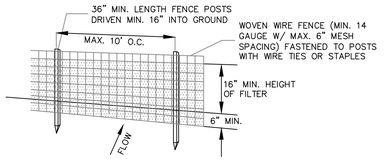
1113 WOLCOTT AVENUE

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TAX ID: 5954-26-651901

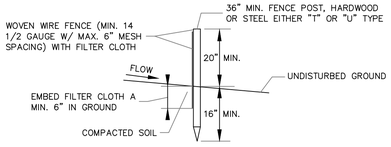
JOB #: 2021:022
DATE: 6/29/2021
SCALE: AS SHOWN
TITLE: CD-3
SHEET: 14 OF 16

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

EROSION AND SEDIMENT CONTROL DETAILS



PERSPECTIVE VIEW

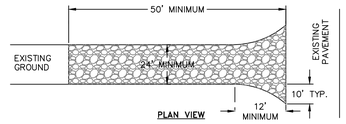


SECTION VIEW

NOTES:

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

SILT FENCE DETAIL
NOT TO SCALE



NOTES:

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

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

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

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

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

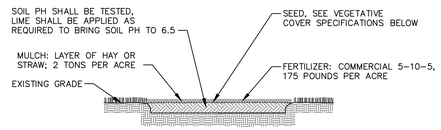
6) SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.

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

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

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

STABILIZED CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE



NOTES:

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

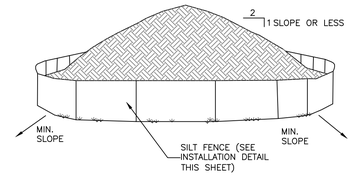
65% KENTUCKY BLUE GRASS BLEND	114 POUNDS PER ACRE
20% PERENNIAL RYEGRASS	35 POUNDS PER ACRE
15% FINE FESCUE	26 POUNDS PER ACRE
	175 POUNDS PER ACRE

3. SEED MIXTURE FOR USE IN SHADY AREAS:

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

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

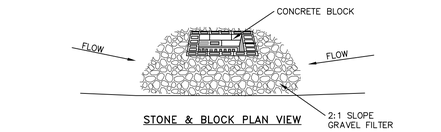
TOPSOIL, SEED AND MULCH DETAIL
NOT TO SCALE



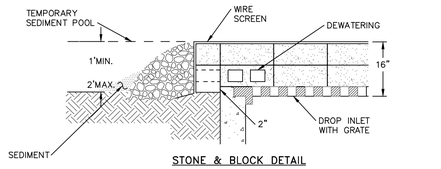
NOTES:

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

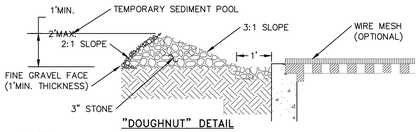
TEMPORARY SOIL STOCKPILE DETAIL
NOT TO SCALE



STONE & BLOCK PLAN VIEW



STONE & BLOCK DETAIL

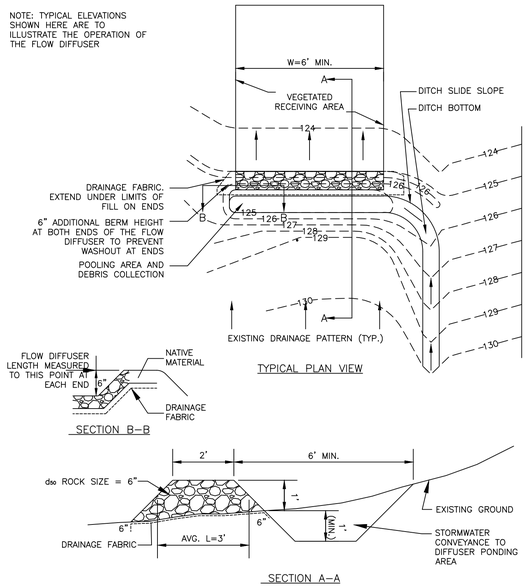


"DOUGHNUT" DETAIL

NOTES:

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

CATCH BASIN INLET PROTECTION DETAIL
NOT TO SCALE



FLOW DIFFUSER DETAIL
NOT TO SCALE

DIFFUSER CALCULATIONS:

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

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

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

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

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

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

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

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

USE d_{50} = 6"

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

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

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

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.

PREVIOUS REVISIONS 1 THROUGH 20 ARE FROM THE ORIGINAL SITE PLAN.

DRAWN BY: ESR				CHECKED BY: MAB			
REVISIONS:				REVISIONS:			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY
21	10/29/24	AMENDED SITE PLAN	CMB				

SEAL

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

EROSION & SEDIMENT CONTROL DETAILS

1113 WOLCOTT AVENUE

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

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

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

Bulk Zoning Regulations Table

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

* Existing Condition to remain



Location Map
Scale: 1" = 400'

ACOUSTIC REMEDIATION MEASURES

- FENCING AROUND ALL HVAC UNITS WILL BE A MINIMUM OF ONE FOOT ABOVE EXHAUST
- TONGUE AND GROOVE CONSTRUCTION OF ROUGH CEDAR SOUND MITIGATING FENCE (NORTH FENCE)
- NO GARBAGE REMOVAL OR LOADING/UNLOADING WITH THE USE OF MECHANICAL/POWERED EQUIPMENTWILL TAKE PLACE BETWEEN 9:00 P.M. - 7:00 A.M

Zoning Summary

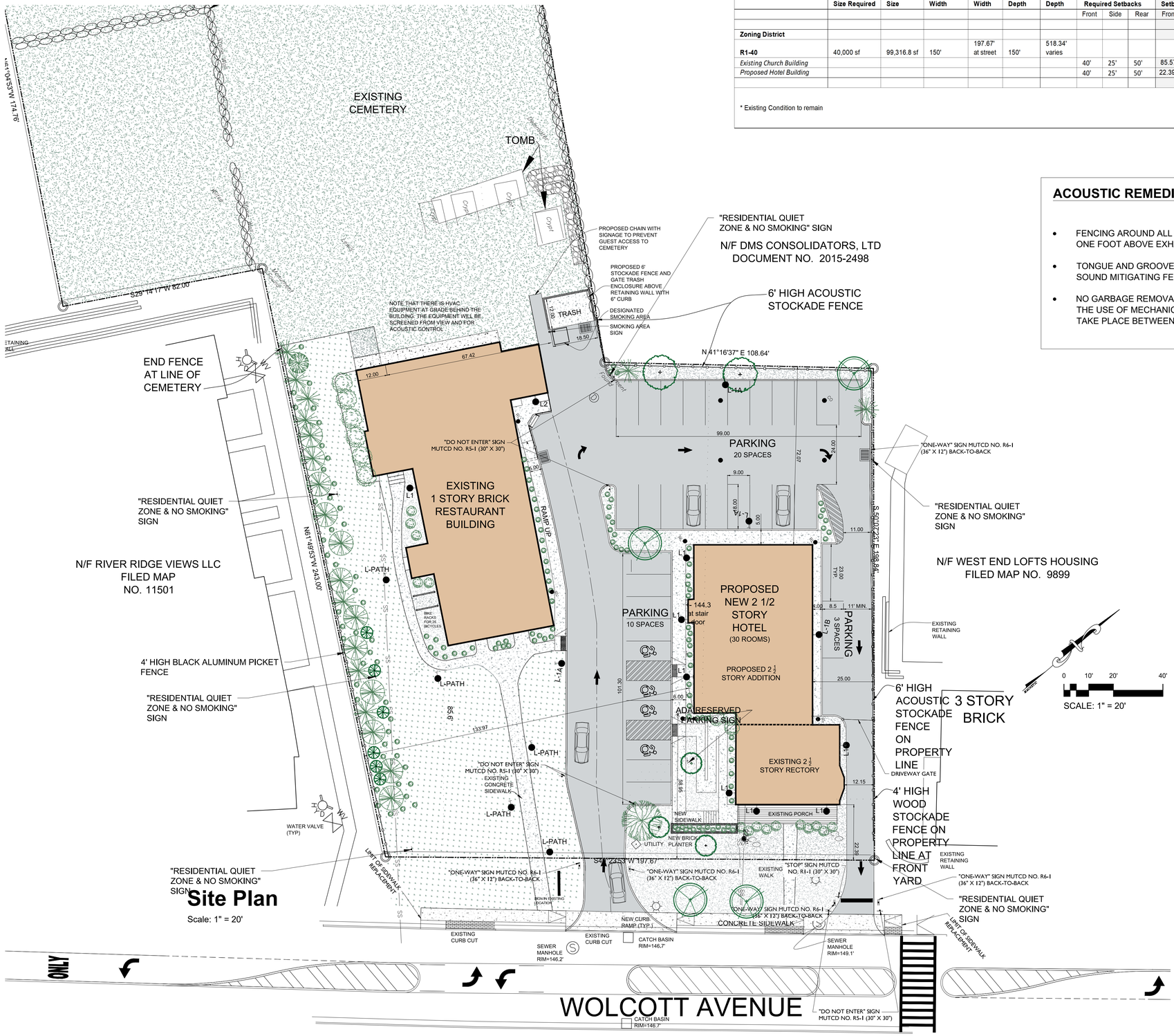
Zoning District:	R1-40
Tax Map No.:	5954-26-651901
Lot Area:	2.28 Acres
Building Footprint:	10,279 square feet (existing church building + proposed hotel building)
Historical Overlay District:	Yes
Parking Overlay District:	No
Existing Use:	Church / Rectory
Proposed Use:	Hotel, Restaurant

Parking & Loading

Use & Parking Requirements	Proposed Area / Count	Parking Requirement
Lodging		
0.5 space per guest room (minimum) 1.5 space per guest room (maximum)	30 Guest Rooms	15 parking spaces minimum 45 parking spaces maximum
Commercial (Restaurant)		
3 spaces per 1,000 sf GFA (minimum) 5 spaces per 1,000 sf GFA (maximum)	5,475 gsf	17 parking spaces minimum 28 parking spaces maximum
Total Required		**32 parking spaces minimum** **73 parking spaces maximum**
Total Provided		**33 parking spaces** See Notes Below

Notes:

1. 33 parking spaces are provided on site.
2. The Applicant will provide parking at a nearby lot owned by the Applicant. The lot has approximately 20 parking spaces. However, the lot can be used for valet parking when required. Approximately 30 cars can be parked with the valet option.
3. Maximum proposed occupancy for the Restaurant is 150 people.
   a. Note that the maximum occupancy is only expected to occur Friday and Saturday evenings from 6pm to 8pm, and Sunday brunch from 10am to 3pm.
4. Hours of Operation:
   a. The Restaurant shall operate between 7am and 11pm, 7 days a week, 365 days a year.
   b. The Hotel shall operate 24 hours per day, 7 days a week, 365 days a year.
5. The Applicant and project shall comply with the final approved version of the Traffic and Parking Management Plan, as prepared by Colliers Engineering & Design.



Site Plan
Scale: 1" = 20'

REVISIONS:			
NO.	DATE	DESCRIPTION	BY

Index of Drawings

Sheet 1 of 16	Site Plan
Sheet 2 of 16	Full Site Plan
Sheet 3 of 16	Existing Conditions & Demolition Plan
Sheet 4 of 16	Landscape & Lighting Plan
Sheet 5 of 16	Hotel Building Plans & Elevations
Sheet 6 of 16	Restaurant Plans
Sheet 7 of 16	Restaurant Plans 2 (NOT USED)
Sheet 8 of 16	Restaurant Elevations
Sheet 9 of 16	Grading & Utility Plan
Sheet 10 of 16	Erosion & Sediment Control Plan
Sheet 11 of 16	Vehicle Tracking Plan
Sheet 12 of 16	Site Construction Details
Sheet 13 of 16	Stormwater Construction Details
Sheet 14 of 16	Water & Sewer Construction Details
Sheet 15 of 16	Erosion & Sediment Control Details
Sheet 16 of 16	Work Zone Traffic Control Plan

Special Use Permit Amendment

Sheet 1 of 16 - Site Plan

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

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

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

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

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

1113 Wolcott Avenue
Beacon, New York
Scale: 1" = 20'
October 29, 2024



5.85" X 9.75" SIGN MOUNTED ON WOOD POST SET INTO CONCRETE FOOTING. TOP OF SIGN TO BE 3'-0" HIGH. COLOR: BRONZE

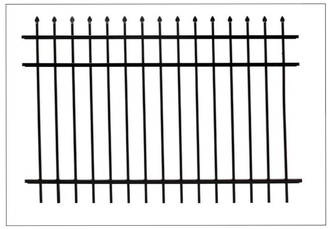


18" X 18" SIGN MOUNTED ON WOOD POST BELOW EACH RESIDENTIAL QUIET ZONE SIGN. COLOR: GREEN WITH WHITE LETTERING TO MATCH QUIET ZONE SIGN



18" X 18" SIGN MOUNTED ON WOOD POST SET INTO CONCRETE FOOTING. TOP OF SIGN TO BE 3'-0" HIGH. COLOR: GREEN WITH WHITE LETTERING

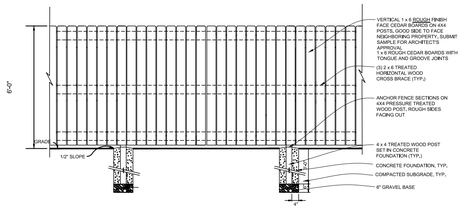
Signage



4' HIGH ALUMINUM PICKET FENCE. COLOR: BLACK.

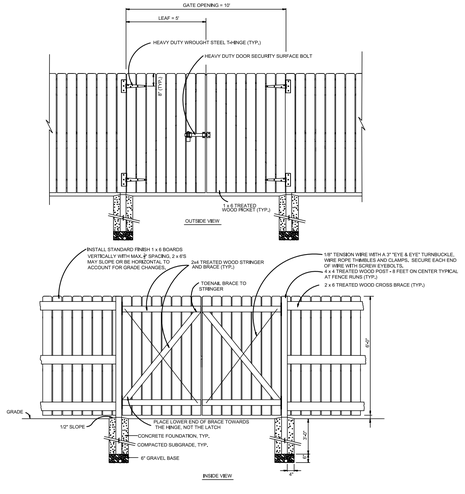
COORDINATE FENCE INSTALLATION DETAIL IN CONCRETE FOOTINGS WITH SPECIFIC FENCE MANUFACTURER ACCORDING TO THEIR SPECIFICATIONS

Metal Picket Fence

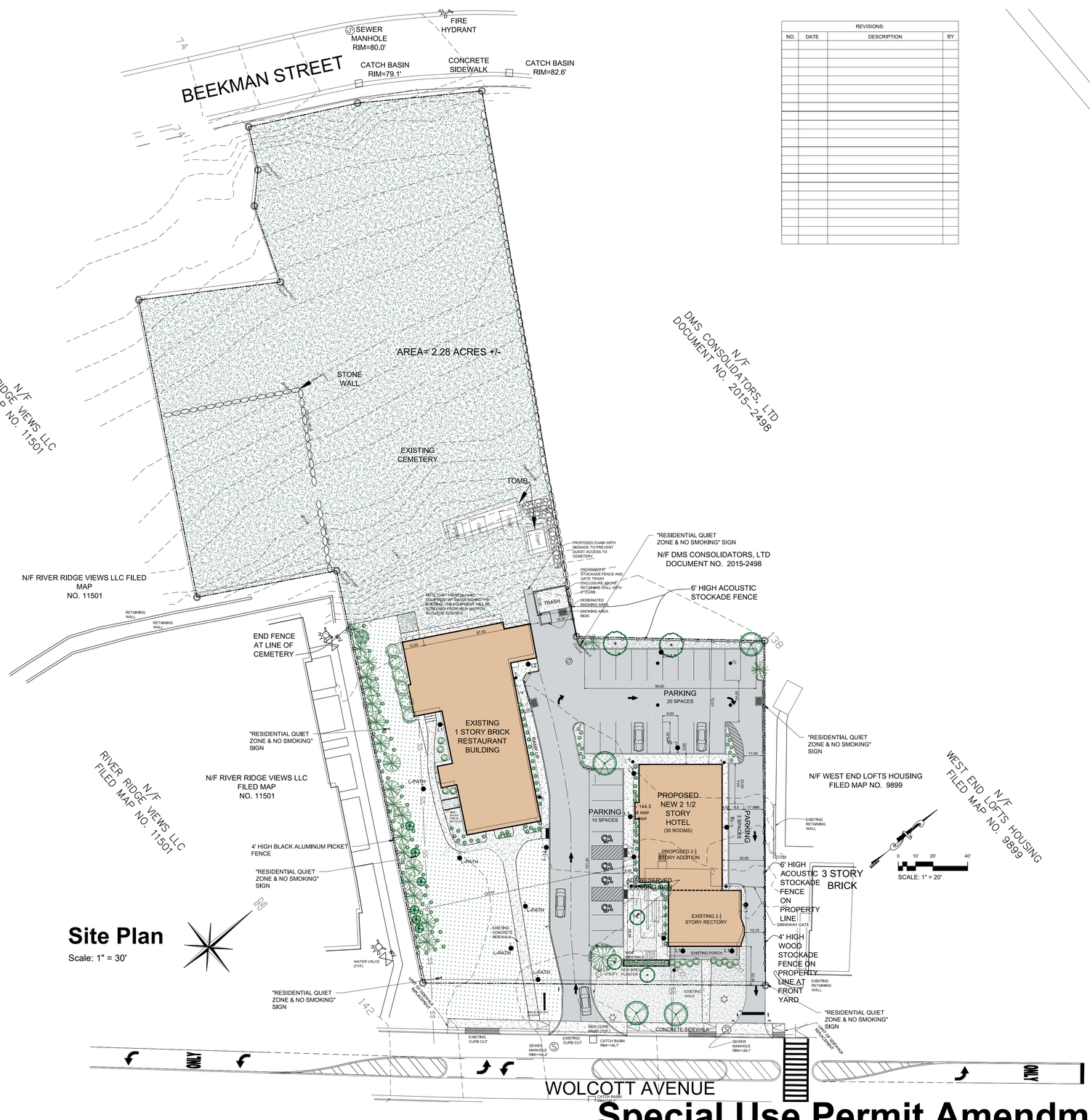


ACOUSTIC WOOD FENCE DETAILS

Acoustic Fence Details



Stockade Fence Details



Site Plan

Scale: 1" = 30'

REVISIONS:			
NO.	DATE	DESCRIPTION	BY

Special Use Permit Amendment

Sheet 2 of 16 - Full Site Plan

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

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

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

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

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

1113 Wolcott Avenue
Beacon, New York
Scale: 1" = 30'
October 29, 2024

DMS CONSOLIDATORS, LTD
DOCUMENT NO. 2015-2498

REVISIONS:			
NO.	DATE	DESCRIPTION	BY

CATCH BASIN RIM=79.1'

N 27°44'52" E 64.36'
N 34°22'48" E 72.03'
S 59°50'43" E 319.50'
306.3'
AREA= 2.28 ACRES +/-
N 41°16'37" E 108.64'
S 50°07'23" E 198.84'
25.1'
4'53"W
.50'
4°04'53"W
20.83'
N68°54'53"W
46.42'
N 32°45'07" E 82.36'
N61°04'53"W 174.76'
S29°14'17"W 82.00'
N61°49'53"W 243.00'
28.7'
85.6'
S40°23'53"W 197.67'
22.3'
13.7'

STONE WALL
TOMB
GARBAGE
CONCRETE SIDEWALK
RETAINING WALL
GRAVEL PARKING
3 STORY BRICK
REMOVE EXISTING GRAVEL DRIVEWAY
REMOVE EXISTING STAIR AND PORCH
2 STORY FRAME
BLACKTOP PARKING
1 STORY BRICK CHURCH
REMOVE EXISTING ADDITIONS TO BUILDING
REMOVE EXISTING WALK
UTILITIES
EXISTING SIGN
REMOVE BLACKTOP DRIVEWAY
CONCRETE SIDEWALK
AREA OF SIDEWALK REPLACEMENT
SEWER MANHOLE RIM=149.1'
REMOVE EXISTING SHRUBS (TYP)
LIGHT POST (TYP)
WOLCOTT AVENUE
CATCH BASIN RIM=146.7'
FIRE HYDRANT (TYP)
SEWER MANHOLE RIM=146.2'
CATCH BASIN RIM=146.7'
WATER VALVE (TYP)
RETAINING WALL
CONCRETE SIDEWALK
RETAINING WALL

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

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

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

Site Plan
Scale: 1" = 20'

Special Use Permit Amendment

Sheet 3 of 16 - Existing Conditions & Demolition Plan

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

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

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

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

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

1113 Wolcott Avenue
Beacon, New York
Scale: 1" = 20'
October 29, 2024



POLE MOUNTED LIGHT (L1A)

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



WALL MOUNTED HOUSE LIGHT (L1)

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



WALL MOUNTED HOUSE LIGHT (L2)

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



PATH LIGHT (L-PATH)

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

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

Planting Schedule

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

Planting and Landscape Notes

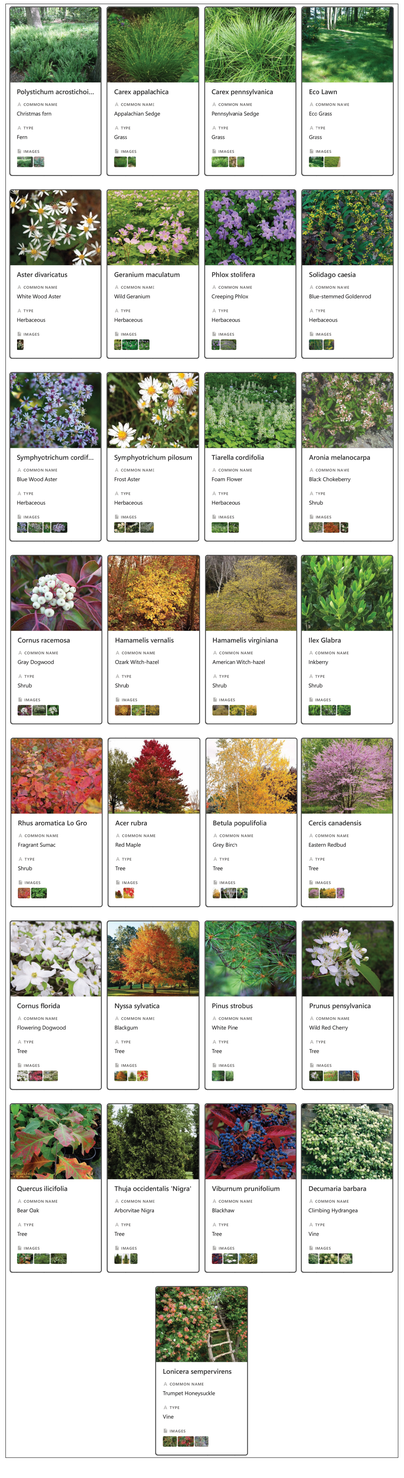
1. Contractors shall enter and exit site through pre-approved routes only.
2. No non-native plant species shall be introduced onto the site. All species shall be indigenous to the northeast region of North America.
3. If a straight specie is specified, no cultivars will be accepted without prior approval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



POLE MOUNTED LIGHT (L1B)

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

Illustrated Plant List





Landscape Plan

Scale: 1" = 30'

REVISIONS:			
NO.	DATE	DESCRIPTION	BY

Special Use Permit Amendment

Sheet 4 of 16 - Landscape and Lighting Plan

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

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

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

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

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

1113 Wolcott Avenue
Beacon, New York
Scale: 1" = 30'
October 29, 2024



Elevation: Side Facing Church

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



Elevation: Rear

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



Elevation: Side

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



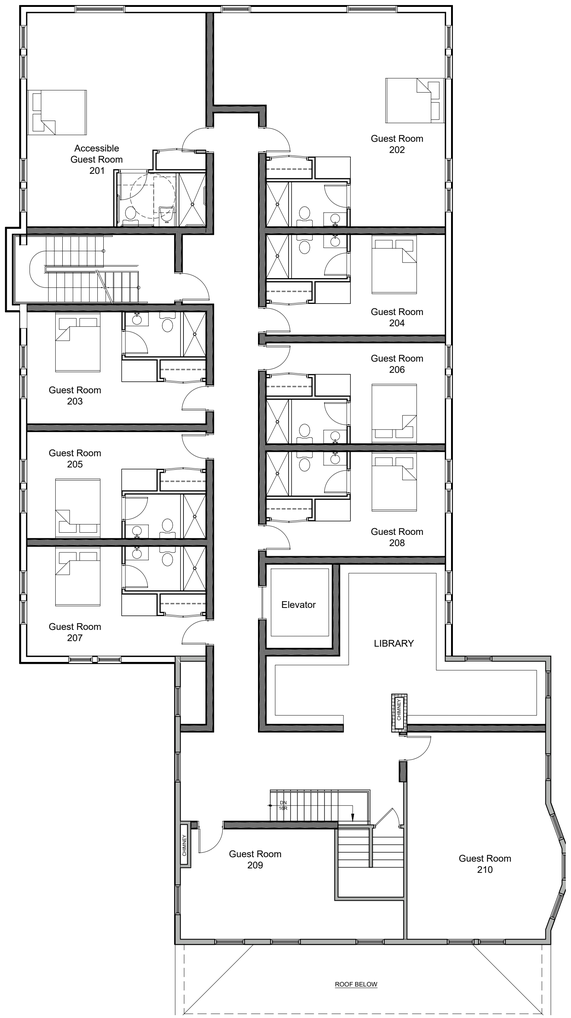
Elevation: Front - Facing Wolcott

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



3rd Floor Plan: Hotel

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



2nd Floor Plan: Hotel

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



1st Floor Plan: Hotel

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



View



View

REVISIONS:			
NO.	DATE	DESCRIPTION	BY

Special Use Permit Amendment

Sheet 5 of 16 - Hotel Plans & Elevations

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

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

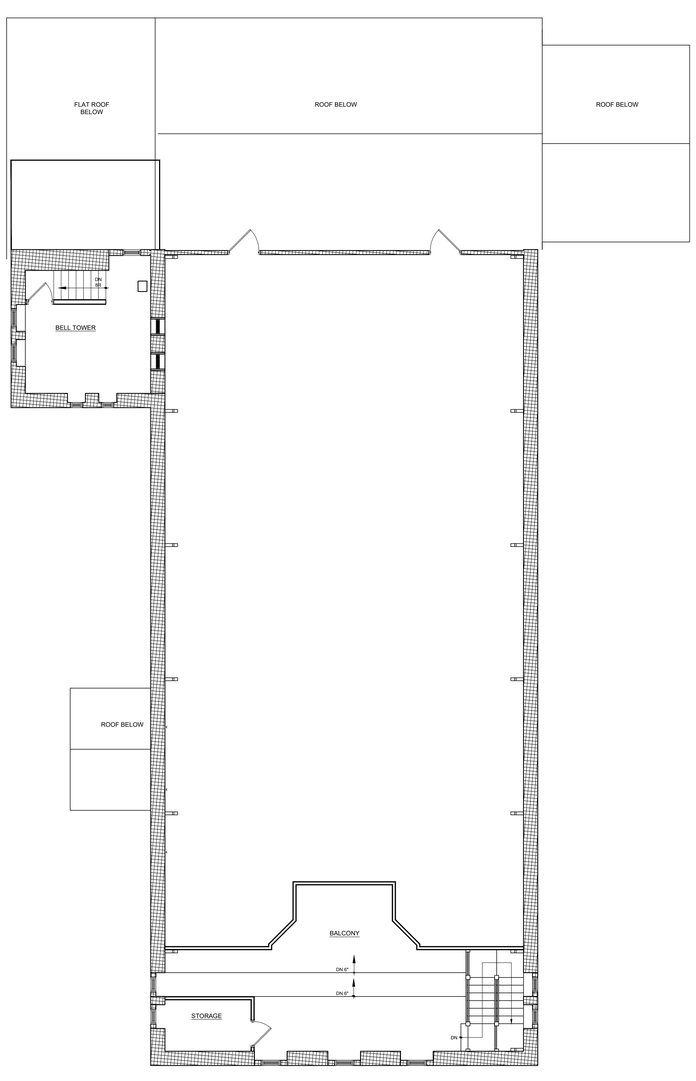
Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

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

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

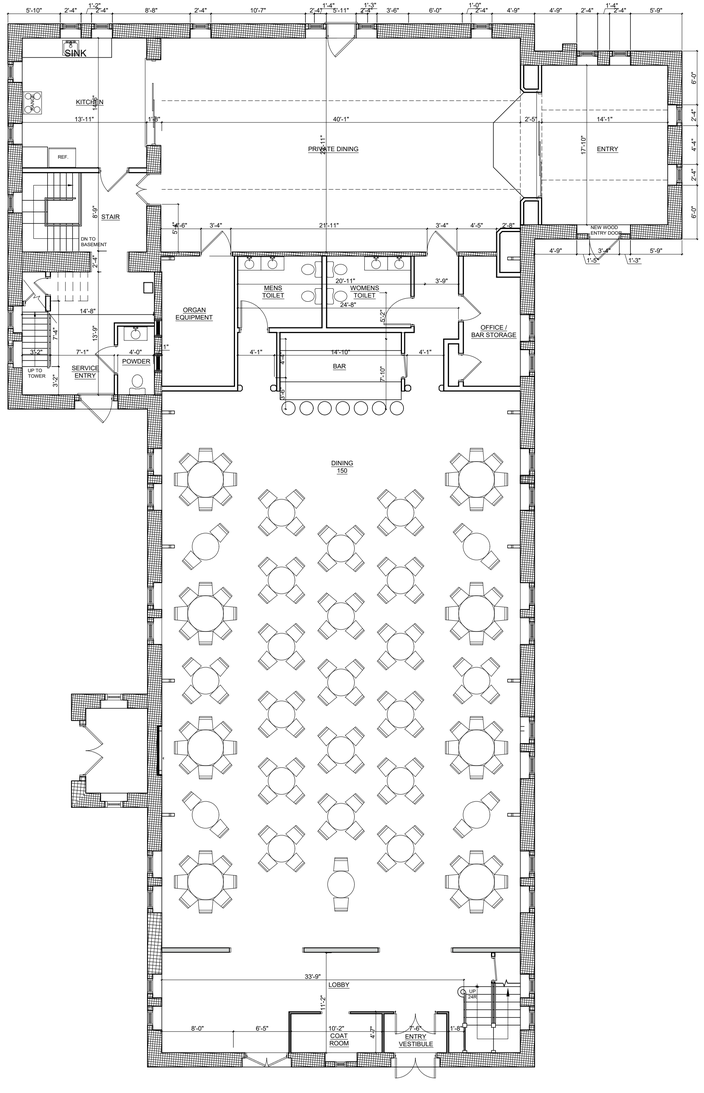
1113 Wolcott Avenue
Beacon, New York
Scale: AS NOTED
October 29, 2024

REVISIONS:			
NO.	DATE	DESCRIPTION	BY



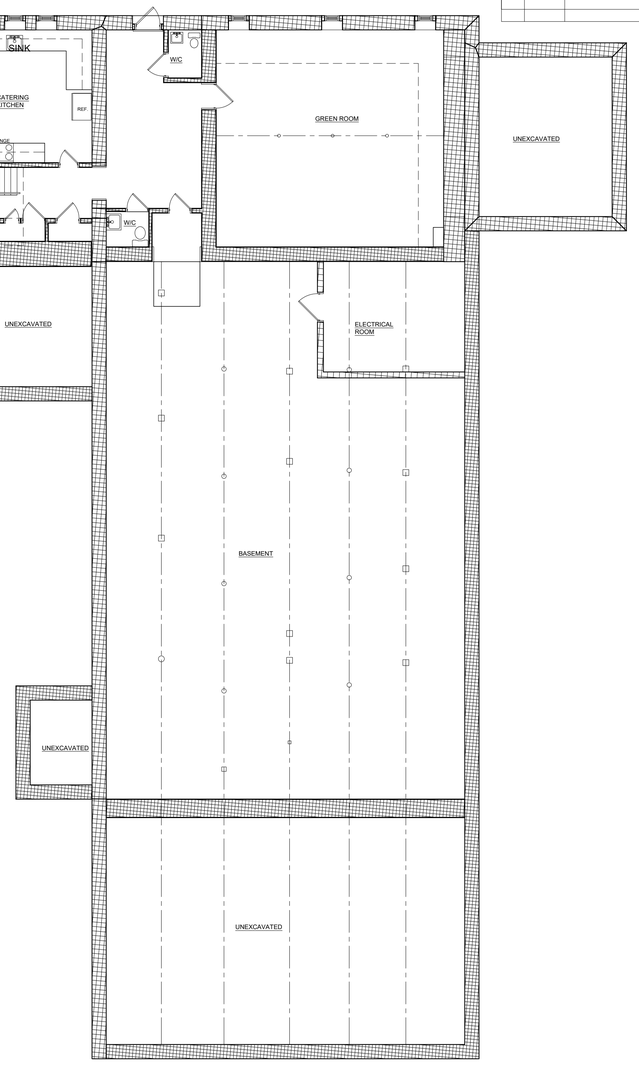
Upper Level Plan: Restaurant

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



Main Level Plan: Restaurant

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



Basement Plan: Restaurant

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

Special Use Permit Amendment

Sheet 6 of 16 - Floor Plans

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

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

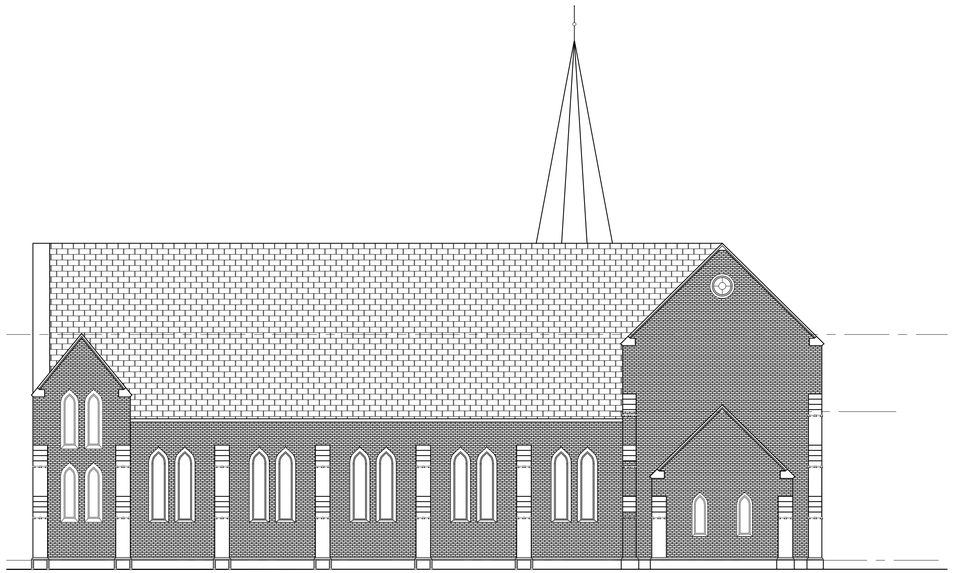
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Surveyor:
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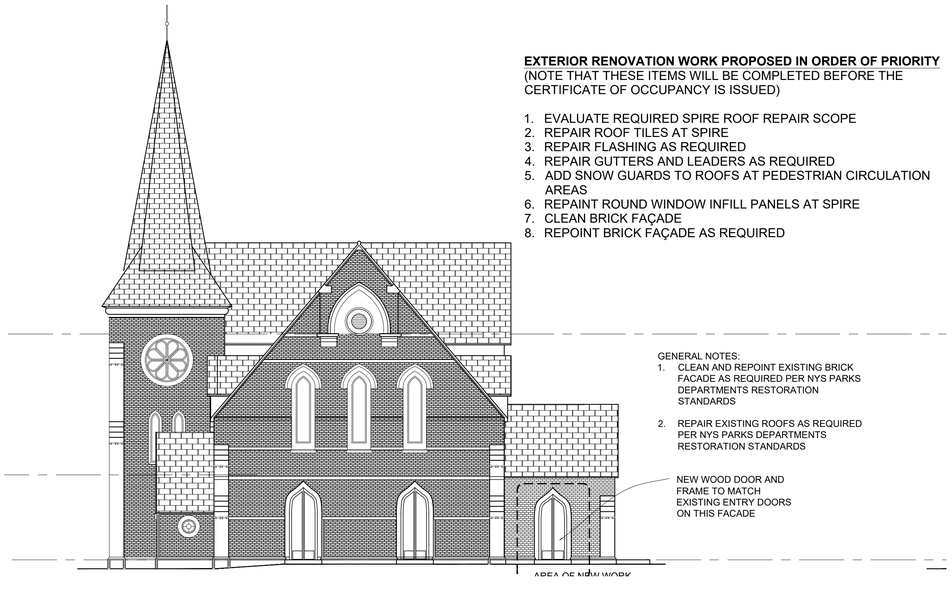
1113 Wolcott Avenue
Beacon, New York
Scale: $\frac{1}{8}$" = 1'-0"
October 29, 2024

REVISIONS:			
NO.	DATE	DESCRIPTION	BY



Elevation: Restaurant Building - North

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



EXTERIOR RENOVATION WORK PROPOSED IN ORDER OF PRIORITY
(NOTE THAT THESE ITEMS WILL BE COMPLETED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED)

1. EVALUATE REQUIRED SPIRE ROOF REPAIR SCOPE
2. REPAIR ROOF TILES AT SPIRE
3. REPAIR FLASHING AS REQUIRED
4. REPAIR GUTTERS AND LEADERS AS REQUIRED
5. ADD SNOW GUARDS TO ROOFS AT PEDESTRIAN CIRCULATION AREAS
6. REPAINT ROUND WINDOW INFILL PANELS AT SPIRE
7. CLEAN BRICK FAÇADE
8. REPOINT BRICK FAÇADE AS REQUIRED

GENERAL NOTES:
1. CLEAN AND REPOINT EXISTING BRICK FACADE AS REQUIRED PER NYS PARKS DEPARTMENTS RESTORATION STANDARDS

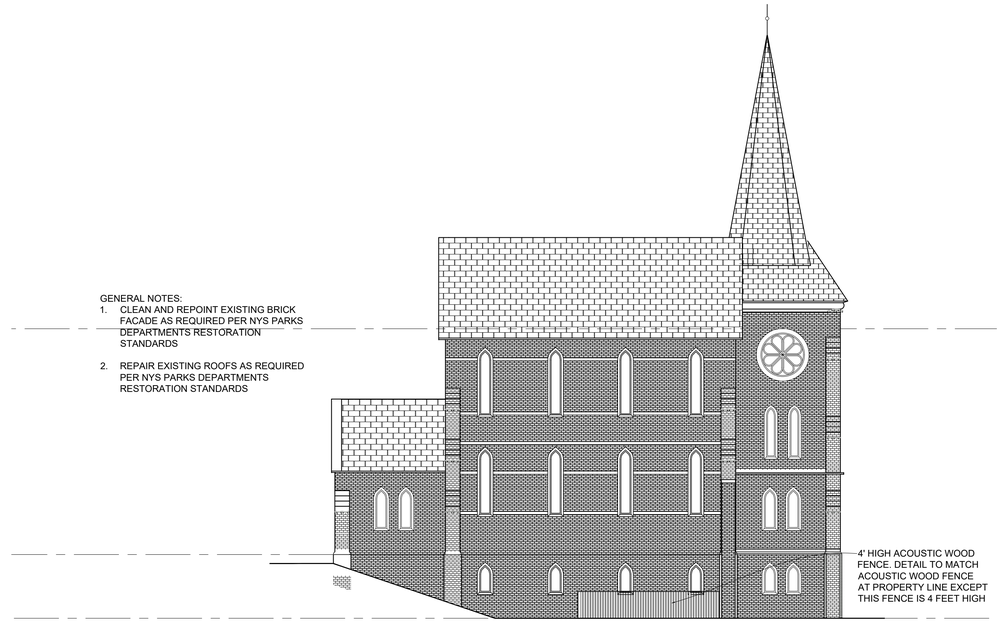
2. REPAIR EXISTING ROOFS AS REQUIRED PER NYS PARKS DEPARTMENTS RESTORATION STANDARDS

NEW WOOD DOOR AND FRAME TO MATCH EXISTING ENTRY DOORS ON THIS FACADE

AREA OF NEW WORK

Elevation: Restaurant Building - East

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



GENERAL NOTES:
1. CLEAN AND REPOINT EXISTING BRICK FACADE AS REQUIRED PER NYS PARKS DEPARTMENTS RESTORATION STANDARDS

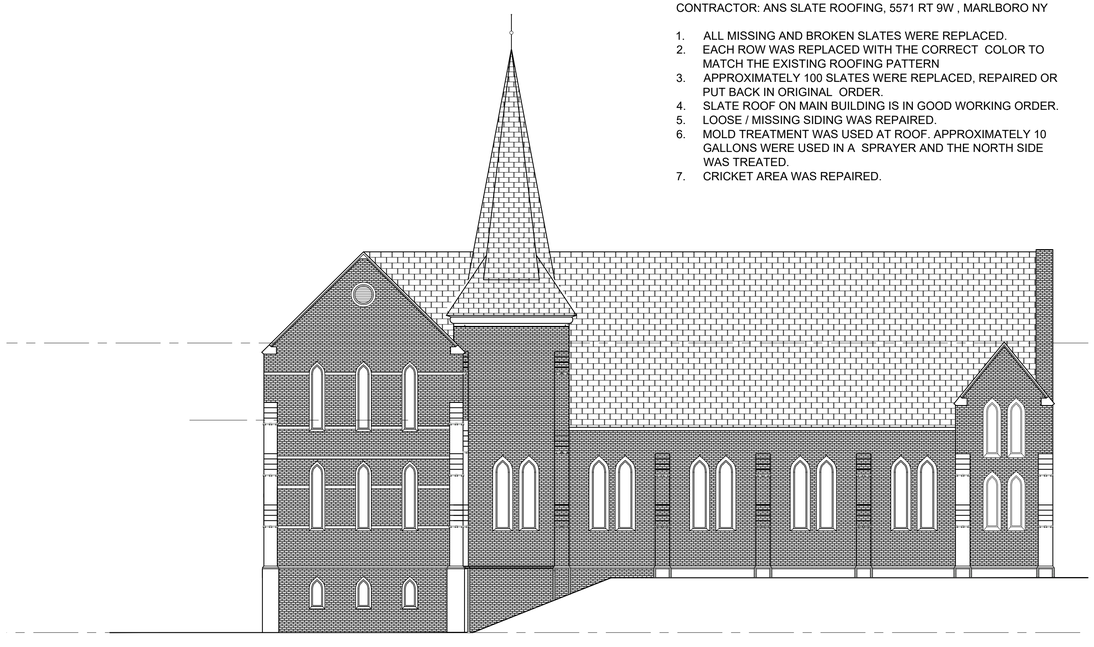
2. REPAIR EXISTING ROOFS AS REQUIRED PER NYS PARKS DEPARTMENTS RESTORATION STANDARDS

4' HIGH ACOUSTIC WOOD FENCE. DETAIL TO MATCH ACOUSTIC WOOD FENCE AT PROPERTY LINE EXCEPT THIS FENCE IS 4 FEET HIGH

ELEVATION: WEST

Elevation: Restaurant Building - West

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



CONTRACTOR: ANS SLATE ROOFING, 5571 RT 9W , MARLBORO NY

1. ALL MISSING AND BROKEN SLATES WERE REPLACED.
2. EACH ROW WAS REPLACED WITH THE CORRECT COLOR TO MATCH THE EXISTING ROOFING PATTERN
3. APPROXIMATELY 100 SLATES WERE REPLACED, REPAIRED OR PUT BACK IN ORIGINAL ORDER.
4. SLATE ROOF ON MAIN BUILDING IS IN GOOD WORKING ORDER.
5. LOOSE / MISSING SIDING WAS REPAIRED.
6. MOLD TREATMENT WAS USED AT ROOF. APPROXIMATELY 10 GALLONS WERE USED IN A SPRAYER AND THE NORTH SIDE WAS TREATED.
7. CRICKET AREA WAS REPAIRED.

Elevation: Restaurant Building - South

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

Special Use Permit Amendment

Sheet 8 of 16 - Conference Center Elevations

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

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

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

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

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

1113 Wolcott Avenue
Beacon, New York
Scale: $\frac{3}{32}$" = 1'-0"
October 29, 2024

Colliers
Engineering
& Design

Traffic & Parking Management Plan

August 8, 2023
Revised November 25, 2024

1113 Wolcott Avenue

City of Beacon
Dutchess County, New York

Prepared for:

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

Prepared by:

Richard G. D'Andrea, P.E., PTOE
New York Professional Engineer
License No. 090241

Colliers Engineering & Design
400 Columbus Avenue
Suite 180E
Valhalla New York 10595
Main: 877 627 3772
Colliersengineering.com

Project No. 21004333A

Colliers Engineering & Design

Table of contents

Introduction and Background 1

On-Site Parking and Circulation 3
ADA Accessible Parking 4

Off-Site Parking 4
Off-Site Parking Locations 4
Employee Parking 6

Shuttles 6

Pedestrian and Bicycle Access 6

Emergency Vehicle Access 7

Ongoing Monitoring and Coordination 8

Colliers
Engineering & Design

Introduction and Background

The 1113 Wolcott Avenue Project ("the Project") is a proposed redevelopment of the property located at 1113 Wolcott Avenue (NYS Route 9D) in the City of Beacon, Dutchess County, New York. The Project previously proposed to redevelop the former rectory building and church, which was most recently occupied by the Reformed Church of Beacon, with a 30-room hotel contained in an expanded rectory building along with accessory conference center and dining facility (café/restaurant/bar) uses within the church building. Modifications to the Project are now proposed that will maintain the 30-room hotel, however the conference center/dining facility is now proposed to be a 150-seat fine dining restaurant. In addition, as previously planned, the existing cemetery located behind (west of) the church and rectory building will be consistently maintained and is proposed to be further restored after development of the hotel and event space.

Under the Modified Project proposal, the hotel and restaurant will operate 365 days per year. Dining facilities in the church building will serve brunch and dinner to members of the public as well as breakfast and snacks for hotel guests, to be served in the hotel building next door. The dining facilities are expected to operate seven (7) days a week in support of the hotel operations and general public with a maximum capacity of 150 seats. The dining facility will operate Sunday – Thursday 7AM – 9PM and Friday/Saturday 7AM – 10PM.

The Project had previously proposed to hold up to 150 person events within the conference center that could include various cultural, educational, or professional programs, including weddings, conferences, art exhibitions, performances, lectures, seminars, retreats, youth activities, and workshops. The modified project proposes to hold a limited number of weddings or similar type private events within the restaurant, but at a much lower frequency than the events that were previously proposed.

Access to the Project is proposed via an existing access connection from Wolcott Avenue that will provide access to the main parking area as an entry only driveway. A second, exit only driveway is also proposed at the northern property line of the Site, which will be a reestablishment of the existing driveway in this location. A total of 33 off-street parking spaces, inclusive of four (4) ADA accessible parking spaces, will be provided primarily for use by both hotel guests and restaurant patrons. As indicated in our October 29, 2024 letter, the site is considered code compliant with this level of provided parking spaces. The existing Site is also provided a third driveway connection to Wolcott Avenue south of the existing church building. This existing southern driveway is proposed to be eliminated as part of the Project.

As indicated in our Traffic & Parking Comparison Letter dated October 29, 2024, it is anticipated that the Project will have a peak parking demand of approximately 90 parking spaces. In order to meet this parking demand, the Applicant proposes to utilize both the onsite parking as well as to provide valet parking in a nearby offsite location as discussed further herein. It is anticipated that offsite public parking will also be required to adequately accommodate the peak parking demand for the Project.

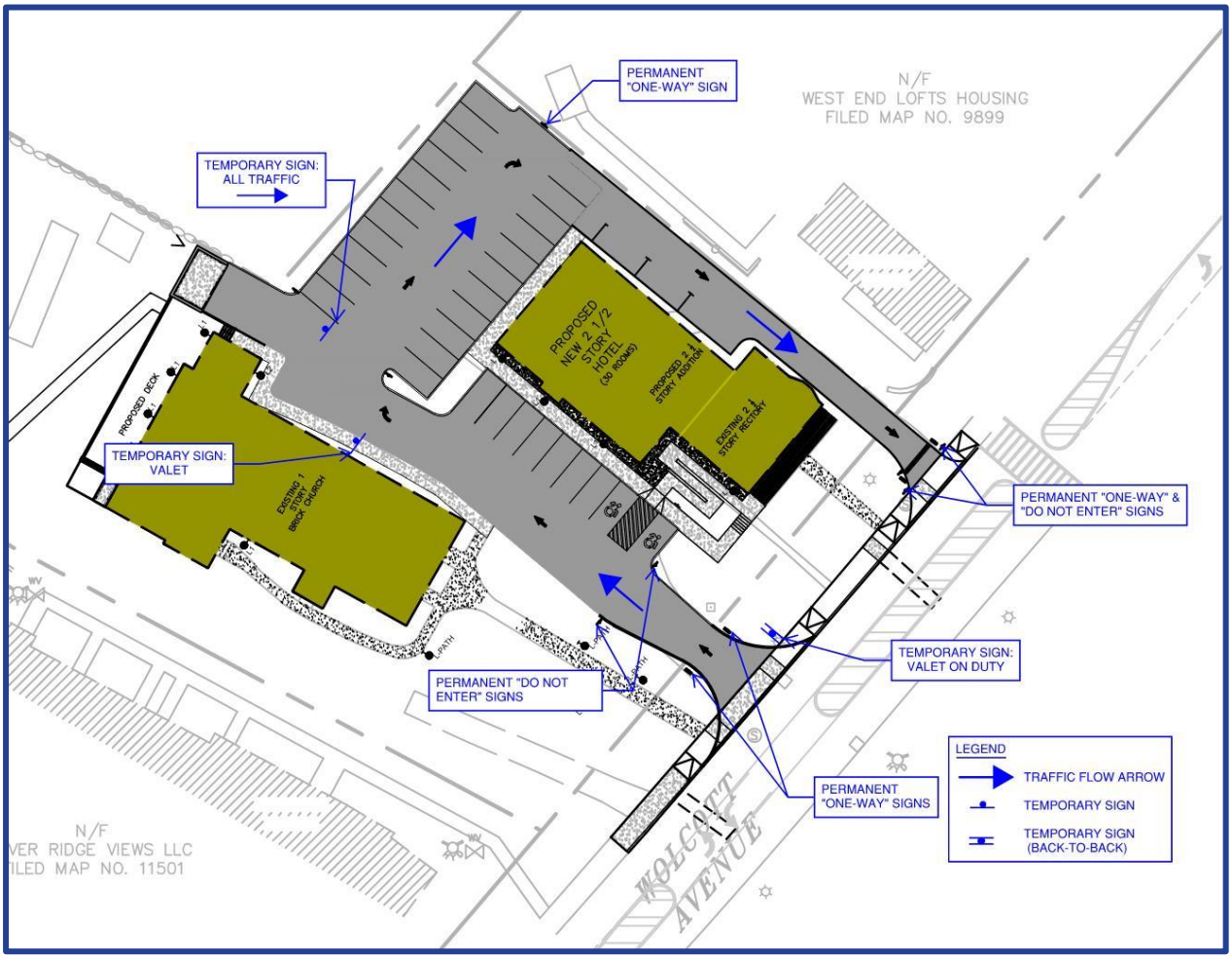
Based on the above and associated with the review of the Project by the City of Beacon Planning Board and its consultants, this Traffic & Parking Management Plan ("TPMP") has been prepared in order to provide an efficient and ongoing method of managing traffic flows, on-site and off-site parking, and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

On-Site Parking and Circulation

The Project site will provide a total of 33 parking spaces. These spaces will be used for parking by both Hotel quests and restaurant patrons. However, during peak times, typically expected to occur on Friday and Saturday evenings, the site is anticipated to have a peak parking demand that will exceed the number of available parking spaces on the site. In order to accommodate the additional parking demand, the Applicant proposes to provide valet parking services on weekends and potentially other days as needed. The Applicant now controls the property located at 21 South Avenue, which contains a paved former basketball court and is planned to be utilized for valet parking of vehicles from the Project. It is estimated that this lot can accommodate 20 vehicles in a self-park configuration and approximately 29 vehicles with valet parking.

In order to manage the onsite circulation of valet vehicles, and to ensure efficient flow of traffic within the Site. Exhibit No. 1 below indicates proposed signage and other items that will be implemented when valet services are in use.

Exhibit No. 1 - Valet Parking Circulation Plan



As indicated previously, the Main (southerly) access driveway will be a one-way entry only driveway with the northerly driveway a one-way exit only driveway. This will help to facilitate the onsite circulation and valet of vehicles. As shown on Exhibit No. 1 above, temporary signage has been proposed, in addition to the permanent site signage, to notify patrons of the availability of valet services and location of where to stop vehicles for hand off to the valet, as well as to reinforce the circulation pattern. In addition, as indicated previously, a limited number of weddings or similar type private events may be held within the restaurant. During these weddings, a similar operation would be utilized with valet services provided.

ADA Accessible Parking

The Project site will provide a total of four (4) ADA accessible parking spaces included within the 33 on-site parking spaces. These ADA parking spaces will be available for use by hotel and restaurant guests. When the valet service is operational, patrons requiring the use of these ADA spaces will be directed by the Valet personnel to the available ADA parking spaces on the Site. In the event that these spaces are fully occupied, patrons requiring further assistance will be directed to the on-site loading zone area, to allow additional time for loading and unloading in an area that will not disrupt on-site circulation of other vehicles attendees during drop-off/pick-up periods, prior to their vehicle being valeted.

Off-Site Parking

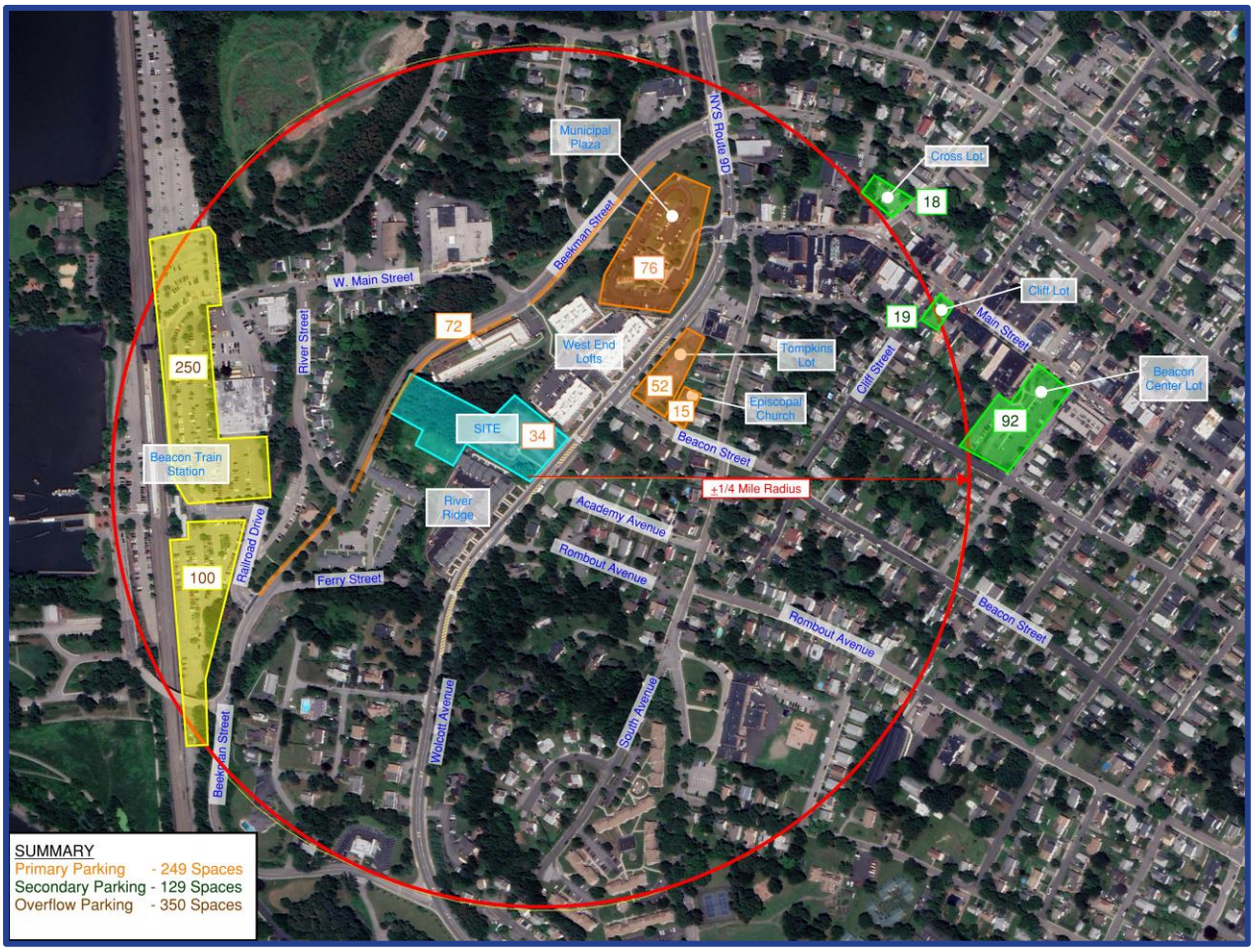
Off-Site Parking Locations

While the Project proposes to provide 33 off-street parking spaces as well as valet services to the 21 South Avenue lot, as indicated in our October 29, 2024 letter it is anticipated that the use of public parking in the area will still be required to accommodate peak parking demands.. The closest public parking in the area includes the below listed locations in order of proximity to the Project:

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

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

Exhibit No. 2 – Off-Site Parking Locations



The Tomkins Firehouse and City of Beacon Municipal Plaza parking lots are within 500 and 1,000 ft. respectively of the Project Site making these the most accessible public parking for the Project. Access to the Beekman Street on-street metered parking spaces will be provided via the existing public connections between Wolcott Avenue and Beekman Street. These pathways will also provide access to parking available at the Beacon Metro north station, however these metered spaces are more remote, in excess of 2,000 ft. from the Project site, and less likely to be utilized. The Cross Street lot, Cliff Lot and Beacon Center Lot are more remote parking locations located within 1,500 – 1,900 ft. from the Project site.

In total there are approximately 250 total parking spaces within 2,000 ft. walking distance of the Project site, which can be utilized to accommodate the parking needs of the Project under the event conditions. Each of the identified areas of public parking were observed during the anticipated peak event periods to determine the parking availability in the area. These observations indicated that there is sufficient public parking within the Tomkins Lot, the Municipal Plaza Lot and along Beekman Street to accommodate the parking needs of the Project, estimated to be approximately 27 spaces during peak times.

Employee Parking

The Project anticipates having 1-6 employees on-site to service the hotel including front desk staff, housekeeping staff and a maintenance staff employee who will provide maintenance to the hotel and restaurant. The restaurant will typically have an additional 10-15 employees including restaurant staff and valet personnel. Parking for these employees will largely be accommodated by off-site public parking in the area.

Shuttles

The limited weddings that may occur at the restaurant may allow for the use of shuttle buses for attendees arriving from other locations. The use of shuttles will be strongly encouraged by the Project owners. Information on available area shuttle bus companies will be provided to wedding coordinators at the start of the planning process to assist in this effort. The use of shuttles for attendees arriving from other consolidated locations will reduce the overall parking needs during weddings.

Pedestrian and Bicycle Access

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

Pedestrians arriving from the Beacon Train Station or utilizing parking along Beekman Street would also be provided several opportunities to access the Project site. There are existing public pedestrian pathway connections between Beekman Street and Wolcott Avenue through Ferry Street and the West End Lofts development as well as through the Municipal Plaza that could be utilized. Exhibit No. 3 below provides a map of the existing and future pedestrian accommodations in the vicinity of the Project that would be anticipated to be utilized by Event attendees.

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

Exhibit No. 3 – Existing Pedestrian Pathways



Emergency Vehicle Access

In the event of an emergency at the Site during an on-site event, on-site personnel will be responsible to ensure the site parking area and driveway are clear of all vehicles that are not in a designated parking space, to ensure adequate access to the Site for emergency vehicles.

Ongoing Monitoring and Coordination

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

In order to ensure that the TPMP is achieving the goals set forth herein the Applicant agrees to conduct a monitoring of the event conditions within the first 9-months after initial occupancy of the event space. The monitoring will be conducted by the Applicant's Traffic Engineer and will be utilized to incorporate further refinements to this TPMP at that time, if determined to be necessary. Prior to conducting the monitoring, the Applicant will notify the City's Traffic Consultant of the proposed date, time, and anticipated number of attendees of the specific event to be monitored. The monitoring will include observations of the valet operations, traffic generation, utilization and occupancy of off-site parking areas, and observations of the nearby residential complex and on-street parking to determine if any patrons are utilizing these private or undesirable parking locations. The City's Traffic Consultant will also be invited to take part in the monitoring on the date of the specific events to conduct their own independent observations of the event conditions. A report will be prepared by the Applicant's Traffic Engineer for submission to and review by the City. The monitoring report and any subsequently recommended modifications to the TPMP will be determined in consultation with the City's Traffic Consultant.

The requirements of the TPMP and the associated monitoring will be worked into the Project approvals with the City of Beacon.

Colliers Engineering & Design

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Infrastructure • Geotechnical/Environmental • Telecommunications • Utilities/Energy

LANC & TULLY
Engineering and Surveying, P.C.

December 6, 2024

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

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

Dear Mr. Gunn:

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

- Correspondence October 29, 2024, from Aryeh Siegel, Architect.
- Application for Site Plan Approval, Affidavit of Property Owner, and Entity Disclosure Form.
- Full Environmental Assessment Form dated October 29, 2024.
- Traffic Analysis and Parking Analysis Study, dated November 25, 2024, as prepared by Colliers Engineering & Design.
- Traffic & Parking Management Plan, with the latest revision date of November 25, 2024, as prepared by Colliers Engineering & Design.
- Plan set titled "Special Use Permit Amendment - 1113 Wolcott Avenue", with the latest revision date of October 29, 2024, with Sheets 1 through 8 of 16 as prepared by Aryeh Siegel, Architect, Sheets 9 through 15 of 16 as prepared by Hudson Land Design, and Sheet 16 of 16, dated November 18, 2022, as prepared by Colliers Engineering and Design.

The proposed project is located on Wolcott Avenue in the R1-40 Zone and Historic District & Landmark Overlay District (HDLO). The existing 2.28± acre parcel contains a church (Reformed Dutch Church of Fishkill Landing), parsonage building and a cemetery. The previously approved project proposed converting the church into a conference center with dining facilities, and to construct a 30-room hotel on the parcel, along with providing 33 on site spaces for parking as related to the hotel, with 4 of the spaces being ADA compliant. Currently, the applicant is looking to amend the previously approved project to provide for a 150-seat restaurant in the church and the elimination of the conference center, with all other previously proposed uses to remain. Other changes that are proposed from the previously approved project are the removal of the rear deck, and removal of steps and walking path out to Beekman Street.

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

General Comments:

1. The applicant should confirm as to whether all conditions as set forth in the resolution approval for noise mitigation are to be implemented or not. If not, provide justification as to why.

2. The previous resolution approval included a condition for the cemetery restoration and maintenance work. The applicant shall confirm that this work is still proposed as note on Sheet 9 of 16 as part of the amended project.

3. Although the intended use of the church is changing, we would recommend that the required post monitoring of traffic and parking management by the applicant's traffic engineer still be a condition of any revised approval resolution.

4. The plan set shall include Sheet 16 of 16 as part of the plan set. This sheet shall be submitted with future submissions.

This completes our review at this time. Further comments may be provided based on future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: Natalie Quinn, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

KARC
PLANNING CONSULTANTS, INC.

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

FR: KARC Planning Consultants, Inc.

DATE: December 9, 2024

RE: 1113 Wolcott Ave Site Plan/Special Use Permit Amendment, Prophecy Theater, LLC

I have reviewed the following materials regarding the proposed site plan amendment for the project located at 1113 Wolcott Ave:

- Cover letter by Richard D'Andrea of Colliers Engineering & Design, dated November 25, 2024
- Entity Disclosure Form by Prophecy Theater, LLC
- Full Environmental Assessment Form by Prophecy Theater, LLC, dated October 29, 2024
- Amended Site Plan Set (Sheet 1 of 16 to Sheet 8 of 16; 7 pages total) by Aryeh Siegel, Architect, dated October 29, 2024.
- Amended Site Plan Set (Sheet 9 of 16 to Sheet 15 of 16) by Hudson Land Design, last revised October 29, 2024
- Traffic & Parking Management Plan by Colliers Engineering & Design, dated August 8, 2023, revised November 25, 2024

Project Description:

The applicant is proposing modifications to a previously approved project located at 1113 Wolcott Avenue. The proposed project is in the R1-40 zoning district and Historic District & Landmark Overlay District (HDLO). The existing 2.28-acre site contains a church, parsonage building, and a cemetery. The previous approval consisted of a 30-room hotel contained in the expanded rectory building along with an accessory conference center and dining facility within the renovated church building. Under the previous proposal the conference center was permitted to hold events of up to 150 attendees with certain restrictions on days and hours of events. The applicant is seeking to amend the previously approved project to provide a 150-seat restaurant (4,575 sq. ft.) within the church building and eliminate the previously approved conference center. The proposal for the hotel within the parsonage remains.

Components of the proposed project that were previously approved and remain unmodified are not analyzed within this review. This review focuses on proposed changes and modifications only.

Comments & Recommendations:

1. **Complete Site Plan Set**: Sheets 7 and 16 are missing from the submitted site plan set. The set should be re-numbered for accuracy, or the missing sheets provided.

2. **Proposed Use:** Certain commercial uses may be permitted by Special Permit in the HDLO under Section 223-24.7, as an incentive for the preservation of historic structures. Among the listed uses are "hotel and hotel-related accessory uses and structures with adequate screening of any new structures from surrounding public street views" and "sit-down restaurants not to exceed a seating capacity of 50." The Planning Board may allow a larger number of seats when it determines that such larger number is warranted by one or more of the following: building size, building configuration, the nature of the proposed preservation, and/or the historic nature and context of the building(s) and the need for preservation and/or adaptive reuse.

3. **Parking Demand:** The Zoning Code requires that the project provide a minimum of 32 parking spaces up to a maximum of 73 parking spaces. Consistent with the previously approved site plan, a total of 33 parking spaces are proposed on-site, including 4 ADA accessible parking spaces. While the revised demand calculations and Traffic & Parking Management Plan will be reviewed by the Board's Traffic Consultant, we offer the following comments for consideration:

    a. Peak parking demand for the Project when accounting for the shared use of parking between the Hotel and Restaurant is estimated to result in a total parking demand of 90 parking spaces on a weekday and 89 parking spaces on a Saturday. This estimate does not account for walking patrons from nearby residential areas or visitors coming from the Beacon Train Station. Per Section 223-26.D(3), a comparable analysis of the parking demand of similar uses and properties in the area or region may provide a helpful supplement analysis to the ITE data analyzed in order to determine the project's real anticipated parking demand.

    b. On page 8 of the Parking Management Plan, language regarding monitoring of "event conditions" and "event space" should be updated to reflect the proposed change to a restaurant with occasional events. The Board should discuss if monitoring of regular restaurant operations, as well as special events, will be required in the first 9 months.

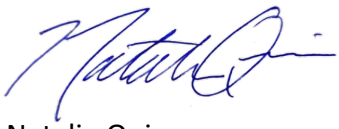
4. **Valet Parking Location:** The applicant is proposing valet parking of vehicles at 21 South Avenue. This parcel is located within the R1-7.5 zoning district and the HDLO Zone. The Building Inspector should determine if accessory parking for an off-site use is permitted within the R1-7.5 zoning district.

5. **Hours of Operation:** The proposed 150-seat restaurant is expected to operate seven (7) days a week in support of hotel operations and service to the public. The restaurant will operate Sunday – Thursday from 7AM to 9PM and Friday/Saturday from 7AM to 10PM. The previous approval contained several restrictions regarding days and hours of operation for the previously proposed conference/event space. The Board should discuss if hours of operation restrictions are necessary to ensure the proposed restaurant use will be "in harmony with the appropriate and orderly development of the site and the existing permitted uses on adjacent blocks."

6. **Corrections to EAF:**
    a. D.2.j.iii should indicate 33 parking spaces proposed
    b. D.2.j.iv should indicate "yes" for proposed shared use parking.

7. **Local Waterfront Redevelopment Program**: The proposal is within the City's LWRP Boundary. However, the proposed modifications to the project will not impact the previously issues LWRP Consistency Determination by the Planning Board.

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



Natalie Quinn
Beacon Planning Consultant

Cc: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
John Russo, P.E., City Engineer
Richard D'Andrea, Colliers Engineering & Design
Aryeh Siegel, Project Architect
Michael Bodendorf, P.E., Project Engineer

December 9, 2024

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

RE: Site Plan, Traffic and Parking Study Review #13 for 1113 Wolcott Avenue, City of Beacon, Dutchess County, New York; CM Project No. 121-295/124-008

Dear Chairperson Gunn:

Creighton Manning Engineering, LLP (CM) reviewed the documents contained in the City of Beacon Planning Board Agenda Packet for the December 11, 2024 meeting and offer the following comments:

1. The proposed change of programing for the church from an event/conference center to fine dining restaurant will generally result in a lower intense use of the building on a per hour basis. Meaning a restaurant will generate in's and out's over the course of the day/evening as tables turn over, whereas an event will have a concentrated and more intense arrival and departure period. However, use of the building will be regular, 365 days a year, whereas the event proposal was limited in the number/duration of events. A hotel/restaurant will generate about 40% more traffic in the weekday PM peak hour and Saturday peak hour compared to the previously proposed hotel typical operations, and about 50% to 65% less traffic when compared to hotel/event operations.
2. The project meets the minimum parking required per zoning – 32 spaces. The maximum allowed parking is 73 spaces. The applicant also proposes to use the former basketball court behind 21 South Ave for overflow/valet parking, providing an additional 29 spaces for a total project supply of 62 spaces. Further, the municipal lot at the corner of Beacon St and Wolcott Ave is only a 2 min walk to the project site. Between these three locations, we believe adequate parking will be provided.
3. The applicant should discuss how it will direct hotel guests and/or restaurant patrons to these parking options. Will the hotel valet guest vehicles to allow on-site restaurant parking? Or allow hotel guests to park on-site with restaurant guests self-parking in the municipal lot or valeting their vehicles?

If you have any questions about the above comments, please do not hesitate to contact our office at 518-689-1834 or kwersted@cmellp.com.

Respectfully,
Creighton Manning Engineering, LLP



Kenneth Wersted, PE, PTOE
Associate

N:\Projects\2024\124-008 Beacon - 2024 Traffic Reviews\Working\1113 Wolcott\1113 Wolcott Avenue_Rev 13.docx

City of Beacon Planning Board Agenda
12/10/2024

Title:

*****APPLICATION WITHDRAWN AT THE REQUEST OF THE APPLICANT***** Review of application for Site Plan Approval, accessory dwelling unit, 23 N Brett Street, Dara Silverman.

ATTACHMENTS

23 N Brett PB 12.10.24 app ADU.pdf

23 N Brett PB 12.10.24 ADU site plan.pdf

Lanc & Tully 23 North Brett 12-06-24 review.pdf

KARC Review PB_23 N Brett St_2024.12.09.pdf

APPLICATION FOR SITE PLAN APPROVAL

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

IDENTIFICATION OF APPLICANT

Name: Dara Silverman

Address: 23 North Brett St

Beacon NY 12508

Signature: _____

Date: November 13, 2024

Phone: 917-327-6528

(For Official Use Only)

	Date	Initials
Application & Fee Rec'd		
Initial Review		
Public Hearing		
Conditional Approval		
Final Approval		

IDENTIFICATION OF REPRESENTATIVE / DESIGN PRFESSIONAL

Name: Serge Young

Address: _____

Phone: 845-475-6143

Fax: _____

Email address: serge@sergeyoung.com

IDENTIFICATION OF SUBJECT PROPERTY:

Property Address: 23 North Brett St, Beacon NY 12508

Tax Map Designation: Section _____ Block _____ Lot(s) _____

Land Area: _____ Zoning District(s) _____

DESCRIPTION OF PROPOSED DEVELOPMENT:

Proposed Use: _____

Gross Non-Residential Floor Space: Existing 1250 Proposed 825

TOTAL: 2075

Dwelling Units (by type): Existing 1 Proposed 1

TOTAL: 1

ITEMS TO ACCOMPANY THIS APPLICATION

a. One electronic and five (5) **folded** paper copies of a site location sketch showing the location of the subject property and the proposed development with respect to neighboring properties and developments.

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

c. One electronic and five (5) **folded** paper copies of additional sketches, renderings or other information.

d. An application fee, payable to the City of Beacon, computed per the attached fee schedule.

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

INFORMATION TO BE SHOWN ON SITE LOCATION SKETCH

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

INFORMATION TO BE SHOWN ON THE SITE DEVELOPMENT PLAN

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

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

_____ _____
Chairman, City Planning Board **Date**

APPLICATION FEES

Site Plan	**Residential $500 + $250 per dwelling unit** **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**

ESCROW FEES

ALL SUBDIVISIONS, AND RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

No. of Lots or Dwelling Units	Initial Deposit	Depleted to	Replenishment
1-5 (including lot-line realignment)	$ 3,000	$ 1,000	Current bills + $1,200
6-15	$ 9,000	$ 2,500	Current bills + $1,200
Over 15	$ 18,000	$ 5,000	Current bills + $6,000

NON-RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

	Initial Deposit	Depleted to	Replenishment
Existing Buildings/Change of Use with no site development	$ 1,800	$ 1,000	Current bills + $600
Up to 3,000 s.f. gross floor area	$ 3,125	$ 1,000	Current bills + $1,200
3,000 to 10,000 s.f. gross floor area	$ 3,000 + $0.50 per sq.ft. over 3,000	$ 2,500	Current bills + $3,000
Over 10,000 s.f. gross floor area	$ 9,000 + $0.50 per sq.ft. over 10,000	$ 2,500	Current bills + $3,000

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

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

APPLICATION PROCESSING RESTRICTION LAW

Affidavit of Property Owner

Property Owner: Dara Silverman

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

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

Applicant Address: 23 North Brett St, Beacon NY 12508

Project Address: 23 North Brett St, Beacon NY 12508

Project Tax Grid # 5954-28-933938

Type of Application ADU

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, Dara Silverman, 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 x
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 x
5. Special Assessments are outstanding on a parcel or parcels owned by me in the City of Beacon x
6. ALL Special Assessments due to the City of Beacon on any parcel owned by me are current x

Signature of Owner

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.)	X		MP
ALL taxes are current for properties in the City of Beacon are current (Tax Dept.)		X	KLM
ALL Special Assessments, i.e. water, sewer, fines, etc. are current (Water Billing)		X	KLM

CITY OF BEACON
SITE PLAN SPECIFICATION FORM

Name of Application: Dara Silverman

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

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

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

Not a part of the plan. I am planning a residential addition to my house for my mother in law, not a commercial structure.

Applicant/Sponsor Name: Dara Silverman

Signature:

Date: 11/13/24

FOR OFFICE USE ONLY
Application #

CITY OF BEACON
1 Municipal Plaza, Beacon, NY
Telephone (845) 838-5000 • http://beaconny.gov/

INDIVIDUAL DISCLOSURE FORM

(This form must accompany every land use application and every application for a building permit or certificate of occupancy submitted by any person(s))

Disclosure of the names and addresses of all persons) filing a land-use application with the City is required pursuant to Section 223-62 of the City Code of the City of Beacon. Applicants shall submit supplemental sheets for any additional information that does not fit within the below sections, identifying the Section being supplemented.

SECTION A

Name of Applicant: Dara Silverman

Address of Applicant: 23 North Brett St, Beacon NY 12508

Telephone Contact Information: 917-327-6528

SECTION B. List all owners of record of the subject property or any part thereof.

Name	Residence or Business Address	Telephone Number	Date and Manner title was acquired	Date and place where the deed or document of conveyance was recorded or filed.
Dara Silverman	23 North Brett St Beacon NY 12508	917-327-6528	Purchased on August 13, 2013	August 13, 2013, Fishkill NY

SECTION B. Is any owner of record an officer, elected or appointed, or employee of the City of Beacon or related, by marriage or otherwise, to a City Council member, planning board member, zoning board of appeals member or employee of the City of Beacon ?

☐ **YES** ☒ **NO**

If yes, list every Board, Department, Office, agency or other position with the City of Beacon with which a party has a position, unpaid or paid, or relationship and identify the agency, title, and date of hire.

Agency	Title	Date of Hire, Date Elected, or Date Appointed	Position or Nature of Relationship

SECTION C. If the applicant is a contract vendee, a duplicate original or photocopy of the full and complete contract of purchase, including all riders, modification and amendments thereto, shall be submitted with the application.

SECTION D. Have the present owners entered into a contract for the sale of all or any part of the subject property and, if in the affirmative, please provide a duplicate original or photocopy of the fully and complete contract of sale, including all riders, modifications and amendments thereto.

☐ **YES** ☒ **NO**

I, Dara Silverman being first duly sworn, according to law, deposes and says that the statements made herein are true, accurate, and complete.

(Print) Dara Silverman

(Signature) _____

FOR OFFICE USE ONLY
Application #

CITY OF BEACON
1 Municipal Plaza, Beacon, NY
Telephone (845) 838-5000 • http://beaconny.gov/

ENTITY DISCLOSURE FORM

(This form must accompany every land use application and every application for a building permit or certificate of occupancy submitted by any entity)

Disclosure of the names and addresses of all persons or entities owning any interest or controlling position of any Limited Liability Company, Partnership, Limited Partnership, Joint Venture, Corporation or other business entity (hereinafter referred to as the "Entity") filing a land-use application with the City is required pursuant to Section 223-61.4 of the City Code of the City of Beacon. If any Member of the Entity is not a natural person, then the names and addresses as well as all other information sought herein must be supplied about the non-natural person member of that Entity, including names, addresses and Formation filing documents. Applicants shall submit supplemental sheets for any additional information that does not fit within the below sections, identifying the Section being supplemented.

SECTION A.

IF AFFIANT IS A PARTNERSHIP, JOINT VENTURE OR OTHER BUSINESS ENTITY, EXCEPT A CORPORATION:

Name of Entity	Address of Entity
Place where such business entity was created	Official Registrar's or Clerk's office where the documents and papers creating entity were filed
Date such business entity or partnership was created	Telephone Contact Information

IF AFFIANT IS A CORPORATION:

Name of Entity	Telephone Contact Information
Principal Place of Business of Entity	Place and Date of incorporation
Method of Incorporation	Official place where the documents and papers of incorporation were filed

SECTION B. List all persons, officers, limited or general partners, directors, members, shareholders, managers, and any others with any interest, mortgage, encumbrance or other interest (recorded or unrecorded) in or with the above referenced

Entity. List all persons to whom corporate stock has been pledged, mortgaged or encumbered and with whom any agreement has been made to pledge, mortgage or encumber said stock. Use a supplemental sheet to list additional persons.

Name	Resident Address	Resident Telephone Number	Nature and Extent of Interest

SECTION C. List all owners of record of the subject property or any part thereof.

Name	Residence or Business Address	Telephone Number	Date and Manner title was acquired	Date and place where the deed or document of conveyance was recorded or filed.

SECTION D. Is any owner, of record or otherwise, an officer, director, stockholder, agent or employee of any person listed in Section B-C?

☐ **YES** ☒ **NO**

Name	**Employer**	**Position**

SECTION E. Is any party identified in Sections A- C an officer, elected or appointed, or employee of the City of Beacon or related, by marriage or otherwise, to a City Council member, planning board member, zoning board of appeals member or employee of the City of Beacon ?

☐ **YES** ☒ **NO**

If yes, list every Board, Department, Office, agency or other position with the City of Beacon with which a party has a position, unpaid or paid, or relationship and identify the agency, title, and date of hire.

Agency	**Title**	**Date of Hire, Date Elected, or Date Appointed**	**Position or Nature of Relationship**

SECTION F. Was any person referred to in Sections A-D known by any other name within five (5) years preceding the date of the application?

☐ **YES** ☒ **NO**

Current Name	**Other Names**

SECTION G. List the names and addresses of each person, business entity, partnership and corporation in the chain of title of the subject premises for the five (5) years next preceding the date of the application.

Name	**Address**
Dara Silverman	23 North Brett St, Beacon NY 12508

SECTION H. If the applicant is not a record owner of the subject property, describe the applicant's interest in the subject property and the relationship the applicant has to the record owner(s) of the subject property.

_____

_____

_____

_____

SECTION I. If the applicant is a contract vendee, a duplicate original or photocopy of the full and complete contract of purchase, including all riders, modification and amendments thereto, shall be submitted with the application. Any sensitive or confidential information may be redacted from the contract prior to production.

SECTION J.

1. Where the record owner or contract vendee is a corporation, the following additional information shall be submitted**:**

Name of the Corporation	Telephone Contact Information
Principal Business Address	Place and Date of Incorporation
Method of Incorporation	Official place where the documents and papers of incorporation were filed

2. Please provide the following information for every incorporator, officer, director and shareholder of the corporation.

Name	**Residence or business address**	**Telephone number**
Dara Silverman	23 North Brett St, Beacon NY 12508	917-327-6528

3. Have any shares of the stock of the corporation or of any stockholder been pledged, mortgaged or encumbered?

☐ **YES** ☒ **NO**

If so, please list the name and address of each person having, holding, owning or claiming any such interest.

Name	**Address**

SECTION K. Have the present owners entered into a contract for the sale of all or any part of the subject property and, if in the affirmative, please provide a duplicate original or photocopy of the fully and complete contract of sale, including all riders, modifications and amendments thereto.

☐ **YES** ☒ **NO**

I, _____ being first duly sworn, according to law, deposes and says that I am (Title) _____, an active and qualified member of the _____, a business duly authorized by law to do business in the State of New York, and that the statements made herein are true, accurate, and complete.

(Print) _____

(Signature) _____

NYSRETCH ENERGY CODE--2020:

1. Compliance with the "NYStretch Energy Code--2020"shall be demonstrated through Building Thermal Envelope (prescriptive method).

2. Comply with all the requirements of the"NYStretch Energy Code--2020 Section R402 Building Thermal Envelope.

3. Location--Dutchess County, New York Climate Zone 5

4. The components of the building thermal envelope as indicated in Table R402.4.1.1 shall be installed in accordance with the manufacturer's instruction and the criteria indicated in Table R402.4.1.1 as applicable to the method of construction. An approved agency shall inspect all components and verify compliance. The inspection shall include an open wall visual inspection of all components included in Table R402.4.1.1 and shall be installed so that the insulation material uniformly fills each cavity side-to-side and top-to-bottom, without substantial gaps or voids around obstructions, and is split, installed, or fitted tightly around wiring and other penetrations in the cavity. No more than 2 percent of the total insulated area shall be compressed below the thickness required to attain the labeled R-value or contain gaps or voids in the insulation.

5. Additions, alterations, or repairs to an existing building, building system or portion thereof shall comply with Section R502, R503 or R504. Unaltered portions of the existing building or building supply system shall not be required to comply with this code.

6. Additions to an existing building, building system or portion thereof shall conform to the provisions of this code as those provisions relate to new construction without requiring the unaltered portion of the existing building or building system to comply with this code. Additions shall not create an unsafe or hazardous condition or overload existing building systems. An addition shall be deemed to comply with this code where the addition alone complies, where the existing building and addition comply with this code as a single building, or where the building with the addition does not use more energy than the existing building. Additions shall be in accordance with Section R502.1.1 or R502.1.2.

7. New building envelope assemblies that are part of the addition shall comply with Sections R402.1, R402.2, R402.3.1 through R402.3.5

8. All ceilings, walls and floors shall be insulated as per drawings and building sections shown.

9. All existing wall and roof cavities to be filled w/ closed cell foam insulation

10. Wall assemblies in the building thermal envelope shall comply with the vapor barrier requirements of Section R702.7.

11. Provide separate heating zones for each floor level. Each zone to be provided with its own thermostat. Not less than one thermostat shall be provided for each separate heating and cooling system as per R403.1.

12. As per R403.1.1 The thermostat controlling the primary heating or cooling system of the dwelling unit shall be capable of controlling the heating and cooling system on a daily schedule to maintain different temperature setpoints at different times of the day. This thermostat shall include the capability to set back or temporarily operate the system to maintain zone temperatures of not less than 55°F (13°C) to not greater than 85°F (29°C). The thermostat shall be programmed initially by the manufacturer with a heating temperature setpoint of not greater than 70°F (21°C) and a cooling temperature setpoint of not less than 78°F (26°C).

13. All ducts and air handlers shall be installed in accordance with section r403.3.1 through r403.3.8, where applicable. the duct system in new buildings and additions shall be located in a conditioned space in accordance with sections r403.3.7 (1) and r403.3.7 (2).

14. Ducts shall be sized in accordance with acca manual d based on calculations made in accordance with sections r403.7 and r403.8

15. R403.5.3 hot water pipe insulation (prescriptive) insulation for hot water piping with a thermal resistance, r-value, of not less than r-3 shall be applied to the following:
    - piping 3/4 inch (19.1 mm) and larger in nominal diameter.
    - piping serving more than one dwelling unit.
    - piping located outside the conditioned space.
    - piping from the water heater to a distribution manifold.
    - piping located under a floor slab.
    - buried piping.
    - supply and return piping in recirculation systems other than demand recirculation systems.

16. Energy conservation measures for service hot water systems shall be in accordance with sections r403.5.1 through r403.5.5

17. Install hrv/erv system as per r403.6.2. heat recovery ventilator (hrv) or energy recovery ventilator (erv) installed per manufacturer's instructions. the hrv/erv must be sized adequately for the specific application, which will include the building's conditioned area, and number of occupants.

18. Lighting equipment requirements as per r404.1. not less than 90 percent of the permanently installed lighting fixtures shall use lamps with an efficacy of at least 65 lumens per watt or have a total luminaire efficacy of at least 45 lumens per watt.

INSULATION & FENESTRATION REQUIREMENTS BY COMPONENT FOR DUTCHESS COUNTY CLIMATE ZONE 5

COMPONENT	REQUIRED VALUE
FENESTRATION	0.27 U-Value (Maximum)
SKYLIGHT	0.50 U-Value (Maximum)
GLAZED FENESTRATION	NR
CEILINGS	R-49 (Minimum)
EXT.WOOD FRAME WALLS	R-21 Cavity or R-20 Cavity + R-5 Continuous or R-13 Cavity + R-10 Continuous
FLOORS	R-30 (Minimum)
MASS WALLS	R-15/R-20
BASEMENT WALLS	R-15 Continuous or R-19 Cavity
SLAB PERIMETER	R-10 for 4'-0" (Minimum)
CRAWL SPACE WALLS	R-15 Continuous or R-19 Cavity

NYS ENERGY CONSERVATION CONSTRUCTION CODE STATEMENT:
TO THE BEST OF MY KNOWLEDGE, BELIEF AND PROFESSIONAL JUDGEMENT THESE PLANS AND SPECIFICATIONS COMPLY WITH THE "NYSTRETCH ENERGY CODE--2020"

GENERAL NOTES:

1. The contractor will check all measurements at the site and notify the architect of any errors, inconsistencies and/or omissions in the drawings and notes before proceeding with the work.

2. The contractor shall notify the architect of any inconsistencies in the contract documents before proceeding with any work.

3. The contractor shall stop work immediately and notify the architect if any unforeseen conditions arise during any portion of the work.

4. The contractor shall keep the premises free from accumulation of waste material or rubbish caused by work and workman. In conjunction with the owner and or architect the contractor shall designate trash and debris areas where all construction debris will be place daily. These areas shall be cleaned weekly and the building shall be cleaned daily.

5. The contractor is responsible for scheduling the delivery and removal of trash containers.

6. The removal of debris should not inhibit pedestrian or vehicular traffic patterns.

7. The contractor is to coordinate with the various trades and shall be responsible for coordination with all sub-contractors.

8. At the final cleanup all finished surfaces within the project shall be swept, dusted, washed and polished. All new equipment shall be new, in undamaged, clean polished condition. All glass shall be washed and polished, both sides.

9. All materials shall be new and of good quality. All workmen shall be skilled in their trades and all workmanship shall be of good quality. Each contractor guarantees his work to be free of defective materials or workmanship and will remedy any such deficiencies appearing within one year from date of final acceptance of the building. Any corrective work necessary shall be done at the contractor's expense.

10. All the materials and methods of construction provided for this project must conform to the requirements of all applicable Federal ,State and Local codes and ordinances.

11. Manufacturers products specified in the drawings and/or notes does not imply any guarantees or warranties by the architect.

SILVERMAN

Addition to Residence for Dara Silverman

23 North Brett Street
Beacon, New York 12508

LIST OF DRAWINGS	
Sheet Number	**Drawing Title**
A1	FOUNDATION PLANS
A2	FIRST FLOOR PLANS
A3	MEZZANINE PLAN & ROOF FRAMING PLAN
A4	ELEVATIONS & SECTIONS
A5	ELEVATIONS & DETAILS
E1	ELECTRICAL PLANS
N1	NOTES

NYS BUILDING CODE STATEMENT:
TO THE BEST OF MY KNOWLEDGE, BELIEF AND PROFESSIONAL JUDGEMENT THESE PLANS AND SPECIFICATIONS COMPLY WITH THE "2020 RESIDENTIAL CODE OF NEW YORK STATE"

SERGE YOUNG, ARCHITECT

79 East Willow Street
Beacon, New York 12508
845.475.6143
serge@sergeyoung.com

CONCRETE NOTES:

1. Structural concrete work shall conform to all the requirements of ACI 301-89, "Specifications for Structural Concrete in Buildings" in its entirety. Certain portions of this specification are presented here only for clarification and the Contractor's convenience and are not intended to replace or amend this specification.

2. Material Properties:

3,000 psi at 28 days
Water/Cement ratio .55
Max slump 4"
Air entrainment 5-7%
Rebar: ASTM A615, 60 ksi
Welded wire fabric: ASTM A185, 6x6, w4.0xw4.0
All formwork, reinforcement, placement per aci 301, current
Hot weather placement: aci 305r
Cold weather placement: aci 306r

3. Concrete Cover Distances:

Footings: 3" u.n.o.
Walls: 1-1/2" u.n.o.
Pilasters: 1-1/2" u.n.o.
Floors: 1" u.n.o.

4. See architectural drawings for footing details and foundation wall sections.

5. Coordinate wall control joint placement with architectural drawings.

6. Coordinate pvc pipe sleeve sizes and locations of service penetration with mechanical contractor.

7. Provide matching corner bars at all long reinforcement in footings and walls, 2'-0" long. provide similar reinforcement at intersecting walls from each bar to outer bar in adjoining wall.

8. The Contractor shall be responsible for limiting pours to minimize shrinkage cracking, in general; walls shall not be poured in continuous lengths exceeding 30 feet and slabs not exceeding 20 feet without control joints. The location and configuration of joints exposed to view shall be coordinated with the Architect.

9. Saw cut slab on grade crack control joints within 24 hrs of pour. Cut slab to 1/3 depth (min) with 3/16" kerf. Fill with backer rod and 2-part self-leveling sealant, gray in color.

10. Provide additional No. 5 bars around wall openings large enough to require interruption of regularly spaced bars. Place this reinforcement at each reinforcing mat and extend 2'-0" min beyond each edge of opening.

11. No admixtures are permitted without the Architect's written permission other than entrained air.

12. Concrete shall be placed as soon as possible after mixing with a maximum interval of 30 minutes from ready-mix plant. Air entrained concrete shall not be mixed longer than 2 minutes. Deposit as near as possible to final position; avoid walking or shoveling. Proceed at such a pace that no surface will have attained initial set before additional concrete is placed thereon.

13. No water shall be added to ready-mix at job.

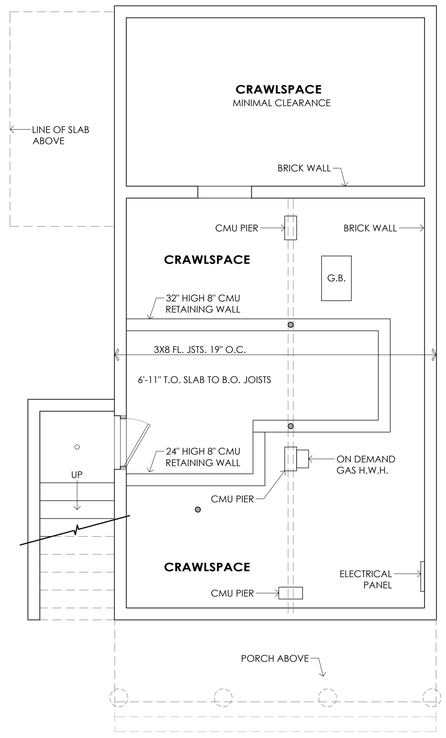
14. Concrete shall be hand spaded or worked with mechanical vibrator to ensure that corners are filled and voids eliminated.

15. After beginning a pour, work must proceed to completion, or up to a previously approved construction point.

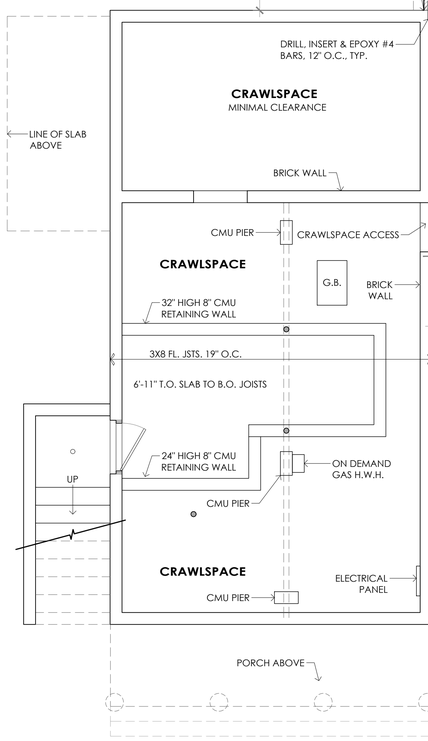
16. All floors to remain exposed concrete shall be steel toweled to a true, even plane without marks or other surface imperfections with a tolerance of 1/8".

DEMOLITION NOTES:

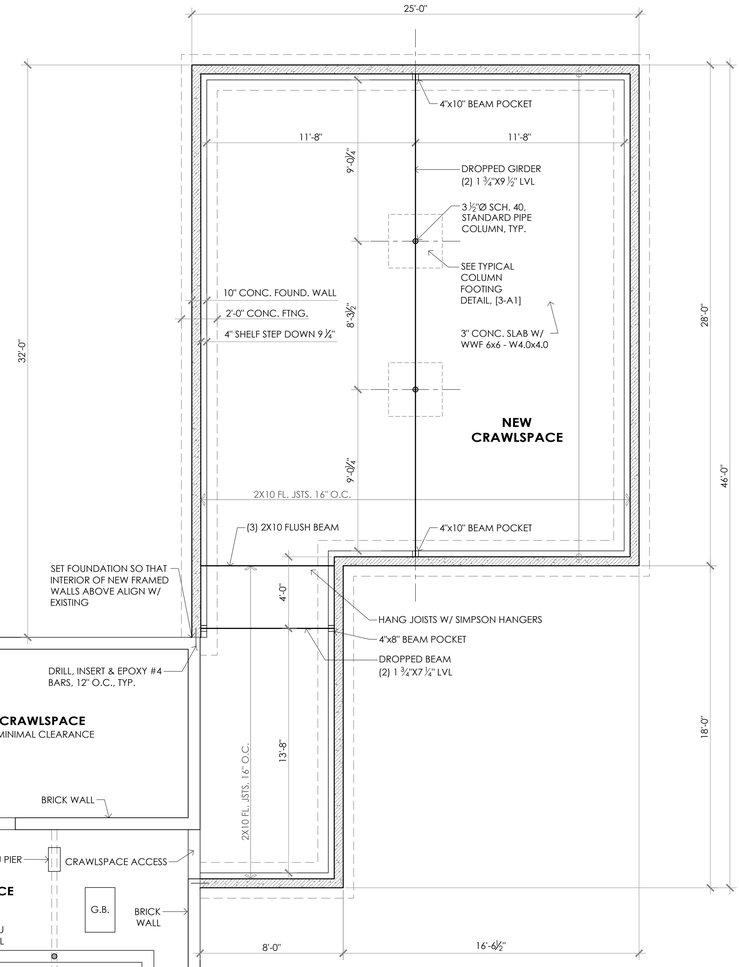
1. The contractor shall carefully demolish and remove those items obvious from the existing conditions and the intent of the drawings and those items clearly indicated on the plans.
2. The contractor will inspect the existing structure before any demolition and will notify the architect of any unforseen conditions.
3. The contractor will provide and execute any bracing, jacks, etc. required to complete work outlines in the Contract Documents.
4. Demolition and/or removal shall minimally interfere with the operation of the owners ongoing business.
5. The contractor will protect all areas which are adjacent to work areas by erecting plastic barriers. Non-work areas shall be kept free of dust and debris.
6. The contractor will protect all plantings near the construction areas from damage caused by demolition and removals. Damaged plantings shall be replaced at the contractors expense.
7. The contractor will remove plantings which interfere with the construction work and relocate where directed by owner.
8. The contractor will cut, patch and finish any areas required to complete the project even if the work is not specifically called for in the drawings or notes.
9. The contractor will remove existing partitions, walls, ceilings, doors, finished material, etc., as indicated on the drawings and/or required to complete the project.

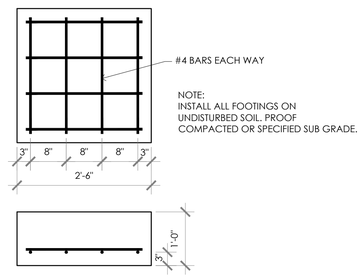


1 **EXISTING FOUNDATION/DEMOLITION PLAN**
1/4"=1'-0"



2 **FOUNDATION PLAN**
1/4"=1'-0"





3 **TYP. COLUMN FOOTING DTL.**
3/4"=1'-0"

SCHEDULE:

- EXISTING CONSTRUCTION
- NEW FRAMED CONSTRUCTION
- NEW CONCRETE CONSTRUCTION
- NEW C.M.U. CONSTRUCTION
- WALLS / ITEMS TO BE REMOVED
- NEW DOORS
- EXISTING DOORS

NORTH

SERGE YOUNG, ARCHITECT
Comprehensive Architectural Design
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Issue / Revision
05.06.24 Issued to Owner
05.29.24 Issued for Permit

SILVERMAN

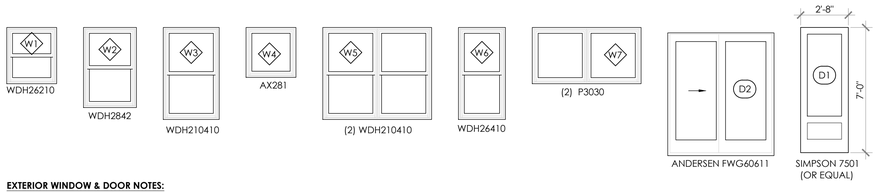
PROJECT DESCRIPTION:
ADDITION TO RESIDENCE FOR DARA SILVERMAN

PROJECT LOCATION:
23 North Brett Street
Beacon, New York 12508

Drawing Title:
FOUNDATION PLANS

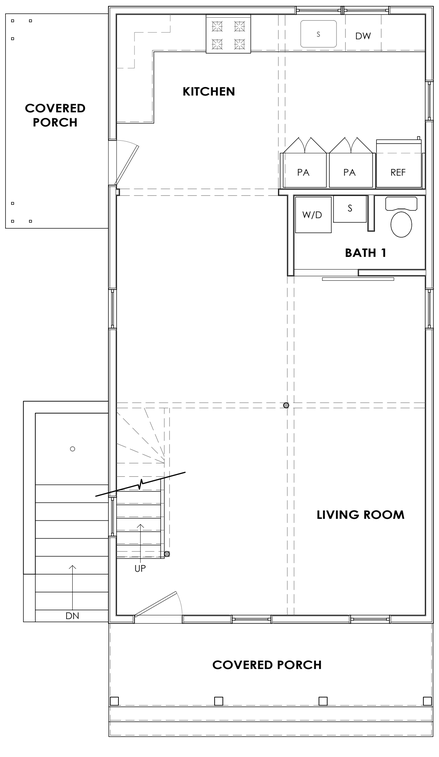
Project number: **0059**
Drawn by: **SY**
Date:
Checked by: **SY**
Silverman_Con Docs.dwg

Drawing number:
A1
Number of Sheets:



EXTERIOR WINDOW & DOOR NOTES:

1. ALL WINDOWS TO BE ANDERSEN 400 SERIES, U.N.O.
2. ANDERSEN UNITS: INSECT SCREEN CHARCOAL FIBERGLASS
3. ANDERSEN UNITS: LOW E4 GLAZING
4. ANDERSEN: INTERIOR FINISH, SELECTED BY OWNER
5. SIMPSON DOOR TO 1 ¾" THICK
6. SIMPSON DOOR 5 ½" STILES
7. SIMPSON DOOR OVOLO STICKING
8. SIMPSON DOOR TO HAVE WHITE OAK SILLS
9. HARDWARE SELECTED BY INTERIOR DESIGNER
10. DOOR OPERATIONS AS PER FLOOR PLANS
11. BATHROOM #3 WINDOW <W4> TEMPERED GLAZING
12. CONTRACTOR TO COORDINATE ALL MATERIAL THICKNESS FOR JAMB EXTENSIONS
13. SHOP DRAWINGS TO BE PROVIDED BEFORE ORDERING. CONTRACTOR/SUPPLIER TAKES FULL RESPONSIBILITY FOR ERRORS & OMISSIONS IF SHOP DRAWINGS ARE NOT APPROVED BY ARCHITECT.



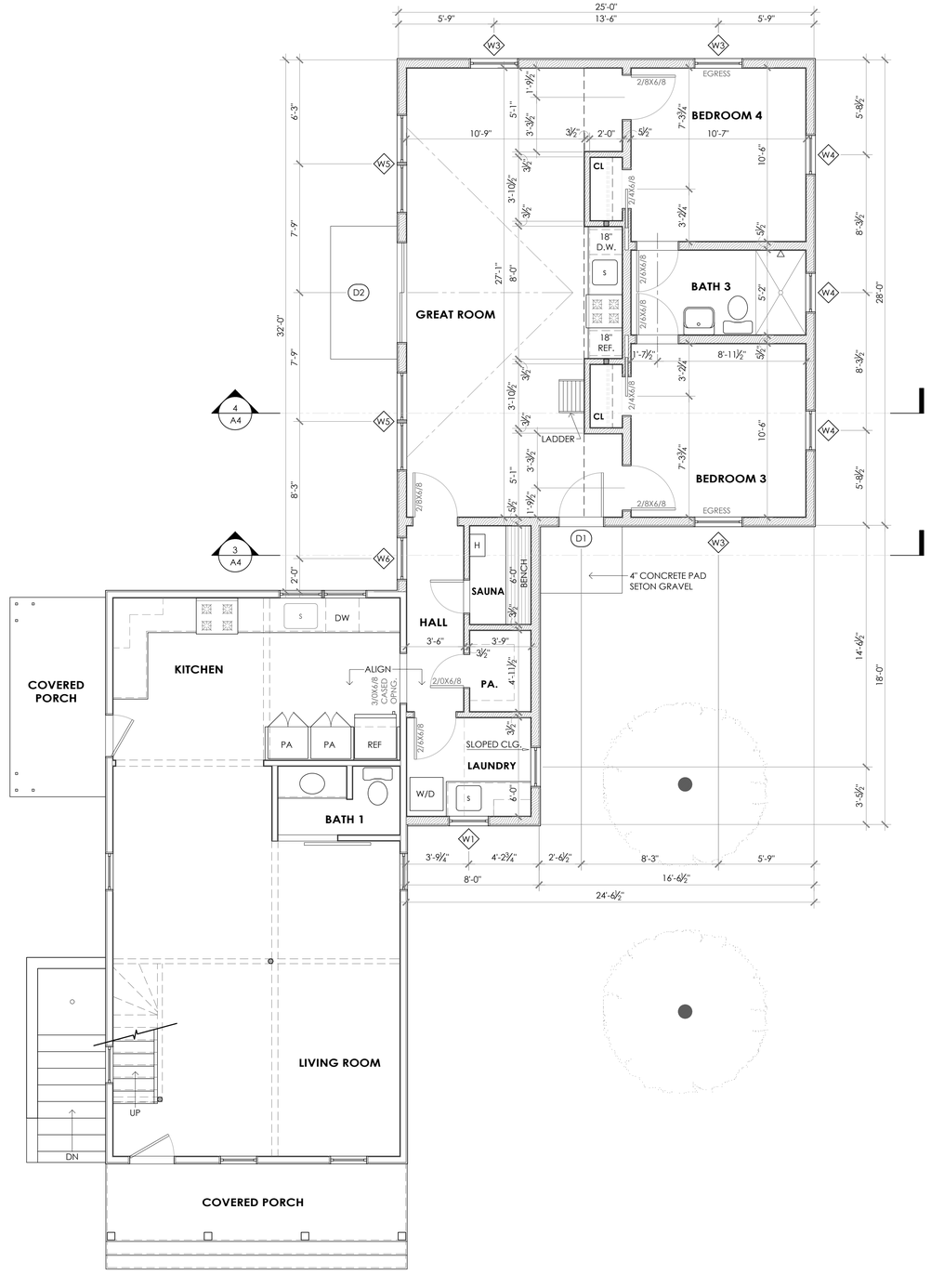
SCHEDULE:

- EXISTING CONSTRUCTION
- NEW FRAMED CONSTRUCTION
- NEW CONCRETE CONSTRUCTION
- NEW C.M.U. CONSTRUCTION
- WALLS / ITEMS TO BE REMOVED
- NEW DOORS
- EXISTING DOORS

NORTH

1 EXISTING FIRST FLOOR DEMOLITION PLAN

1/4"=1'-0"



2 FIRST FLOOR PLAN

1/4"=1'-0"

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SILVERMAN

PROJECT DESCRIPTION:

ADDITION TO RESIDENCE FOR DARA SILVERMAN

PROJECT LOCATION:

23 North Brett Street
Beacon, New York 12508

Drawing Title:
FIRST FLOOR PLANS

Project number: **0059**
Drawn by: **SY**
Date:
Checked by: **SY**
Silverman_Con Docs.dwg

Drawing number:
A2
Number of Sheets:

FRAMING NOTES:

1. All framing shall be done in accordance with the AF&PA Wood Frame Construction Manual (WFCM).

2. All work and workmanship, including nailing, blocking, bridging, etc., shall conform to New York State Code requirements.

3. All Lumber materials used in the building shall be good, sound, dry material, free from rot, large and loose knots, shakes and other imperfections whereby the strength may be impaired, and shall be of sizes indicated on drawing. All framing lumber to have a maximum of 15% moisture content.

4. Wood plates and sills in contact with concrete foundation walls and concrete slabs shall be ACQ pressure treated wood.

5. Pressure preservative treatment for wood shall be ACQ (Alkaline Copper Quaternary) and approved by local authorities having jurisdiction. All scrap pressure treated wood to be disposed of as recommended by manufacturer.

6. Unless otherwise noted, all lumber for roof and floor joists and other structural members shall be kiln dried and shall bear visible grade stamp. Kiln dried wood to be stored in a dry ventilated area prior to construction.

7. Refer to the electrical plans to coordinate joist and rafter locations that allow for any centerline installation of recessed lighting units or other surface mounted units. If there are framing conflicts, contact Architect to determine where and when doubling of elements and/or framing layout changes are required.

8. Stud bearing walls, shear walls, and roof and floor decks shall be framed with the member sizes and/or types at the spacing shown on the plan. The Contractor shall coordinate locations of all plumbing piping, HVAC ducting and recessed lighting fixtures, etc. prior to layout to minimize interference that may require the altering or strengthening of the installed framing.

9. Walls shall be installed straight and plumb. Floors shall be installed level at the proper elevation. Roofs shall be installed at the pitches indicated on the architectural drawings.

4. All framing shall be cut square and produce joints true, tight and securely anchored with all members assembled in accordance with all pertinent codes, regulation and standards.

11. Wherever rough carpentry is fitted to millwork, obtain measurement of such other work and verify dimensions shown.

12. Severely distorted lumber (twisted, bowed, cupped, checked, etc.) shall not be used.

13. Notches in the top or bottom of dimensioned lumber joists or rafters shall not exceed one-sixth the member depth and shall not be located in the middle third of the span. End notches shall exceed one-fourth the member depth. Bored holes shall not be within two inches of the top and bottom of the member and their diameter shall not exceed one-third the member depth.

14. Provide 2x rim joists to match depth of joists.

15. Joists shall be supported laterally at each support by full depth solid blocking two inches in thickness, except where joists are supported by a flush header or nailed to a rim joist.

16. All beams and joists and rafters to be set with natural crown up and within 1/2" of straight, end-to-end alignment.

17. Provide double joists and headers around all roof and floor openings unless otherwise noted on drawings.

18. Provide "X" bridging or solid blocking 8'-0" minimum O.C. Bottom ends of bridging shall not be nailed until after sub-floors and partitions above are constructed.

19. Provide ledger, blocking nailers and rough framing hardware as required.

20. Unless otherwise noted, provide a header, [two 2X10 minimum] where rough opening does not exceed 3'-0". Contractor to provide headers as required even if headers are indicated on the plans.

21. All joists, beams, trusses, or rafters, which are flush framed, shall be connected with approved type galvanized metal joists or beam hangers.

22. Unless otherwise noted, joist hangers, framing anchors, rafter anchors, and cross bridging shall be prime galvanized steel as manufactured by Simpson or approved equal. Install with the type and quantity of fasteners recommended by manufacturer.

23. 2x6 pt sill shall be anchored to foundation wall with 1/2" anchor bolts at 4'-0" max o.c. min (2) per run, and 1'-0" max from ends, unless otherwise noted.

24. Stud bearing walls are to be 2x4 @ 16"o.c. at the interior and 2x6 @ 16" o.c. at the exterior, unless otherwise noted on drawings or within specifications

25. Provide a minimum of two studs at end of all beams and headers if no posts are specified on plan.

26. All rafters and joists shall align directly with studs below. Where required install additional studs.

27. Use double studs at ends of walls and ends of wall openings.

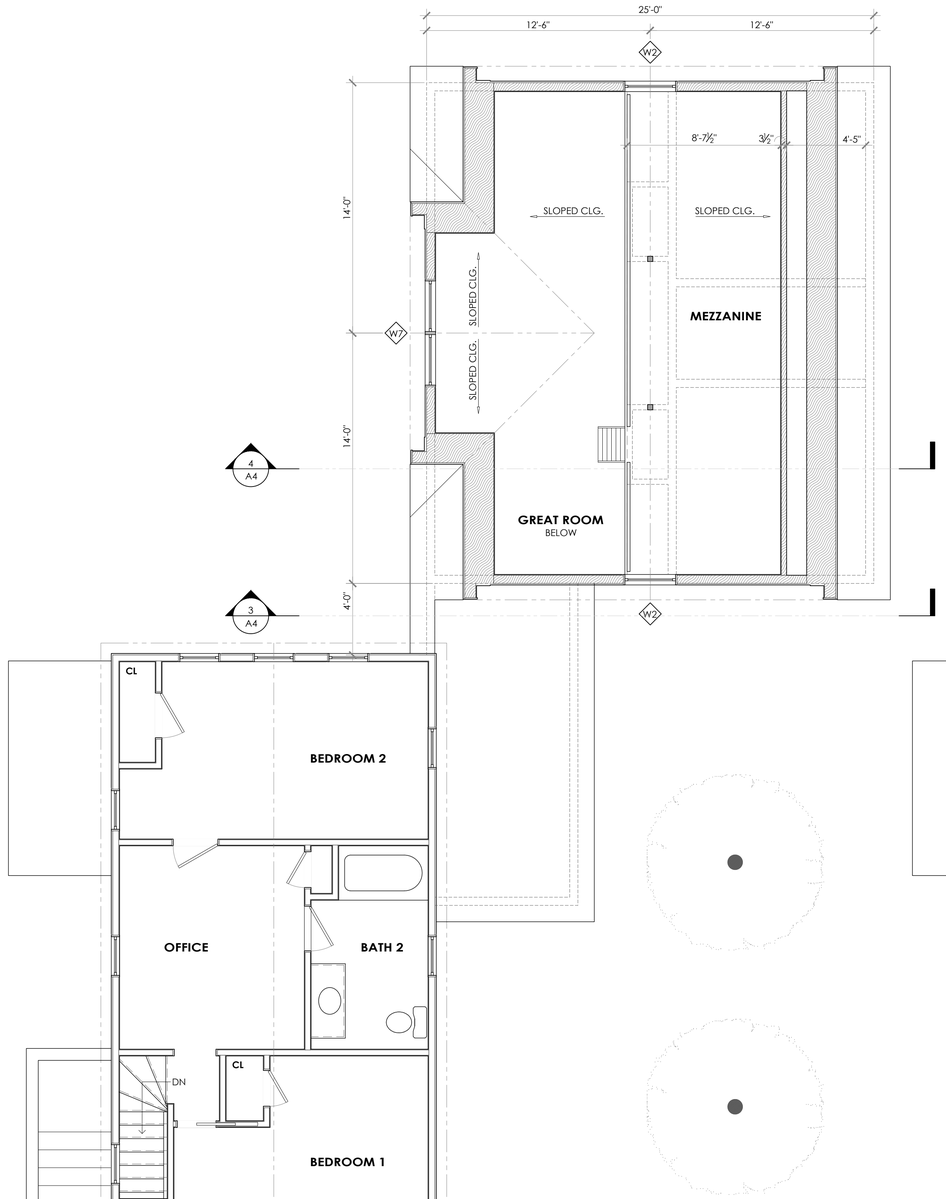
28. Use double trimmers and headers at all floor openings where beams are not designated.

29. Lap all plates at corners and at intersections of partitions.

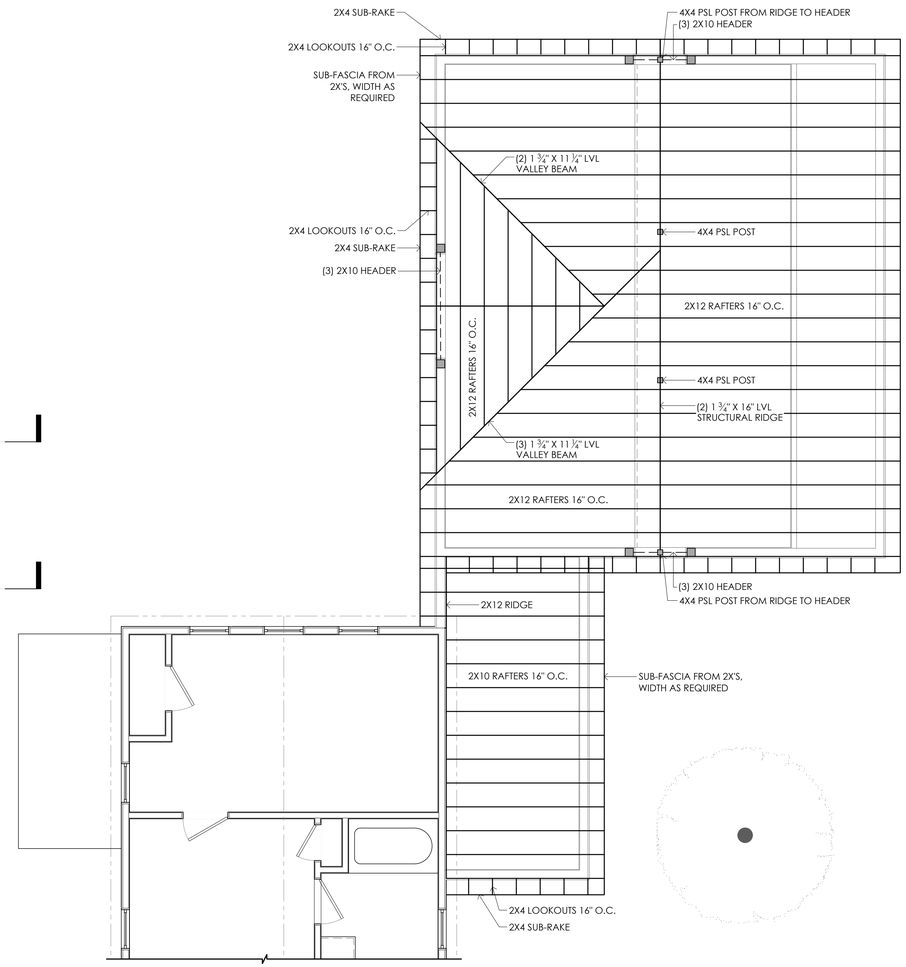
30. Provide blocking for bath accessories, grab bars, cabinetry, shelving, closet accessories, etc. indicated or implied on drawing.

31. Contractor shall provide temporary shoring and bracing and make safe all floors, roofs, and walls as project conditions require.

32. Double floor joist under all interior partitions that run parallel to floor framing.



1 **SECOND FLOOR/MEZZANINE PLAN**
1/4"=1'-0"



2 **FIRST FLOOR PLAN**
1/4"=1'-0"

SCHEDULE:

- EXISTING CONSTRUCTION
- NEW FRAMED CONSTRUCTION
- NEW CONCRETE CONSTRUCTION
- NEW C.M.U. CONSTRUCTION
- WALLS / ITEMS TO BE REMOVED
- NEW DOORS
- EXISTING DOORS

NORTH

SERGE YOUNG, ARCHITECT

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Issue / Revision
05.06.24 Issued to Owner
05.29.24 Issued for Permit

SILVERMAN

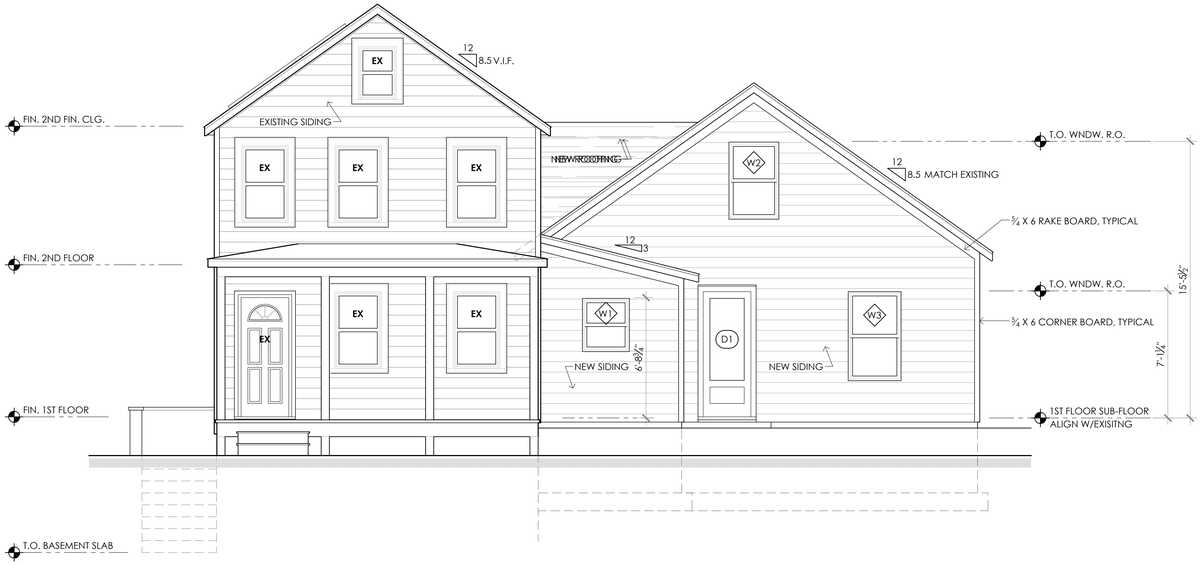
PROJECT DESCRIPTION:
ADDITION TO RESIDENCE FOR DARA SILVERMAN

PROJECT LOCATION:
23 North Brett Street
Beacon, New York 12508

Drawing Title:
MEZZANINE PLAN & ROOF FRAMING PLAN

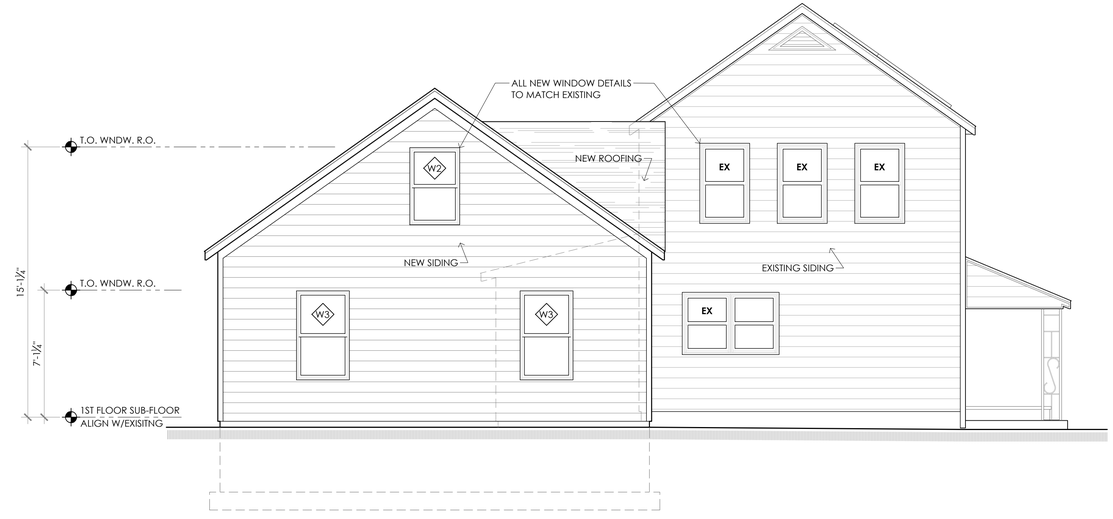
Project number: **0059**
Drawn by: **SY**
Date:
Checked by: **SY**
Silverman_Con Docs.dwg

Drawing number:
A3
Number of Sheets:



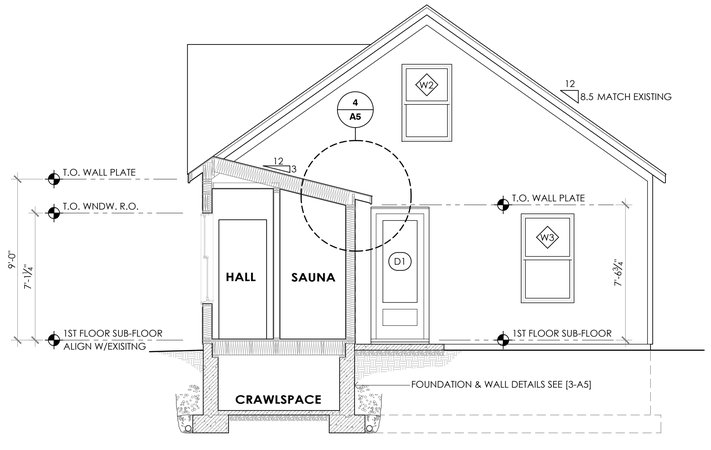
1 SOUTHEAST ELEVATION

1/4"=1'-0"



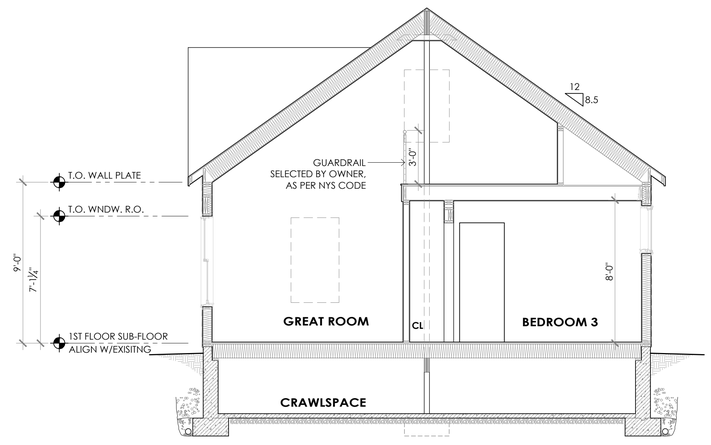
2 NORTHWEST ELEVATION

1/4"=1'-0"



3 CONNECTOR CROSS SECTION

1/4"=1'-0"



4 ADDITION CROSS SECTION

1/4"=1'-0"

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SILVERMAN

PROJECT DESCRIPTION:

ADDITION TO RESIDENCE FOR DARA SILVERMAN

PROJECT LOCATION:

23 North Brett Street
Beacon, New York 12508

Drawing Title:
ELEVATIONS & SECTIONS

Project number: **0059**
Drawn by: **SY**
Date:
Checked by: **SY**
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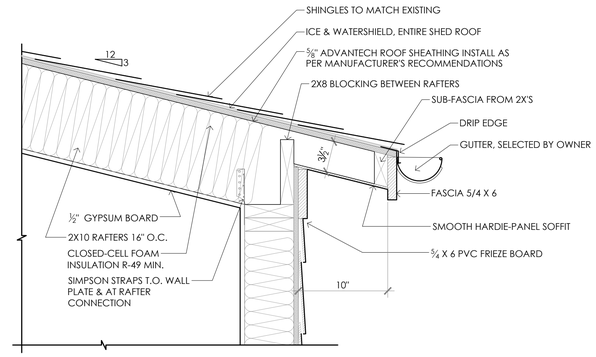
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Number of Sheets:



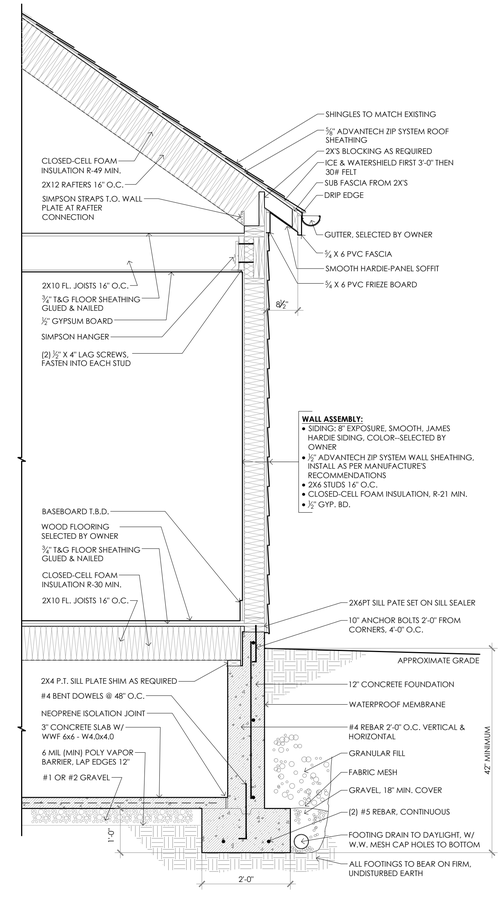
1 NORTHEAST ELEVATION
1/4"=1'-0"



2 SOUTHWEST ELEVATION
1/4"=1'-0"



4 CONNECTOR EAVE DETAIL
1 1/2"=1'-0"



3 TYPICAL WALL SECTION
3/4"=1'-0"

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PROJECT DESCRIPTION:

ADDITION TO RESIDENCE FOR DARA SILVERMAN

PROJECT LOCATION:

23 North Brett Street
Beacon, New York 12508

Drawing Title:
ELEVATIONS & DETAILS

Project number: **0059**
Drawn by: **SY**
Date:
Checked by: **SY**
Silverman_Con Docs.dwg

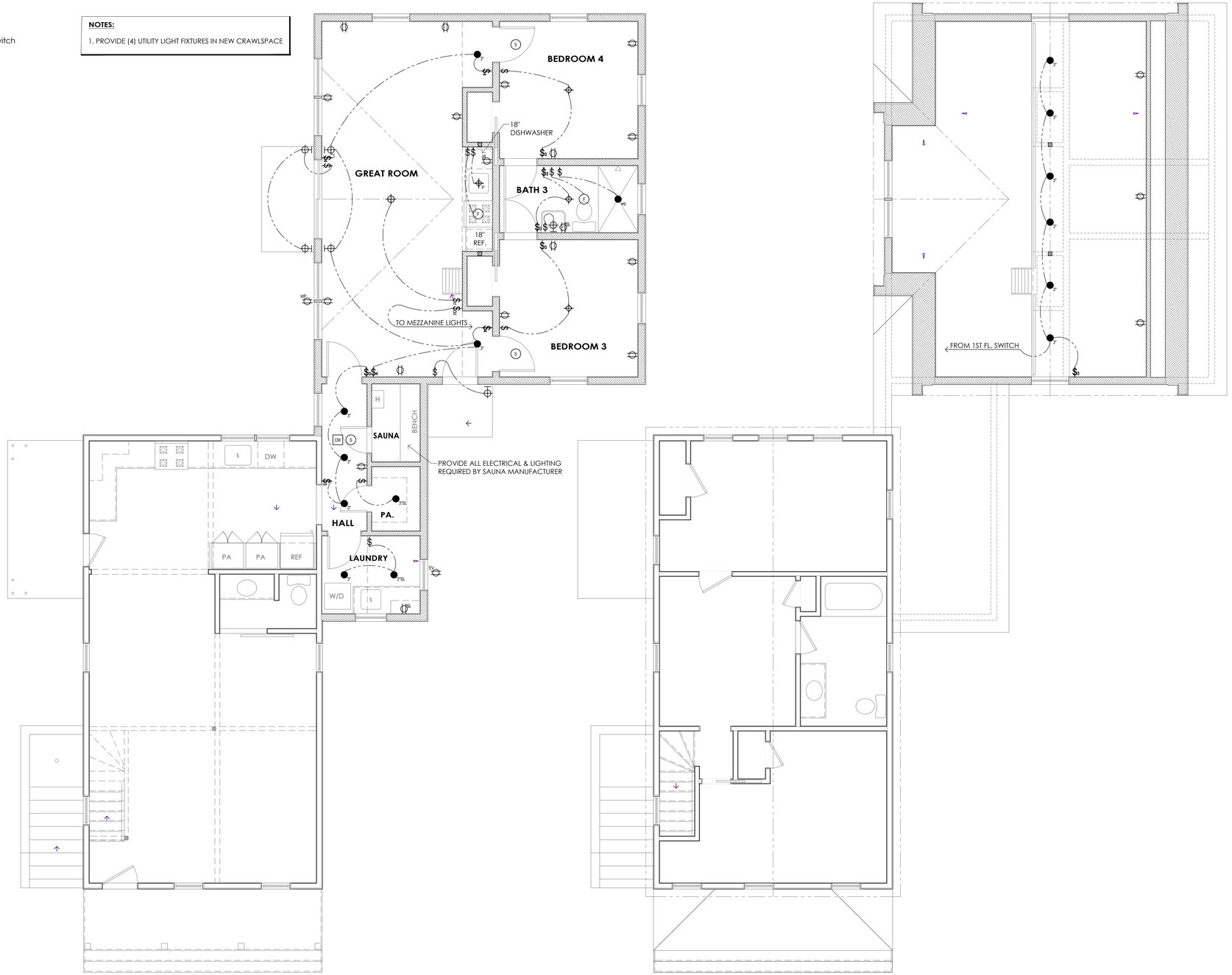
Drawing number:
A5
Number of Sheets:

ELECTRICAL SYMBOLS:

- Duplex Receptacle
- Duplex Receptacle Half Controlled By Switch
- 220 V Receptacle
- Ground Fault Interupt Receptacle
- Duplex Receptacle Weather Proof
- Electric Vehicle Charging Receptacle
- 3" Recessed Light
- 3" Recessed Light Sloped Ceiling
- 4" Recessed Light
- 4" Recessed Light Sloped Ceiling
- Recessed Light (waterproof)
- Chandelier
- Ceiling Mounted Light Fixture
- Ceiling Pendant Light Fixture
- Ceiling Mounted Utility Light Fixture
- Wall Mounted Light Fixture
- Under Cabinet Light Fixture
- LED LIGHT STRIP
- ACCENT UPLIGHTING
- Ceiling Fan
- Smoke Detector (hardwired)
- Carbon Monoxide Detector
- Exhaust Fan
- Exhaust Fan w/Light
- Automatic Garage Door Opener
- Single Pole Switch
- Single Pole Switch w/Dimmer
- Three Way Switch
- Three Way Switch w/Dimmer
- Four Way Switch
- Four Way Switch w/Dimmer
- Switch w/Indicator Light
- Smart Switch

NOTES:

1. PROVIDE (4) UTILITY LIGHT FIXTURES IN NEW CRAWLSPACE



1 FIRST FLOOR ELECTRICAL PLAN

1/4"=1'-0"

2 MEZZANINE ELECTRICAL PLAN

1/4"=1'-0"

ELECTRICAL NOTES:

1. The electrical contractor will provide all labor and materials to complete a perfectly operating system of electrical wiring including all work shown on drawings or called for. The installation shall comply with local ordinances, the N.E.C. and the New York State Uniform Fire Prevention and Building Code. The contractor shall obtain all necessary permits and arrange for all inspections and submit copies of acceptance certificates to the owner. The contractor will pay all the fees in connection with his work. All materials shall be new and listed by the Underwriters Lab, as conforming to standards.

2. Power and convenience outlets, fixture outlets, switches as shown. Provide and install conduit for telephone as shown.

3. All wiring devices (outlets, telephone & cable tv) shall be mounted at 12" AFF to centerline unless otherwise noted. All light switches shall be mounted at 48" AFF unless otherwise noted.

4. The electrical contractor shall provide typewritten schedules of all circuitry in all panels. All spare panel spaces shall be fully protected with metal blanks.

5. The electrical contractor shall provide and install all boxes, fittings, connectors, cover plates, and other miscellaneous items, not necessarily detailed on these drawings to render the electrical installation complete and operative and in compliance with applicable codes.

6. The contractor shall field verify location of existing equipment and note conditions and areas where work will occur in the field.

7. The electrical contractor shall coordinate with all other trades to avoid conflicts of equipment installation. **The electrical contractor shall verify exact locations of all equipment connections, wiring devices and lighting with the owner and/or architect prior to installation.**

8. All wall switches, receptacles and device cover plates--to be selected by owner.

9. All conductors (copper) #12 AWG unless noted otherwise. Use romex in wood partitions and ceilings and RHW wire in conduit, for runs below grade, in a slab or in masonry walls. Romex to receptacles shall have grounding wire.

10. All device specifications grade Leviton or better.

11. Smart switches to be Lutron Caseta Smart Switch, or approved equal.

12. Telephone outlets--Standard box with one hole bushed covered same as shown.

13. Dimmer selection is for style only, the electrical contractor shall calculate loading at each switch and provide correct model accordingly.

14. The electrical contractor is to verify and supply the proper insulated rough-in kits for all recessed lights.

15.The electrical contractor shall provide and install all the appropriate lamps, bulbs, tubes, etc. as required by the type of fixtures specified or selected.

16. The electrical contractor shall examine the drawings, specifications and the existing site conditions. This contractor shall become acquainted with the scope and the requirements of the work and the conditions under which the work is to be performed.

17. Claims for extra compensation will not be permitted for any work that may be caused by existing conditions, which should have been foreseen subsequent to a job site visit.

18. Any existing condition found which will affect this contract shall be brought to the attention of the owner and/or architect in writing five days prior to the submission of the bid.

19. The electrical contractor shall guarantee all materials and workmanship for one year from the final completion.

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Issue / Revision
05.06.24 Issued to Owner
05.29.24 Issued for Permit

SILVERMAN

PROJECT DESCRIPTION:

ADDITION TO RESIDENCE FOR DARA SILVERMAN

PROJECT LOCATION:

23 North Brett Street
Beacon, New York 12508

Drawing Title:
ELECTRICAL PLAN

Project number: **0059**
Drawn by: **SY**
Date:
Checked by: **SY**
Silverman_E1.dwg

Drawing number:
E1
Number of Sheets:

LAMINATED VENEER LUMBER (LVL), LAMINATED STRUCTURAL LUMBER (LSL) AND PARALLEL STRAND LUMBER (PSL) NOTES:

1. Laminated veneer lumber shall be "micro-lam" as manufactured by Trus Joist Macmillan; "G-P Lam" as manufactured by the Georgia Pacific Corporation or "Gang-Lam" as manufactured by the Louisiana Pacific Corporation. Laminated structural lumber shall "power beam" as manufactured by Anthony Forest Products Company. Parallel strand lumber shall be "parallam" as manufactured by Trus Joist Macmillan.

2. Minimum allowable stress and stiffness characteristics shall be as follows:

Fb = 2600 PSI
Fc = 2750 PSI
Fc1= 750 PSI
Fv = 285 PSI
E = 1,900,000 PSI

3. Any of these materials may be used interchangeably for members that are noted on plan singularly as LVL. Member sizes shown on plan (width X depth) may be constructed of multiple piles of the specified depth, fastened together by nailing or bolting as required. Member sizes followed only be PSL must be installed as a solid member, not built-up.

4. Members to be bored or notched as per manufacturer's recommdation or with the permission from an engineer.

WOOD FASTENERS NOTES:

1. Wood components are to be fastened together as indicated in the following schedule unless specifically indicated otherwise on the plans.

2. Nails and spikes shall conform to the normal sizes specified in Federal Specifications FF-N-105B. Pneumatic or electric powered hammers typically utilize lighter gage fasteners and normally require additional fasteners to be installed. Fastener specifications must be submitted to the Engineer for approval prior to installation if powered hammers are to be used.

3. Lag and wood screws shall conform to ANSI/ASME Standard B18.6.1-19.81.

4. Bored lead holes for fasteners shall be as follows:

a. Nail and spike lead holes are not required unless to prevent splitting of wood. If required, lead hole diameter shall not exceed 75% of nail/spike diameter.
b. Wood screws - lead hole diameter equals 7/8 of unthreaded shank diameter in connected wood part and 7/8 of diameter at root of thread in wood receiving thread.
c. Lag screws - lead hole diameter equals shank diameter for extent of unthreaded shank, and 60% of shank diameter for threaded portion of shank.
d. Thru bolts - lead hole diameter 1/32" to 1/16" larger than nominal bolt diameter.

5. Insert threaded screw type fasteners by turning with screwdriver or wrench. Do not drive by hammering. Facilitate installation by placing soap or other lubricant on threads.

6. Provide standard round washers under the heads of all thru bolts and lag screws and under all nuts unless otherwise indicated on the plans. Tighten fasteners without crushing wood fibers under washers.

HUBER ZIP SYSTEM SHEATHING SPECIFICATIONS:

1. Examine framing spacing and alignment to determine if work is ready to receive sheathing. Proceed with sheathing work once conditions meet requirements.

2. Install sheathing panels in accordance with manufacturer's written instructions, requirements of applicable Evaluation Reports, and requirements of authorities having jurisdiction.

3. Air and Moisture Barrier: Coordinate sheathing installation with flashing and joint sealant sequencing and installation and with adjacent building air and moisture barrier components to provide complete, continuous air and moisture- barrier.

4. Do not bridge expansion joints; allow joint spacing equal to spacing of structural supports.

5. Install panels with laminated facer to exterior. Stagger end joints of adjacent panel runs. Support all panel edges.

6. Space square-edged panels 0.125 inch (3 mm).

7. Butt edges of self-spacing edge panels.

8. Attach sheathing panels securely to substrate with manufacturer-approved fasteners in compliance with the following:

a) ICC-ES ESR-1539 or ICC-NES NER-272 for power-driven fasteners.

b) NYS Residential Building Code Table R602.3(1), "Fastener Schedule Structural Members," and Table R602.3(2), "Alternate Attachments."

9. Apply ZIP System Tape at all panel seams, penetrations, and facer defects or cracks to form continuous weathertight surface. Apply tape according to manufacturer's written instructions and requirements of ICC-ES applicable to tape application.

10. Apply liquid-applied flashing membrane at penetrations, gaps, and cracks to form continuous weathertight surface. Apply liquid membrane according to manufacturer's written instructions. Follow manufacturer's recommendation for integration with ZIP System Tape.

FINISH CARPENTRY:

1. All finish carpentry shall be top quality workmanship. All work shall be true, level, smooth and made ready for finish work.

2. All the exposed nails to be neatly countersunk and the holes filled. The whole job to be turned over for final inspection with all woodwork free from scars, stains, or any other objectionable marks.

3. The contractor will install all finish hardware necessary to properly operate doors, drawers, sash, etc., including all latches, knobs, hinges, pulls, clasps, catches, locks, etc.. All hardware to be polished upon completion of the building project.

4. The contractor will make all interior joints to conceal shrinkage: miter all corner joints, miter or scarf all end to end joints.

5. If interior millwork is to be painted all caulking or filler shall precede painting.

6. The contractor will provide samples and/or mockups of all interior trim profiles and details for owner's and or architect's approval.

STRUCTURAL STEEL NOTES:

1. Design, fabrication and erection of structural steel shall conform to the most current edition of the "Specification for Structural Steel for Buildings", by the American Institute of Steel Construction, and the most current edition of the "Code of Standard Practice for Steel Buildings and Bridges".

2. Materials:
Wide Flange Beams, Angles, Plates, Bars and Other Shapes: ASTM A36 (u.n.o.)

Structural Steel Tubing:

Square--	ASTM A500, Grade B
Round--	ASTM A53, Type S, Grade B
Bolts:	ASTM A325
Anchor Rods:	ASTM A307
Welding Electrode:	ASTM E70XX - Low Hydrogen
Non Shrink Grout:	Embeco 636
2-Part Epoxy:	Simpson Epoxy-Tie

3. All welding shall conform to the code for ARC and gas welding in building construction of the American Welding Society and be performed by a certified welder in accordance with AWS Standards. All welds are to be cleaned of slag to permit visual inspection.

4. Connections not shown are to be detailed by the fabricator for the shear and moment reactions shown on the plan in accordance with AISC specification referred to in note No. 1 above. Details of all connections must be shown on the shop drawings. Minimum connection angle thickness shall be 5/16".

5. Submit erection plans and piece detail shop drawings where steel-to-steel connections are required.

6. Steel shall be erected to a tolerance of not more than 1/4" in 10 feet out-of-plumb, nor 1/8" from the required elevation.

7. All exposed exterior steel shall be hot dipped galvanized in accordance with ASTM A 123. All exposed exterior steel connecting hardware including nits, washers and threaded fasteners, etc. shall be hot dipped galvanized in accordance with ASTM A 153.

8. All field welding is to be visual inspected by an AWS certified weld inspector. Reports are to be sent to the Architect, Engineer and Owner in a timely manner.

9. All members shall have their surface prepared as follows:
-Remove all visible oil and grease using solvent cleaners before hand or power tool cleaning.
-Remove all loose mill scale and rust using hand or power tool wire brushing.
-Remove all dirt and dust by brushing or vacuum cleaning.
-Apply shop paint or rust - preventative coatings as specified.

10. All steel members, except as noted below, shall receive one shop coat of paint to a minimum dry film thickness of 1.5 mils. The paint to be used shall satisfy the requirements of "Paint Specification No. 13 - Red or Brown One - Coat Shop Paint" as required by the most current directive by the Steel Structures Painting Council. The following members or portions of members shall not receive shop paint:
-Members which will be encased in concrete or receive spray - on fireproofing.
-The top flanges of beams where field welding of metal deck or stud shear connection occurs.
-Within 2 inches of any field weld.
-The contact surfaces of Slip - Critical connections.
-Milled contact bearing surfaces.
-Lintels for exterior masonry walls.

FRAMING LUMBER:

1. The structural wood stress grade stamped lumber shall be as follows:

Joists and rafters: Douglas fir-larch or Spruce Pine Fir
No. 1 / No. 2
Fb (base) = 850 PSI,
E = 1,600,000 PSI

Studs: Douglas fir-larch or Spruce Pine Fir
Stud grade
Fb = 650 PSI
E = 1,400,000 PSI

Exterior Joists, Posts and Beams: Treated Southern Pine
No. 1 / No. 2
Fb (base) = 850 PSI,
E = 1,600,000 PSI

PLUMBING NOTES:

1. It is the intent of this drawing to outline the information necessary for a competent contractor to complete a perfectly operating system of hot and cold water supply, drainage and sewage disposal; with no code violations or deficiencies. The work shall include all miscellaneous items and auxiliaries regardless of whether specifically called for in the Contract Documents.

2. The plumbing contractor shall guarantee all equipment, materials and workmanship for a period of one year from the date of final acceptance of the installation. The contractor shall present the owner with warranty certificates, properly executed for all equipment furnished and installed on the job.

3. The plumbing contractor shall set all plumbing fixtures as shown on the drawings.

4. All fixtures to be removed shall be disconnected from plumbing system and disposed of. All water, waste and vent piping necessary to facilitate demolition shall be removed and capped.

5. The plumbing contractor shall be responsible to pay all fees and take out all permits in connection with his work. He shall arrange for all inspections and make all test of his work as required by the local authorities. All work shall comply with all applicable state and local codes.

6. The plumbing contractor shall hydrostatically test all new piping and receive inspectors approval prior to backfill or closing in a partition. Any leaks that occur shall be repaired and the system shall be retested. The test period shall be for a minimum of a four (4) hour period for each system (sanitary, vent, domestic water and gas).

7. The plumbing contractor shall field verify the location and size of all existing utilities.

8. All sanitary drain piping shall pitch at a 1/4" per foot with a minimum of 1/8" per foot.

9. The sanitary soil piping and vent piping shall be cast-iron soil pipe and fittings; hubless or PVC wrapped in sound deadening wrap and insulation.

10. The domestic hot and cold water piping shall be type "L" copper tubing with wrot fittings, joined with 95/5 lead free solder.

11. Water pipe sizes shall be as follows:
Cold supply to water closets: 1/2"
Hot supplies to lavatories: 1/2"
Cold and Hot supplies to bathtubs and showers: 1/2"
Cold supply to hose bibbs: 3/4"

12. Water lines shall be sized and run to avoid loss of pressure during showers when water is used in other locations.

13. Piping to be installed in a neat manner with lines straight and parallel or at right angles to walls or column lines and with risers plumb.

14. Run piping to avoid passing through or under electric light outlets,a receptacles, and/or interfering with other lines or extending beyond furring lines as determined by architectural drawings.

15. Group piping whenever practical and provide clearance for proper installation of insulation and for access to valves, air vents, drains and unions.

16. The plumbing contractor shall provide and install approved brass ball valves to control every branch or sub-branch throughout the system.

17. Insulate domestic hot and cold water piping with to conform to New York State Energy Code.

18. The plumbing contractor shall coordinate his work with the other trades.

THERMAL AND MOISTURE PROTECTION:

1. Slope gutters to outlets not less than 1" in 20'. Provide expansion at high points of run.

2. Leaders shall be formed in 10' lengths. Longitudinal joints shall be locked. End joints shall telescope not less than 1 ½". Include necessary elbow nooks not over 10' apart.

3. Chimney flashing shall run up not less than 6" under shingles. Counter flashing shall extend to within 1" of the surface of the finished roof. Any roof crickets shall have flashing carried not less than 10" under the shingles.

4. Dormer flashing shall run up no less than 6" under the shingles and at least 8" up on the face and cheeks. Step flashing shall be used where vertical surface occurs in connection with slopes.

5. Provide flashing at all roof penetrations.

6. Valley flashing shall extend at least 10" on each side. Shingles shall be installed to lap the valley flashing not less than 7" on each side.

7. Install Grace Ice & Watershield at hips, ridges, eaves, valleys, sidewalls and chimneys, and surfaces over interior space within 36 inches from the inside face of the exterior wall. Strictly comply with manufacturer's installation instructions.

CROSSEDLINK POLYETHELYNE (PEX) TUBING:

1. All PEX tubing to be sized according to manufacturer's recommendations.

2. Select PEX tubing for specific applications according to manufacturer's recommendations.

3. Install PEX tubing in accordance with tubing manufacturer's recommendations.

4. Do not install PEX tubing within 6 inches of gas appliance vents or within 12 inches of any recessed light fixtures.

5. Do not solder within 18 inches of PEX tubing in the same waterline. Make sweat connections prior to making PEX connections.

6. Ensure no glues, solvents, sealants or chemicals come in contact with the tubing without prior permission from the tubing manufacturer.

7. Do not expose PEX tubing to direct sunlight for more than 6 months.

8. Use grommets or sleeves at the penetration for PEX tubing passing through metal studs.

9. Use a PEX manufacturer recommended fire stop sealant manufacturer.

10. Protect PEX tubing with sleeves where abrasion may occur.

11. Use nail plates where PEX tubing penetrates wall stud or joists and has the potential for being struck with a screw or nail.

12. Allow slack of approximately 1/8 inch per foot of tube length to compensate for expansion and contraction.

13. Minimum horizontal supports are to be installed not less than 32 inches between hangers in accordance with model plumbing codes or as per manufacturer's recommendation--more stringent governs.

14. Pressurize PEX tubing in accordance with applicable codes or in the absence of applicable codes, test pressure shall be at least equal to normal system working pressure, but not less than 40 PSI water or air and not greater than 225 PSI water, 125 PSI air.

15. Fluid temperature for given application of PEX tubing as per manufacturer's recommendation.

16. PEX tubing should be used with Crimp or Clamp type connection systems: Crimp system: Crimp Tool + Copper Crimp Rings + Crimp style PEX Fittings. Clamp (Cinch) system: Clamp Tool + Stainless Steel Clamps + Crimp style PEX Fittings.

MECHANICAL NOTES:

1. The mechanical contractor shall provide a complete and operating HVAC system with no code violations or deficiencies. The heating system for this contract shall be a Cold Climate Air Source Heat Pumps, 21 seer.

2. Heat pumps to be Fugistu Halcyon or approved equal.

3. Electric air source heat pumps shall be listed and labeled in accordance with UL1995 or UL/CSA/ANCE 60335-2-40.

4. All HVAC work shall be in conformance with ASHRAE standards and all applicable state and local codes.

5. The system shall include diffusers, return air grills, ductwork, VAV Boxes (as applicable), controls and all miscellaneous items and auxiliaries regardless of whether specifically called for in the contract documents.

6. The mechanical contractor shall guarantee all equipment, materials and workmanship for a period of one year from the date of final acceptance of the installation by the owner. The contractor shall present the owner with warranty certificates, properly executed for all equipment furnished and installed on the job.

7. The mechanical contractor is to give the owner verbal instructions and prepare typewritten instructions for the care and operation of the systems.

8. The contractor shall field verify the location and size of all existing utilities and coordinate his work with the other trades.

9. The contractor shall provide testing and balancing of the air conditioning system to ensure proper air flow.

10. The contractor shall provide start-up services for the HVAC units.

11. Provide separate heating zones for each floor level. Zoning layout to be approved by owner/architect prior to installation.

12. All systems shall be thermostatically controlled and each zone shall have its own thermostat, which is accessible with manual and/or automatic control for reducing energy consumption in periods of non-use.

SERGE YOUNG, ARCHITECT
Comprehensive Architectural Design
79 East Willow Street Beacon, New York 12508
tel: 845.475.6143 email: serge@sergeyoung.com

It is the responsibility of the contractor to distribute all drawing updates and changes to the appropriate subcontractors in a timely manner. Please destroy any and all outdated drawings.

It is a violation of the law for any person, unless acting under the direction of a licensed Architect, to alter any part of these documents in any way. If an item bearing the seal of an architect is altered, the altering Architect shall affix to his item the seal and the notation "altered by" followed by his signature and the date of such alteration, and specific description of the alteration.

Issue / Revision
05.06.24 Issued to Owner
05.29.24 Issued for Permit

SILVERMAN

PROJECT DESCRIPTION:
ADDITION TO RESIDENCE FOR DARA SILVERMAN

PROJECT LOCATION:
23 North Brett Street
Beacon, New York 12508

Drawing Title:
NOTES

Project number: **0059**
Drawn by: **SY**
Date:
Checked by: **SY**
Silverman_Con Docs.dwg

Drawing number:
N1
Number of Sheets:

LANC & TULLY
Engineering and Surveying, P.C.

December 6, 2024

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

RE: 23 North Brett Street
Accessory Dwelling Unit
Tax No. 5954-28-933938
City of Beacon

Dear Mr. Gunn:

My office has received the following regarding the modification of an existing dwelling to provide for an accessory dwelling unit at 23 North Brett Street:

- Application for Site Plan Approval
- 8 ½"x 11" architectural plans titled "Silverman", with the latest revision date of May 29, 2024, and consisting of 8 sheets, as prepared by Serge Young, Architect.

The project is located in the R1-5 zone. Based upon the above submitted document and plans for the proposed project, we offer the following comments:

1. The "Application for Site Plan Approval" shall be revised to reflect the following requested information:
    a. Signature of Applicant under "Identification of Applicant".
    b. Tax map designation of the parcel(s).
    c. Zoning district of the parcel.
    d. The "Proposed Use" shall also be completed where requested under "Description of Proposed Development".

2. The architectural plans submitted do not constitute a site plan for the project. A formal site plan shall be provided for the project that includes all the necessary information as outlined on the "City of Beacon Site Plan Specifications Form", such as a boundary survey of the parcel(s) involved, topography, location of existing structures, location of existing water and sewer utilities that service the site, proposed building layout on the plan, Bulk Zoning Table for the zone with existing and proposed setbacks for the structure, and The plans shall include the total square footage of floor area for each level of the proposed accessory dwelling unit.

This completes our review at this time. Further comments may be provided based on the submission of a formal site plan and other future submissions. **A written response letter addressing each of the above comments should be provided with the next submission.** If you have any questions, or require any additional information, please do not hesitate to contact our office.

Very truly,

LANC & TULLY, P.C.

John Russo, P.E.

cc: Natalie Quinn, Planner
Jennifer Gray, Esq.
Bruce Flower, Building Inspector

KARC
PLANNING CONSULTANTS, INC.

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

FR: KARC Planning Consultants, Inc.

DATE: December 9, 2024

RE: 23 N Brett St Application for an Accessory Apartment, Dara Silverman

---

I have reviewed the following materials regarding the proposed construction of an Accessory Apartment at 23 N Brett Street:

- Application for Site Plan Approval by Dara Silverman, dated November 13, 2024
- Site Plan Set by Serge Young, Architect, undated

Project Description:

The applicant is proposing an 825 sq. ft. accessory apartment attached to the primary residence at 23 N Brett Street for use by the applicant's family. This project is located in the R1-5 district where accessory apartments are permitted.

Comments & Recommendations:

1. **Site Plan/Plot Plan:** A site plan or plot plan is required to determine placement of the Accessory Apartment addition on the parcel and compliance with requirements for minimum yard setback and maximum total building coverage. Additionally, it appears that the Accessory Apartment addition may span two parcels which will need to be merged into a single lot of record.

2. **Apartment Size:** The site plan application states that the proposed Accessory Apartment is 825 sq. ft., whereas and the square footage of the existing residence is 1,250 sq. ft. Per 223 Attachment 3, the maximum square footage permitted for each accessory building in the R1-5 District is 50% of the total square footage of the principal building. With the Accessory Apartment addition to the primary structure, the new principle building on-site will be 2,075 sq.ft. The proposed 825 sq. ft. unit therefore complies with this requirement as it is less than 1,037.5 sq. ft.

3. **Occupancy:**
    a. Per Section 223-24.1(B) owner occupancy of either the primary unit or accessory apartment is required. The site plan should include a note confirming that the proposal will comply.
    b. Per Section 223-24.1(G), a note should be added to the plans indicating that the accessory apartment will not be used for short-term rentals as defined in § 223-26.5.

4. **Off Street Parking Requirement:** Per section 223-24.1(F) a minimum of one (1) off-street parking space shall be provided for each accessory apartment in addition to the two (2) off-street parking spaces required for the existing single-family residence on the lot. The Planning Board may, in its discretion, waive all parking requirements for an accessory apartment when deemed appropriate. Proposed parking accommodation should be marked on the site plan.

5. **Exterior Appearance:** Per Section 223-24.1(E), if an accessory apartment is located in a detached single-family dwelling, the entry to such unit and its design shall be such that, to the degree reasonably feasible, the exterior appearance of the building will remain that of a single-family residence. While the front door to the proposed Accessory Apartment does indicate a second residence on the parcel, the existing landscaping onsite appears to screen visibility of the entrance from N Brett Street. The Planning Board should discuss whether the proposed addition is sufficiently designed and shielded to meet the intent of this requirement.

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

Natalie Quinn
Beacon Planning Consultant

Cc: Bruce Flower, Building Inspector
Jennifer L. Gray, Esq., City Attorney
John Russo, P.E., City Engineer

City of Beacon Planning Board Agenda
12/10/2024

Title:

Certificate of Appropriateness – 1190 North Avenue; Façade

ATTACHMENTS

1190 North PB 12.10.24 ARB app.pdf

ARCHITECTURAL REVIEW BOARD APPLICATION

Date: 11/22/24

Project Address: 1190 North Avenue, Beacon NY 12508

Project Architect/Engineer: Dave Freeman

Owner/Builder: owner: Jacklyn Faust Interiors LLC / builder: Queen City Redevelopment Co.

Contact Phone No.: 845-518-2847 Email: michael@faustdesignbuild.com

Approval Requested: ✓ Certificate of Appropriateness (sign or façade change) _____ New Single-Family House

Color/Materials:

Siding: Benjamin Moore "Love Affair" (similar to existing)

Roofing: N/A

Windows: Color: Sherwin Williams "Anderson White" Type: Anderson 400 Series Obl-Hung-Insert

Trim: Sherwin Williams "Anderson White" for window/door trim / Benjamin Moore Balboa Mist Accent Trim

Garage Door: N/A

Stone/Brick: N/A

Michael Faust

Signature of Owner

Applications for sign approval must also submit a sign permit application & supporting documents

FOR OFFICE USE ONLY:

The Architectural Review Board has reviewed the plans submitted for approval for the project listed above and has determined:

Plan Denied _____ (Date)

Plan Approved _____ (Date)

Subject to the following:

_____

_____

FEE: $100.00

ANDERSEN
WINDOWS & DOORS



RO Size = 30" x 66"
Unit Size = 29 5/8" x 65 3/4"

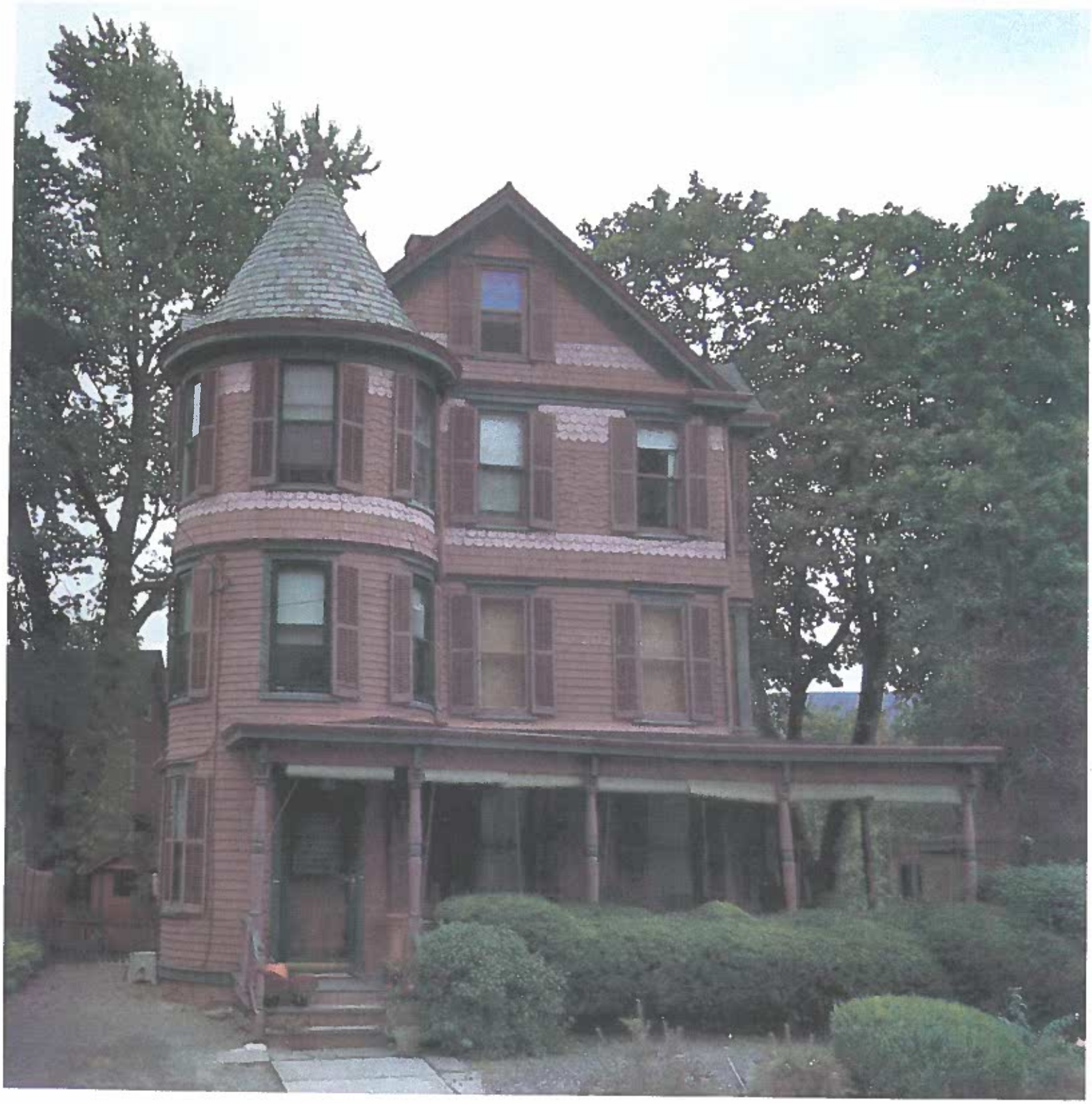
Line Number	Item Summary	Room Location	Was Price	Now Price	Quantity	Total Savings	Total Price
200-1	400 Series Double-Hung-Insert Equal Sash, AA, Rough Opening 30 x 66, 29.625 x 65.75, White w/White Sash / Frame:Pine White - Painted Panel:Pine White - Painted						
200-2	Insect Screen 1: 400 Series Double-Hung-Insert, TWI 29.625 x 65.75 0 Degrees - Flat Full Screen Aluminum White Version:10/18/2024						
	Unit 200 Total:						

Begin Line 200 Descriptions

---- Line 200-1 ----

400 Series Double-Hung-Insert
Overall Rough Opening = 30" x 66"
Overall Unit = 29 5/8" x 65 3/4"
Installation Zip Code = 10950
U.S. ENERGY STAR® Climate Zone = Northern
Search by Unit Code = No
Sash Width = 29 5/8
Sash Height = 65 3/4
Unit Sill Angle = 0 Degrees - Flat
Venting / Handing = AA
Exterior Frame Color = White
Exterior Sash / Panel Color = White
Interior Frame Wood Species = Pine
Interior Frame Finish Color = White - Painted
Interior Sash / Panel Wood Species = Pine
Interior Sash / Panel Finish Color = White - Painted
Jamb Liner Color = White
Glass Construction Type = Dual Pane
Glass Option = Low-E4 PassiveSun HeatLock
High Altitude Breather Tubes = No
Glass Strength = Standard
Glass Tint = No Tint
Specialty Glass = None
Gas Fill = Argon
Glass / Grille Spacer Color = Stainless
None
DP/PG Upgrade = No
Sash Lift Type = None
Lock Hardware Style = Traditional
Number of Sash Locks = 1
Lock Hardware Color/Finish = White (Factory Applied)
Window Opening Control Device = No
Insect Screen Type = Full Screen
Insect Screen Material = Aluminum
Insect Screen Color = White
Exterior Stop Cover = Yes
Installation Material Options = No
Re-Order Item = No
Room Location =
Unit U-Factor = 0.27
Unit Solar Heat Gain Coefficient (SHGC) = 0.48
Unit CPD Number = AND-N-132-01314-00001
U.S. ENERGY STAR® Certified = No
Clear Opening Width = 25.827
Clear Opening Height = 28.329
Clear Opening Area = 5.0809
SKU = 407679
Vendor Name = S/O ANDERSEN LOGISTICS
Vendor Number = 60509030
Customer Service = (888) 888-7020
Catalog Version Date = 10/18/2024
SKU Description = S/O 400S TILTWASH

---- Line 200-2 Description is the same as line 200-1 ----



1190 North Avenue



Main House Color:	Benjamin Moore Love Affair	
Shutter Color:	Benjamin Moore Bordeaux Red	
House Detail Color:	Benjamin Moore Balboa Mist	
Window and Door Trim:	Sherwin Williams Andersen White	

1190 North Avenue





City of Beacon Planning Board Agenda
12/10/2024

Title:

Certificate of Appropriateness – 1 E Main Street; Façade

ATTACHMENTS

1 E Main PB 12.10.24 ARB app.pdf

ARCHITECTURAL REVIEW BOARD APPLICATION

Date: 10/29/24

Project Address: 1 E Main St Beacon, NY 12508

Project Architect/Engineer: EOC-NYC

Owner/Builder: 1 E Main St Condominium

Contact Phone No.: 646-469-0075 Email: ioalask@gmail.com

Approval Requested: X Certificate of Appropriateness _____ New Single-Family House
(sign or façade change)

Color/Materials:

Siding: South Wall Reclad - Slate Grey Aluminum Flat Lock Seam Panels

Roofing: _____

Windows: Color: _____ Type: _____

Trim: _____

Garage Door: _____

Stone/Brick: _____

_____
Signature of Owner

Applications for sign approval must also submit a sign permit application & supporting documents

FOR OFFICE USE ONLY:

The Architectural Review Board has reviewed the plans submitted for approval for the project listed above and has determined:

Plan Denied _____
(Date)

Plan Approved _____
(Date)

Subject to the following:

_____

_____

FEE: $100.00 PAID 11/25/24, chk #3838





1 EAST MAIN ST BEACON - SOUTH FACADE

1 E MAIN ST - SOUTH WALL FACADE INSPIRATION


7 Creek Dr (Panels)


1 E Main St (Siding/Terraces)



Matteawan Station (Siding)


520 Main St (Storefronts)


Roundhouse (Siding)

PROJECT INFORMATION:

PROJECT :

1 EAST MAIN STREET
FACADE REHABILITATION

PROJECT ADDRESS:

1 EAST MAIN STREET
BEACON, NY 11217

PROJECT LOCATION MAP:



SCOPE OF WORK:

STANDING SEAM PANEL CLADDING ON SOUTH ELEVATION AS INDICATED ON THIS DRAWING SET

GENERAL NOTES:

1. THESE SHOP DRAWINGS ARE PREPARED FOR EXTERIOR CLADDING DESIGN ONLY.
2. THESE DRAWINGS ARE AN INSTRUMENT OF SERVICE AND SHALL REMAIN THE PROPERTY OF GGL ENTERPRISES, WHETHER THE PROJECT FOR WHICH IT IS MADE IS EXECUTED OR NOT, AND SHALL NOT BE USED BY THE OWNER OR OTHERS ON OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR FOR COMPLETION OF THIS PROJECT BY OTHERS EXCEPT BY AGREEMENT IN WRITING WITH GGL ENTERPRISES. SUBMISSION OR DISTRIBUTION TO MEET OFFICIAL REGULATORY REQUIREMENTS OR FOR OTHER PURPOSES IN CONNECTION WITH THE PROJECT IS NOT TO BE CONSTRUED AS PUBLICATION IN DEROGATION OF THE RIGHTS OF GGL ENTERPRISES. ANY REPRODUCTION, TRANSMITTAL TO 3 RD PARTIES, OR OTHER USE OF THIS DRAWING WITHOUT THE CONSENT OF GGL ENTERPRISES IS PROHIBITED. TITLE TO THIS DRAWING SET AND ALL ASSOCIATED ELECTRONIC MODEL CONTENT BELONGS TO GGL ENTERPRISES, WITHOUT PREJUDICE.
3. THIS DRAWING SET IS SUBMITTED FOR APPROVAL BASED UPON ARCHITECT'S CONTRACT DOCUMENTS AND MAY REQUIRE SUBSEQUENT REVISIONS TO ACCOMMODATE FIELD CONDITIONS OR MODIFICATIONS RELATED TO NEW CONSTRUCTION OF INTERFACING WORK. THE GENERAL CONTRACTOR SHALL NOTIFY GGL ENTERPRISES OF ALL CONDITIONS THAT HAVE CHANGED OR ARE UNKNOWN FROM THE ORIGINAL DESIGN DOCUMENTS. FAILURE TO THOROUGHLY OR PROPERLY SUPPLY ANY REVISIONS MAY RESULT IN SCHEDULE DELAYS.
4. DRAWINGS MARKED "APPROVED" OR "APPROVED AS NOTED SHALL BE INTERPRETED BY GGL ENTERPRISES AS AN AUTHORIZATION TO COMMENCE WORK IN THE FOLLOWING ORDER:
   A. VERIFY AT THE PROJECT SITE ALL APPLICABLE DIMENSIONS
   B. FABRICATE ALL CLADDING BASED ON FIELD VERIFIED DIMENSIONS
   C. INSTALL ALL CLADDING AS INDICATED ON THIS DRAWING SET AND UNDER SCOPE OF WORK
5. RECEIPT OF AUTHORIZED DRAWINGS AND FORMAL COLOR AUTHORIZATION IS A PREREQUISITE FOR ORDERING MATERIALS. ALL MATERIALS WILL NOT BE ORDERED UNTIL BOTH OF THESE ITEMS ARE SUPPLIED TO GGL ENTERPRISES.
6. WORK BY OTHERS TO BE INDICATED ON THIS DRAWING SET AS "BY OTHERS" AND IS NOT UNDER CONTRACT BY GGL ENTERPRISES.
7. REVIEWER MUST APPROVE THIS DRAWING SET IN ORDER FOR GGL ENTERPRISES TO PROVIDE ENGINEERED CALCULATIONS & REPORTS.

DRAWING INDEX:

T01 TITLE SHEET
E01 SOUTH ELEVATION

ABBREVIATIONS:

ACM	ALUMINUM COMPOSITE MATERIAL
AFF	ABOVE FINISHED FLOOR
ALUM	ALUMINUM
ANG	ANGLE
ASSY	ASSEMBLY
BO	BY OTHERS
BOT	BOTTOM
BYND	BEYOND
CHNL	CHANNEL
COL	COLUMN
CL	CENTER LINE
CLG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
CLK	CAULK
CONC	CONCRETE
CONT	CONTINUOUS
DBL	DOUBLE
DEMO	DEMOLITION
DIA	DIAMETER
DIST	DISTANCE
DN	DOWN
DP	DEPTH
DR	DOOR
DTL	DETAIL
DWG	DRAWING
EA	EACH
EL	ELEVATION
EQ	EQUAL
EXG	EXISTING
EXT	EXTERIOR
FIXT	FIXTURE
FF	FINISHED FACE
FIN	FINISH
FL	FLOOR
FO	FACE OF
GA	GAUGE
GALV	GALVANIZED
HI	HIGH
HP	HIGH POINT
HORIZ	HORIZONTAL
INSUL	INSULATION
JT	JOINT
LO	LOW
LNG	LENGTH
LVL	LEVEL
MAX	MAXIMUM
MECH	MECHANICAL
MEMB	MEMBRANE
MIN	MINIMUM
MO	MASONRY OPENING
MTL	METAL
N/A	NOT APPLICABLE
NIC	NOT IN CONTRACT
NO	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
OPP	OPPOSITE
OC	ON CENTER
OH	OVERHANG
PNT	PAINTED
RCP	REFLECTED CEILING PLAN
REV	REVISION
REQ'D	REQUIRED
SECT	SECTION
SIM	SIMILAR
SPEC	SPECIFICATION
SS	STAINLESS STEEL
SD	SYSTEM DEPTH
STD	STANDARD
STL	STEEL
STRUCT	STRUCTURAL
SUB	SUBSTRATE
SURF	SURFACE
SYS	SYSTEM
TBD	TO BE DETERMINED
THK	THICKNESS
TME	TO MATCH EXISTING
TYP	TYPICAL
TO	TOP OF
UON	UNLESS OTHERWISE NOTED
U/S	UNDERSIDE
VERT	VERTICAL
VB	VAPOR BARRIER
VIF	VERIFY IN FIELD
W/	WITH
W/O	WITHOUT

DRAWING SYMBOLS:

SYMBOL:	DESCRIPTION:	SYMBOL:	DESCRIPTION:
DWG NUMBER / X / XXX / SHEET NUMBER	ELEVATION MARKER	REVISION NUMBER / X	REVISION MARKER
DETAIL NUMBER / X / XXX / SHEET NUMBER	SECTION MARKER	X	KEYNOTE TAG
ELEVATION HEIGHT / XXXXXXX / XXXXXXX / FLOOR	ELEVATION DATUM		
SHEET NUMBER / X / XXX / DETAIL NUMBER	DETAIL MARKER		

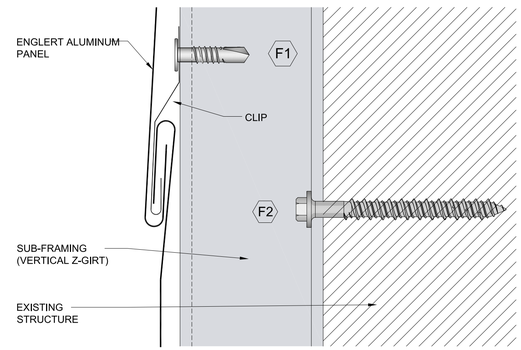
FASTENER SCHEDULE:

FASTENER:	DESCRIPTION:
F1	ENGLERT/SPRING CLIP TO SUB-FRAMING: #10-16 X 1" BI-FLEX 300 SERIES PANCAKE-HEAD SELF-TAP S/S FASTENER BY DEWALT @24" O.C. NOTE: SEAL ALL FASTENER HEADS WITH GE ELEMAX™ 5000
F2	SUB-FRAMING INSTALLATION TO MASONRY: DEWALT ULTRACON® HEX WASHER HEAD CONCRETE ANCHOR, DFM5ELG486 5/16" X 2-1/4", W/ SEAL ALL FASTENER HEADS WITH GE ELEMAX™ 5000

ALUMINUM PANEL DETAIL / PROFILE :

ENGLERT FLAT LOCK SEAM (.040" THICKNESS):

DETAIL:

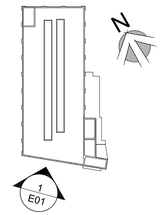


ALUMINUM PANEL PROFILE:



APPROVAL STAMPS:

KEY PLAN:



MATERIAL LEGEND:

METAL PANEL:

ENGLERT FLAT LOCK SEAM:

THICKNESS: 0.040"

COLOR: KYNAR 500®
-COATED STANDARD
(SIERRA TAN)

TRIM, COPING AND FLASHING:

ENGLERT ALUMINUM SHEETS, KYNAR 500 FINISH – STANDARD (COLOR: .SIERRA TAN). MANUFACTURED SHEET SIZES: 4' X 10' X .040"

OTHER:

EXISTING WINDOWS

EXISTING BRICK FACADE

ISSUE / REVISIONS:

REV #:	DATE:	NOTES:
1	10.29.24	ISSUED FOR APPROVAL

INSTALLER:

FABRICATOR:

ALL FACADES
79 TYSEN STREET
STATEN ISLAND, NY 10301

CLIENT:

1 EAST MAIN
CONDOMINIUM ASSOCIATION

PROJECT:

1 EAST MAIN STREET
FACADE REHABILITATION

DRAWING TITLE:

COVER SHEET

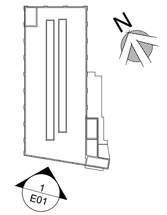
DATE: 10.29.24
SCALE: AS
NOTED SHEET: C01

EXTERIOR CLADDING - SHOP DRAWINGS



1 SOUTH ELEVATION
E01 SCALE: 1/4" = 1'-0"

KEY PLAN:



MATERIAL LEGEND:

METAL PANEL:

ENGLERT FLAT LOCK SEAM:

THICKNESS: 0.040"

COLOR: KYNAR 500®
-COATED STANDARD
(SIERRA TAN)

TRIM, COPING AND FLASHING:

ENGLERT ALUMINUM SHEETS,
KYNAR 500 FINISH – STANDARD
(COLOR: .SIERRA TAN).
MANUFACTURED SHEET SIZES:
4' X 10' X .040"

OTHER:

EXISTING WINDOWS

EXISTING BRICK FACADE

ISSUE / REVISIONS:

REV #:	DATE:	NOTES:
1	10.29.24	ISSUED FOR APPROVAL

INSTALLER:

FABRICATOR:

ALL FACADES
79 TYSEN STREET
STATEN ISLAND, NY 10301

CLIENT:

1 EAST MAIN
CONDOMINIUM ASSOCIATION

PROJECT:

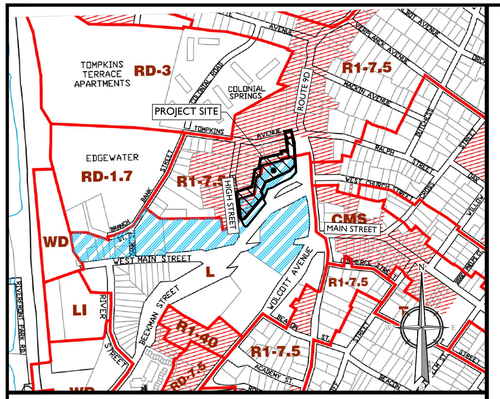
1 EAST MAIN STREET
FACADE REHABILITATION

DRAWING TITLE:

SOUTH ELEVATION

DATE: 10.29.24
SCALE: AS
NOTED SHEET: E01

EXTERIOR CLADDING - SHOP DRAWINGS



VICINITY MAP
SCALE: 1" = 500'
SOURCE: CITY OF BEACON ZONING MAP

ZONING DISTRICT:

L: (LINKAGE DISTRICT)
USE PERMITTED BY RIGHT: RETAIL
USE PERMITTED BY RIGHT: OFFICE
USE PERMITTED BY RIGHT: MULTIFAMILY DWELLING
-IF THE BUILDING FACES THE NORTH SIDE OF BEEKMAN STREET BETWEEN ROUTE 9D AND WEST MAIN STREET
-SUBJECT TO A REQUIREMENT THAT ANY DWELLING UNIT SHALL ONLY BE LOCATED ON THE UPPER STORIES OR AT LEAST 50 FEET BEHIND THE FACADE IN THE REAR PORTION OF THE GROUND FLOOR

HDLO: (HISTORIC DISTRICT AND LANDMARK OVERLAY ZONE)

TABLE OF BULK REQUIREMENTS

L - LINKAGE DISTRICT

MINIMUM	REQUIRED	PROVIDED	REMARKS
LANDSCAPED AREA	15%	35.5%	OK
LOT AREA	N/A	N/A	OK
LOT AREA PER UNIT	N/A	N/A	OK
LOT WIDTH	N/A	N/A	OK
LOT DEPTH	75 FT.	143 FT.	OK
FRONT YARD SETBACK	0 FT.	1 FT.	OK
SIDE YARD SETBACK	0 FT.	N/A	OK
REAR YARD SETBACK	25 FT.	46.7 FT.	OK
DISTANCE BETWEEN BUILDINGS SAME LOT	N/A	N/A	OK
MAXIMUM			
BUILDING HEIGHT	4 STORIES AND 48 FT.	4 STORIES AND ≤48 FT.	OK
BUILDING COVERAGE	N/A	N/A	OK
UNITS PER BUILDING	N/A	N/A	OK
FRONT YARD SETBACK	20 FT.	19.6 FT.	OK
SIDE YARD SETBACK	30 FT.	N/A	OK

ZONING DISTRICT:

R1-7.5: (ONE FAMILY RESIDENTIAL DISTRICT (7,500 SF/DWELLING))
NO USE PROPOSED IN R1-7.5 DISTRICT

TABLE OF BULK REQUIREMENTS

R1-7.5 - ONE FAMILY RESIDENTIAL DISTRICT

MINIMUM	REQUIRED	PROVIDED	REMARKS
LANDSCAPED AREA	15%	NO STRUCTURE PROPOSED IN R1-7.5 DISTRICT	OK
LOT AREA	7,500 SF		OK
LOT AREA PER UNIT	7,500 SF		OK
LOT WIDTH	75 FT.		OK
LOT DEPTH	100 FT.		OK
FRONT YARD SETBACK	15 FT.		OK
SIDE YARD SETBACK	10 FT.		OK
REAR YARD SETBACK	25 FT.		OK
DISTANCE BETWEEN BUILDINGS SAME LOT	N/A		OK
WELL-DESIGNED AND LANDSCAPED RECREATION OR USABLE OPEN SPACE AREA IN REAR YARD	100 SF PER DWELLING UNIT		OK
MAXIMUM			
BUILDING HEIGHT	2.5 STORIES AND 35 FT.		OK
BUILDING COVERAGE	30%		OK
UNITS PER BUILDING	N/A		OK
FRONT YARD SETBACK	35 FT.		OK
SIDE YARD SETBACK	N/A		OK

PARKING REQUIREMENTS:

MAXIMUM PERMITTED:

RESIDENTIAL:
1 SPACE PER UNIT
64 DWELLING UNITS = 64 SPACES

RETAIL:
3 SPACES PER 1,000 SF OF GFA
14,892 SF OF RETAIL SPACE = 45 SPACES

TOTAL MAXIMUM PARKING PERMITTED = 109 SPACES

PROVIDED

TOTAL PARKING PROVIDED = 91 SPACES
(BASED ON SHARED PARKING ANALYSIS)

LOADING REQUIREMENTS:

REQUIRED

RETAIL:
1 SPACE FOR THE FIRST 7,500 SF OF GFA AND 1 SPACE FOR EACH ADDITIONAL 10,000 SF OF GFA OR MAJOR PORTION THEREOF, EXCEPT THAT NO BERTHS SHALL BE REQUIRED FOR BUILDINGS OF LESS THAN 5,000 SQUARE FEET OF GFA

BUILDING 1: 10,566 SF OF RETAIL SPACE = 1 LOADING SPACE
BUILDING 2: 4,326 SF OF RETAIL SPACE = 0 LOADING SPACES

PROVIDED

TOTAL LOADING SPACES PROVIDED:
EAST BLDG: = 1 LOADING SPACE
WEST BLDG: = 1 LOADING SPACE

OWNER/APPLICANT:

BEEKMAN ARTS CENTER LLC (TAX ID: 5955-19-706012)
268 MAIN STREET
BEACON, NY 12508

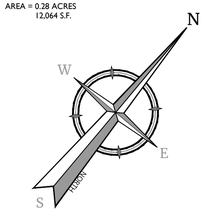
BAYRIDGE STUDIOS LLC (TAX ID: 5954-26-781983 & 5954-26-689990)
268 MAIN STREET
BEACON, NY 12508

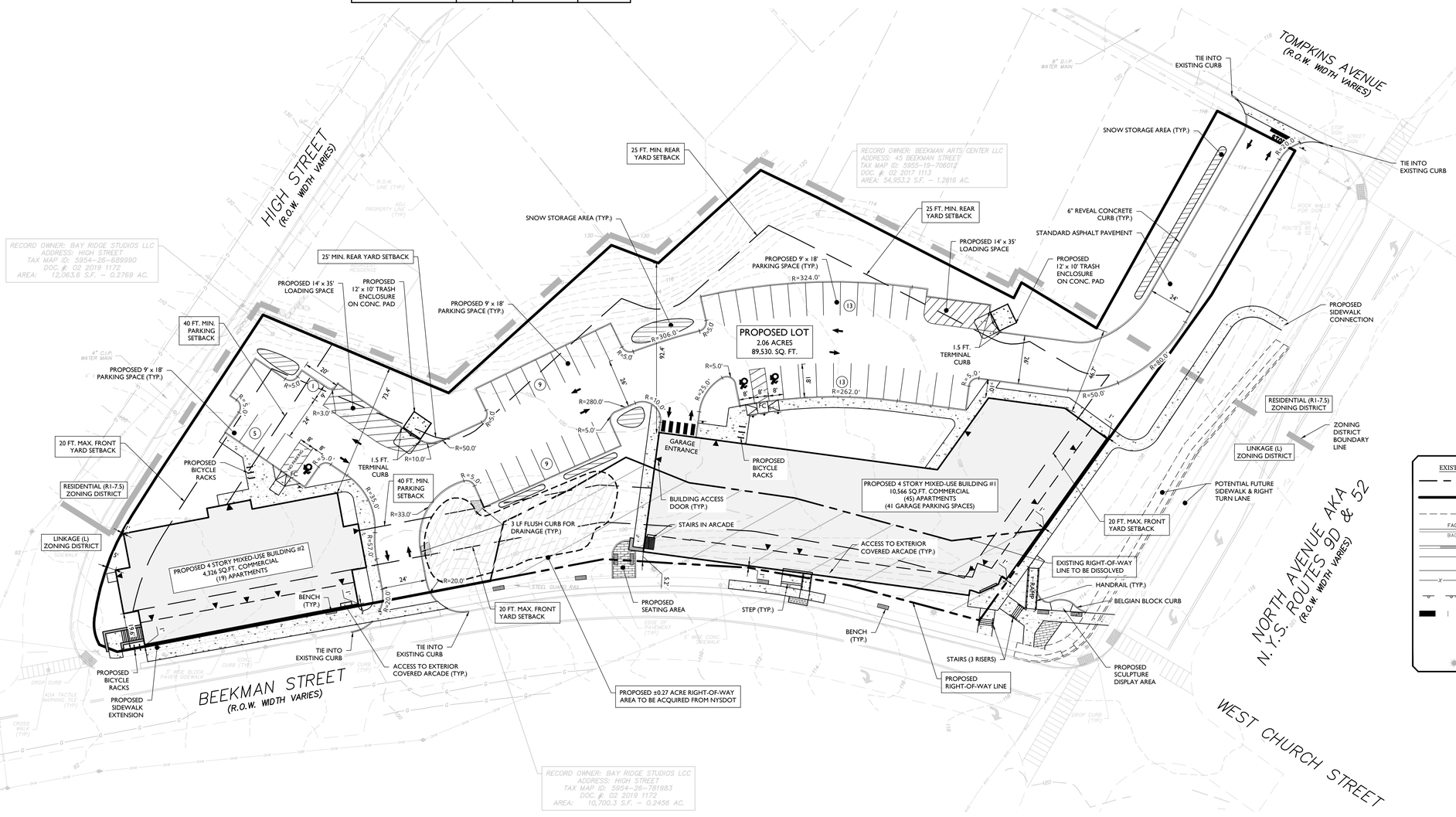
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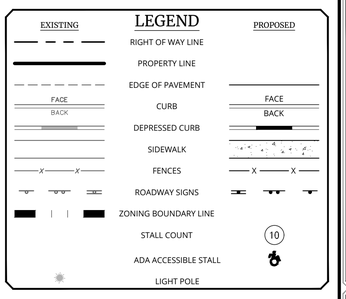
5955-19-706012
AREA = 1.26 ACRES
54,953 S.F.

5954-26-781983
AREA = 0.25 ACRES
10,700 S.F.

5954-26-689990
AREA = 0.28 ACRES
12,064 S.F.









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2023\23010468A\Engineering\Site Plans\C-LAYT.dwg\C-04-DIMENSION PLAN By: KYLE.SHALLOW

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1	05/25/24	KAS	REVISED PER PLANNING BOARD COMMENTS
2	08/27/24	KAS	REVISED PER PLANNING BOARD COMMENTS
3	09/23/24	JED	REVISED PER PLANNING BOARD COMMENTS
4	10/29/24	JED	REVISED PER PLANNING BOARD COMMENTS
5	11/26/24	KAS	REVISED PER PLANNING BOARD COMMENTS
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-	-	-	-
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Digitally signed by Justin E. Dates
Date: 2024.11.26 12:02:18-04'00'

Justin Eric Dates
NEW YORK REGISTERED LANDSCAPE ARCHITECT
LICENSE NUMBER: 001964-01
COLLIERS ENGINEERING & DESIGN CT, P.C.

SITE PLAN

FOR

BEEKMAN ARTS CENTER LLC & BAY RIDGE STUDIOS LLC

TAX LOTS:
5955-19-706012
5954-26-689990
5954-26-781983

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK STATE

Colliers Engineering & Design
NEWBURGH
555 Hudson Valley Avenue
Suite 101
New Windsor, NY 12553
Phone: 845.564.4495
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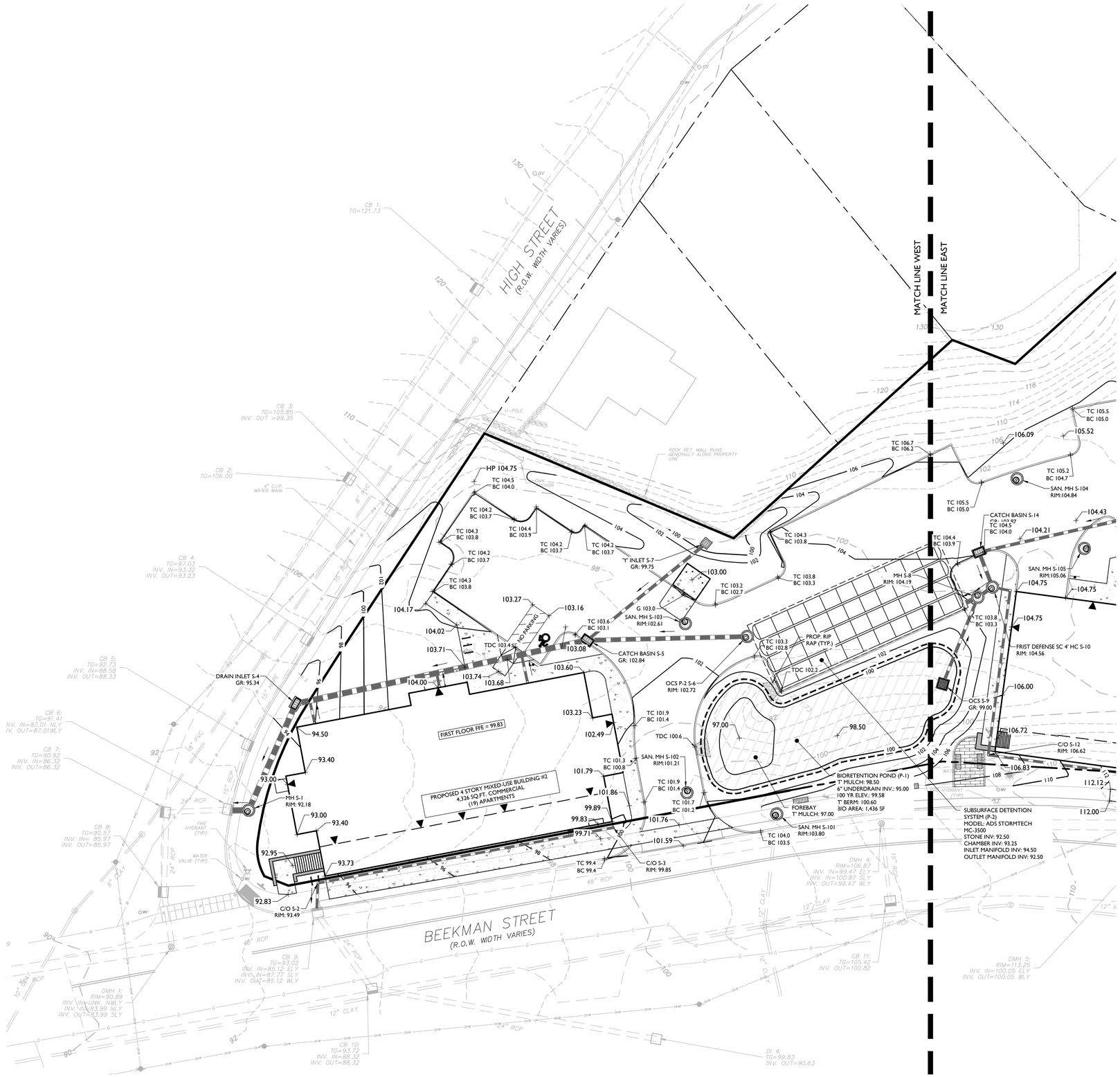
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AS SHOWN	01/30/2024	KAS	CPM

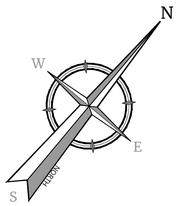
PROJECT NUMBER: 23010468A
DRAWING NAME: C-LAYT

SHEET TITLE: DIMENSION PLAN

SHEET NUMBER: 04 of 19

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION





LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
x x	FENCES	x x
	TREELINE	
	ROADWAY SIGNS	
	WETLAND LINE	
	MUNICIPAL BOUNDARY LINE	
	CATCH BASIN	
	DRAIN INLET	
D	STORM MANHOLE	D
S	SANITARY MANHOLE	S
	FLARED END SECTION	
	HEADWALL	
	HYDRANT	
	POLE MOUNTED LIGHT	
75 / 74	CONTOURS	75 / 74
× G 29.0	SPOT ELEVATION	× G 29.0
	DIRECTION OF OVERLAND FLOW	
× TC 29.0	TOP OF CURB ELEVATION	× TC 29.0
× BC 29.0	BOTTOM OF CURB ELEVATION	× BC 29.0
	TOP OF DEPRESSED CURB ELEVATION	× TDC 29.0

20 0 20 40

SCALE : 1" = 20'

Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

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4	10/29/24	JED	REVISED PER PLANNING BOARD COMMENTS
5	11/26/24	KAS	REVISED PER PLANNING BOARD COMMENTS
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Justin Eric Dates
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LICENSE NUMBER: 001964-01
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SITE PLAN

FOR

BEEKMAN ARTS CENTER LLC & BAY RIDGE STUDIOS LLC

TAX LOTS:
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5954-26-781983

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AS SHOWN	01/30/2024	KAS	CPM

PROJECT NUMBER: 23010468A
DRAWING NAME: C-GRAD

SHEET TITLE: GRADING PLAN (WEST)

SHEET NUMBER: 06 of 19

2023\23010468A\Engineering\Site Plans\C-GRAD.dwg\C-06-GRADING WEST By: KYLE SHALLOW



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
X X	FENCES	X X
	TREELINE	
	ROADWAY SIGNS	
	WETLAND LINE	
	MUNICIPAL BOUNDARY LINE	
	CATCH BASIN	
	DRAIN INLET	
(D)	STORM MANHOLE	(D)
(S)	SANITARY MANHOLE	(S)
	FLARED END SECTION	
	HEADWALL	
	HYDRANT	
	POLE MOUNTED LIGHT	
75 / 74	CONTOURS	75 / 74
× G 29.0	SPOT ELEVATION	× G 29.0
	DIRECTION OF OVERLAND FLOW	
× TC 29.0	TOP OF CURB ELEVATION	× TC 29.0
× BC 29.0	BOTTOM OF CURB ELEVATION	× BC 29.0
	TOP OF DEPRESSED CURB ELEVATION	× TDC 29.0

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2023\23010468A\Engineering\Site Plans\C-GRAD.dwg|C-07-GRADING EAST By: KYLE.SHALLOW

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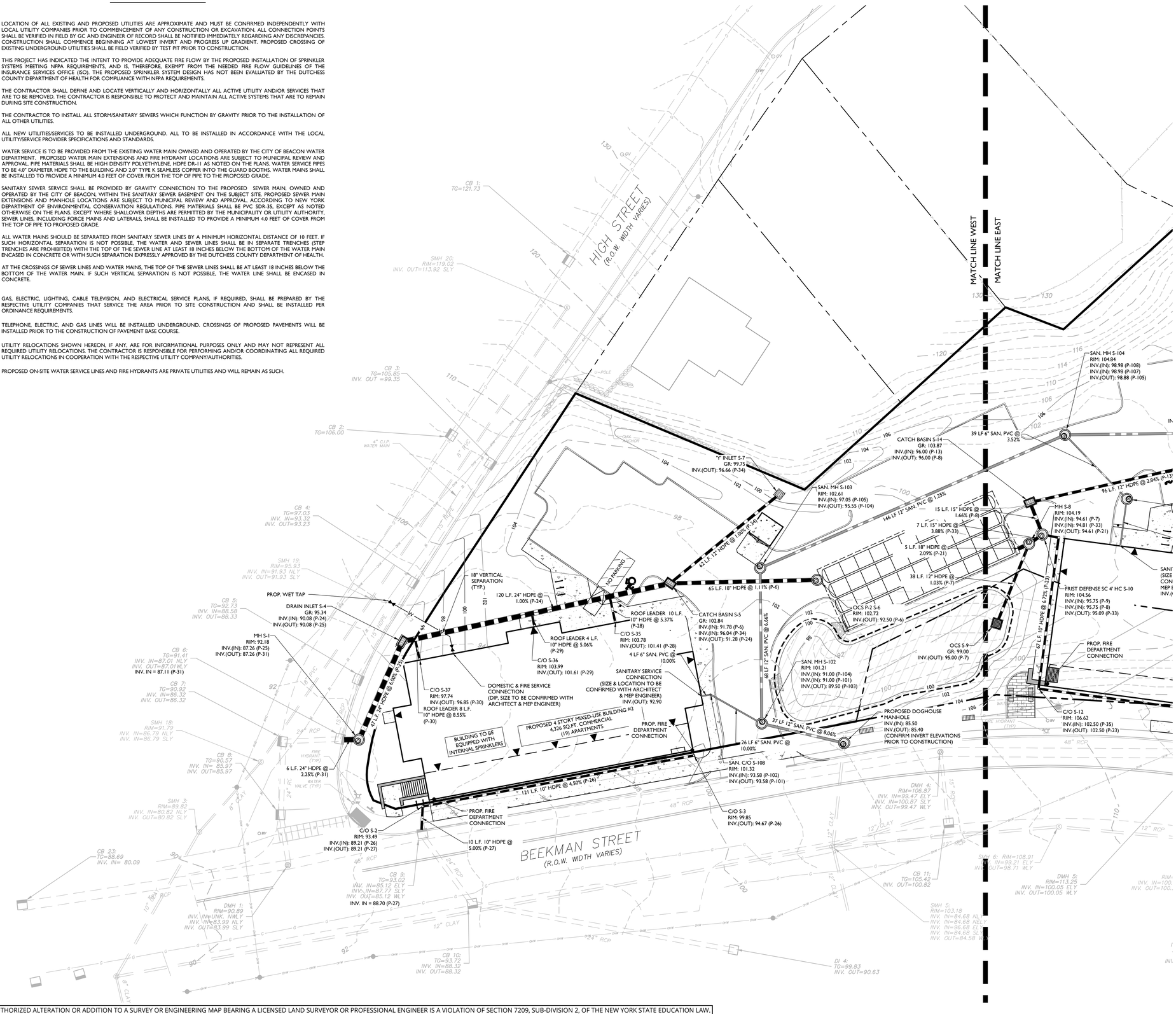
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AS SHOWN	01/30/2024	KAS	CPM
PROJECT NUMBER:	DRAWING NAME:		
23010468A	C-GRAD		

SHEET TITLE:
GRADING PLAN (EAST)

SHEET NUMBER:
07 of 19

UTILITY NOTES

1. LOCATION OF ALL EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE AND MUST BE CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION. ALL CONNECTION POINTS SHALL BE VERIFIED IN FIELD BY GC AND ENGINEER OF RECORD SHALL BE NOTIFIED IMMEDIATELY REGARDING ANY DISCREPANCIES. CONSTRUCTION SHALL COMMENCE BEGINNING AT LOWEST INVERT AND PROGRESS UP GRADIENT. PROPOSED CROSSING OF EXISTING UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO CONSTRUCTION.
2. THIS PROJECT HAS INDICATED THE INTENT TO PROVIDE ADEQUATE FIRE FLOW BY THE PROPOSED INSTALLATION OF SPRINKLER SYSTEMS MEETING NFPA REQUIREMENTS, AND IS, THEREFORE, EXEMPT FROM THE NEEDED FIRE FLOW GUIDELINES OF THE INSURANCE SERVICES OFFICE (ISO). THE PROPOSED SPRINKLER SYSTEM DESIGN HAS NOT BEEN EVALUATED BY THE DUTCHESS COUNTY DEPARTMENT OF HEALTH FOR COMPLIANCE WITH NFPA REQUIREMENTS.
3. THE CONTRACTOR SHALL DEFINE AND LOCATE VERTICALLY AND HORIZONTALLY ALL ACTIVE UTILITY AND/OR SERVICES THAT ARE TO BE REMOVED. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN ALL ACTIVE SYSTEMS THAT ARE TO REMAIN DURING SITE CONSTRUCTION.
4. THE CONTRACTOR TO INSTALL ALL STORM/SANITARY SEWERS WHICH FUNCTION BY GRAVITY PRIOR TO THE INSTALLATION OF ALL OTHER UTILITIES.
5. ALL NEW UTILITIES/SERVICES TO BE INSTALLED UNDERGROUND. ALL TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL UTILITY/SERVICE PROVIDER SPECIFICATIONS AND STANDARDS.
6. WATER SERVICE IS TO BE PROVIDED FROM THE EXISTING WATER MAIN OWNED AND OPERATED BY THE CITY OF BEACON WATER DEPARTMENT. PROPOSED WATER MAIN EXTENSIONS AND FIRE HYDRANT LOCATIONS ARE SUBJECT TO MUNICIPAL REVIEW AND APPROVAL. PIPE MATERIALS SHALL BE HIGH DENSITY POLYETHYLENE, HDPE DR-11 AS NOTED ON THE PLANS. WATER SERVICE PIPES TO BE 4.0" DIAMETER HDPE TO THE BUILDING AND 2.0" TYPE K SEAMLESS COPPER INTO THE GUARD BOOTHS. WATER MAINS SHALL BE INSTALLED TO PROVIDE A MINIMUM 4.0 FEET OF COVER FROM THE TOP OF PIPE TO THE PROPOSED GRADE.
7. SANITARY SEWER SERVICE SHALL BE PROVIDED BY GRAVITY CONNECTION TO THE PROPOSED SEWER MAIN, OWNED AND OPERATED BY THE CITY OF BEACON, WITHIN THE SANITARY SEWER EASEMENT ON THE SUBJECT SITE. PROPOSED SEWER MAIN EXTENSIONS AND MANHOLE LOCATIONS ARE SUBJECT TO MUNICIPAL REVIEW AND APPROVAL, ACCORDING TO NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION REGULATIONS, PIPE MATERIALS SHALL BE PVC SDR-35, EXCEPT AS NOTED OTHERWISE ON THE PLANS. EXCEPT WHERE SHALLOWER DEPTHS ARE PERMITTED BY THE MUNICIPALITY OR UTILITY AUTHORITY, SEWER LINES, INCLUDING FORCE MAINS AND LATERALS, SHALL BE INSTALLED TO PROVIDE A MINIMUM 4.0 FEET OF COVER FROM THE TOP OF PIPE TO PROPOSED GRADE.
8. ALL WATER MAINS SHOULD BE SEPARATED FROM SANITARY SEWER LINES BY A MINIMUM HORIZONTAL DISTANCE OF 10 FEET. IF SUCH HORIZONTAL SEPARATION IS NOT POSSIBLE, THE WATER AND SEWER LINES SHALL BE IN SEPARATE TRENCHES (STEP TRENCHES ARE PROHIBITED) WITH THE TOP OF THE SEWER LINE AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN ENCASED IN CONCRETE OR WITH SUCH SEPARATION EXPRESSLY APPROVED BY THE DUTCHESS COUNTY DEPARTMENT OF HEALTH.
9. AT THE CROSSINGS OF SEWER LINES AND WATER MAINS, THE TOP OF THE SEWER LINES SHALL BE AT LEAST 18 INCHES BELOW THE BOTTOM OF THE WATER MAIN. IF SUCH VERTICAL SEPARATION IS NOT POSSIBLE, THE WATER LINE SHALL BE ENCASED IN CONCRETE.
10. GAS, ELECTRIC, LIGHTING, CABLE TELEVISION, AND ELECTRICAL SERVICE PLANS, IF REQUIRED, SHALL BE PREPARED BY THE RESPECTIVE UTILITY COMPANIES THAT SERVICE THE AREA PRIOR TO SITE CONSTRUCTION AND SHALL BE INSTALLED PER ORDINANCE REQUIREMENTS.
11. TELEPHONE, ELECTRIC, AND GAS LINES WILL BE INSTALLED UNDERGROUND. CROSSINGS OF PROPOSED PAVEMENTS WILL BE INSTALLED PRIOR TO THE CONSTRUCTION OF PAVEMENT BASE COURSE.
12. UTILITY RELOCATIONS SHOWN HEREON, IF ANY, ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT REPRESENT ALL REQUIRED UTILITY RELOCATIONS. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING AND/OR COORDINATING ALL REQUIRED UTILITY RELOCATIONS IN COOPERATION WITH THE RESPECTIVE UTILITY COMPANY/AUTHORITIES.
13. PROPOSED ON-SITE WATER SERVICE LINES AND FIRE HYDRANTS ARE PRIVATE UTILITIES AND WILL REMAIN AS SUCH.



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
X X	FENCES	X X
	TREELINE	
	ROADWAY SIGNS	
	WETLAND LINE	
	MUNICIPAL BOUNDARY LINE	
	CATCH BASIN	
	DRAIN INLET	
(D)	STORM MANHOLE	(D)
(S)	SANITARY MANHOLE	(S)
	FLARED END SECTION	
	HEADWALL	
	HYDRANT	
	POLE MOUNTED LIGHT	
75 / 74	CONTOURS	75 / 74
× G 29.0	SPOT ELEVATION	× G 29.0
	DIRECTION OF OVERLAND FLOW	
× TC 29.0	TOP OF CURB ELEVATION	× TC 29.0
× BC 29.0	BOTTOM OF CURB ELEVATION	× BC 29.0
	TOP OF DEPRESSED CURB ELEVATION	× TDC 29.0

20 0 20 40

SCALE : 1" = 20'

Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

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2023\23010468\Engineering\Site Plans\C-UTIL.dwg|C-08 UTILITY By: KYLE SHALLOW

REV	DATE	DRAWN BY	DESCRIPTION
1	05/25/24	KAS	REVISED PER PLANNING BOARD COMMENTS
2	08/27/24	KAS	REVISED PER PLANNING BOARD COMMENTS
3	09/23/24	JED	REVISED PER PLANNING BOARD COMMENTS
4	10/29/24	JED	REVISED PER PLANNING BOARD COMMENTS
5	11/26/24	KAS	REVISED PER PLANNING BOARD COMMENTS
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Digitally signed by Justin E. Dates
Date: 2024.11.26 12:02:37-04'00'

Justin Eric Dates
NEW YORK REGISTERED LANDSCAPE ARCHITECT
LICENSE NUMBER: 001964-01
COLLIERS ENGINEERING & DESIGN CT, P.C.

SITE PLAN

FOR

BEEKMAN ARTS CENTER LLC & BAY RIDGE STUDIOS LLC

TAX LOTS:
5955-19-706012
5954-26-689990
5954-26-781983

CITY OF BEACON
DUTCHESS COUNTY
NEW YORK STATE

Colliers Engineering & Design
NEWBURGH
555 Hudson Valley Avenue
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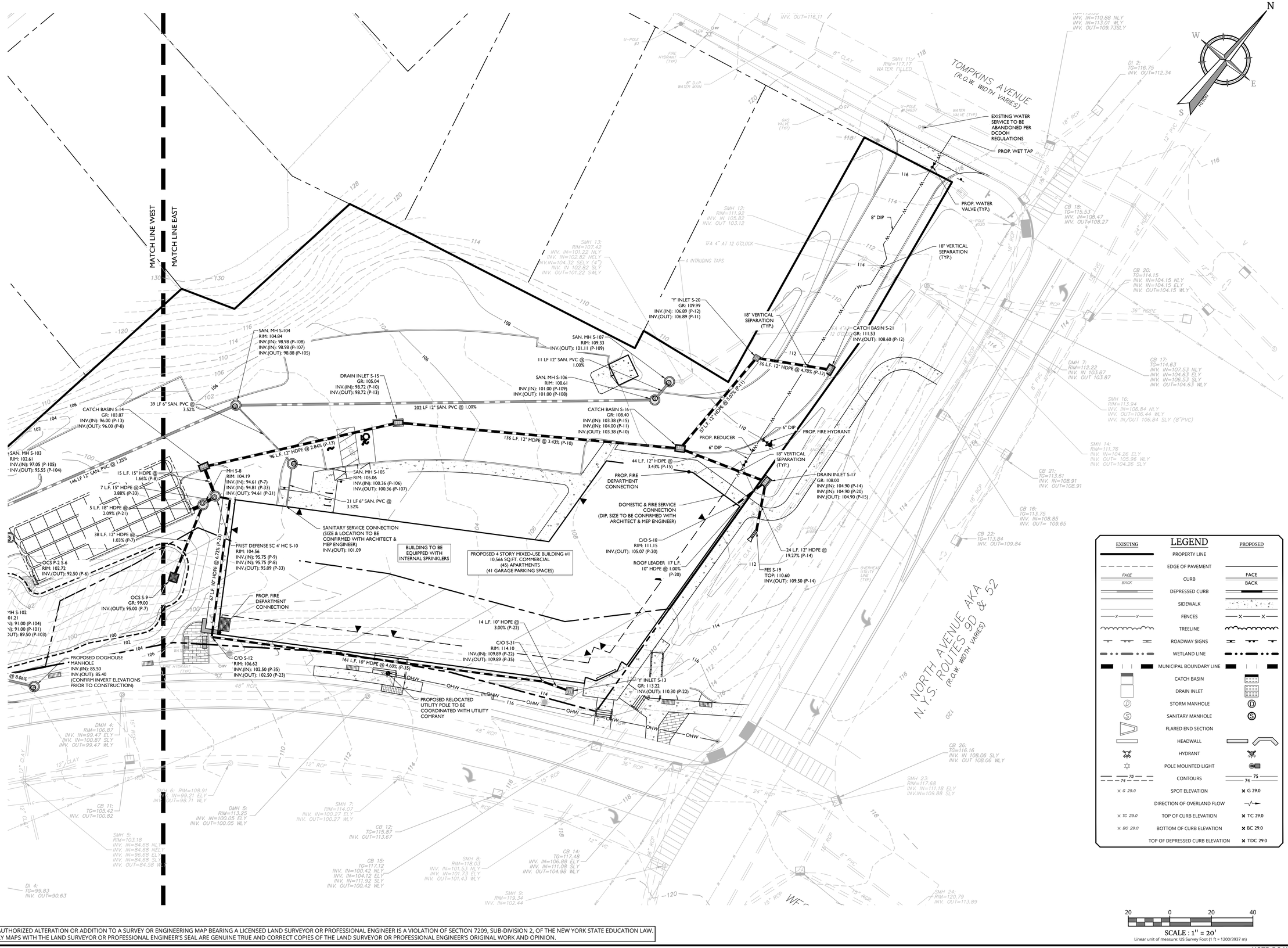
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	01/30/2024	KAS	CPM

PROJECT NUMBER: 23010468A
DRAWING NAME: C-UTIL

SHEET TITLE: UTILITIES PLAN (WEST)

SHEET NUMBER: 08 of 19

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	EDGE OF PAVEMENT	
FACE / BACK	CURB	FACE / BACK
	DEPRESSED CURB	
	SIDEWALK	
X X	FENCES	X X
	TREELINE	
	ROADWAY SIGNS	
	WETLAND LINE	
	MUNICIPAL BOUNDARY LINE	
	CATCH BASIN	
	DRAIN INLET	
(D)	STORM MANHOLE	(D)
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2023\23010468A\Engineering\Site Plans\C-UTIL.dwg\C-09-UTILITY By: KYLE.SHALLOW

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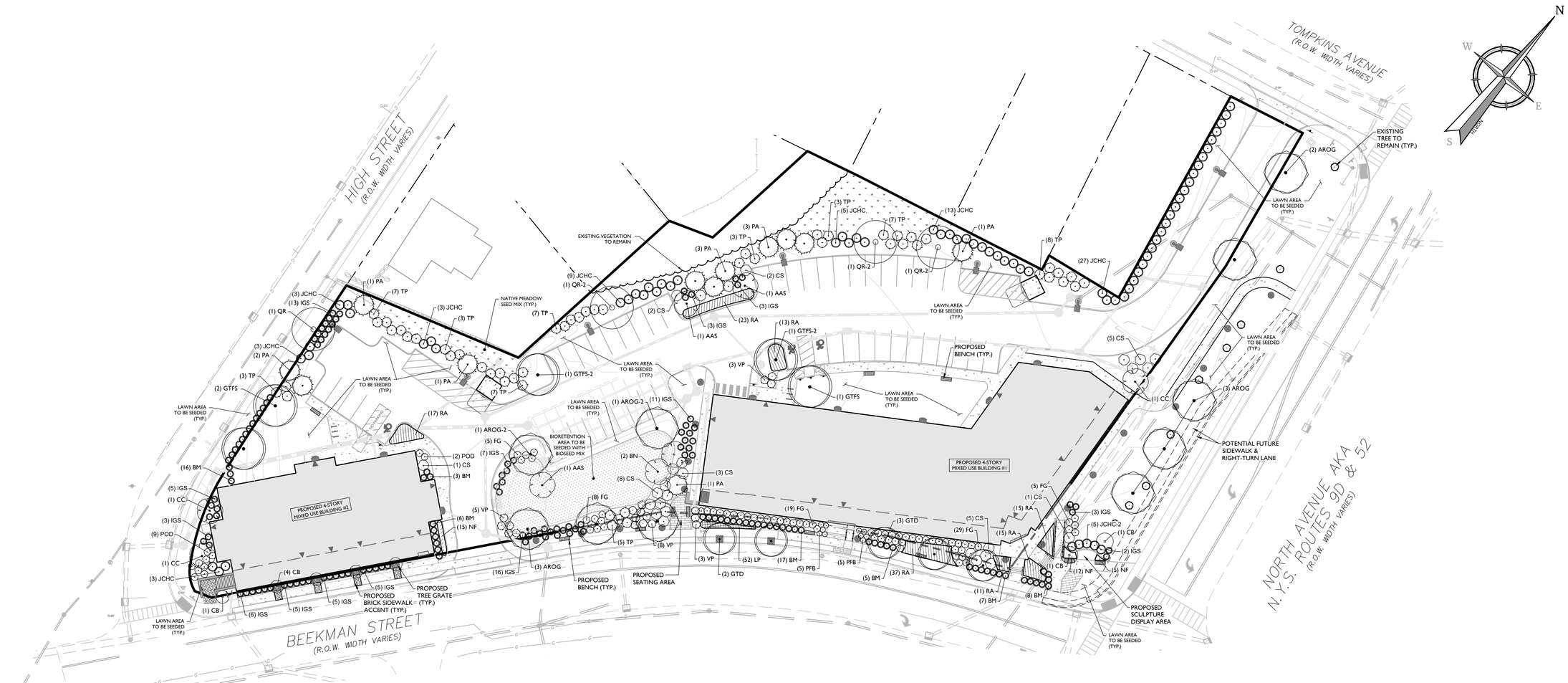
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	01/30/2024	KAS	CPM

PROJECT NUMBER: 23010468A
DRAWING NAME: C-UTIL

SHEET TITLE: UTILITIES PLAN (EAST)

SHEET NUMBER: 09 of 19

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION



SITE PLANTING SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	REMARKS
AROG	8	Acer rubrum 'October Glory'	October Glory Red Maple	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
AROG-2	2	Acer rubrum 'October Glory'	October Glory Red Maple	B & B	3"-3-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
GTD	5	Gleditsia triacanthos 'Draves'	Street Keeper Honeylocust	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
GTFS	3	Gleditsia triacanthos 'Skyline'	Skyline Honey Honeylocust	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
GTFS-2	2	Gleditsia triacanthos 'Skyline'	Skyline Honey Honeylocust	B & B	3"-3-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
QR	1	Quercus rubra	Red Oak	B & B	2"-2-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
QR-2	3	Quercus rubra	Red Oak	B & B	3"-3-1/2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
EVERGREEN TREES	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**ROOT**	**SIZE**	**REMARKS**
PA	12	Picea abies	Norway Spruce	B & B	6-8` Ht.	DENSE / TYP. SPECIES HABIT
ORNAMENTAL TREES	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**ROOT**	**SIZE**	**REMARKS**
AAS	3	Amelanchier alnifolia	Serviceberry	B & B	6-7` Ht.	MULTISTEM / TYP. SPECIES HABIT
BN	2	Betula nigra	River Birch	B & B	6-7` Ht.	MULTISTEM / TYP. SPECIES HABIT
CB	8	Carpinus betulus 'Frans Fontaine'	Frans Fontaine Hornbeam	B & B	1-3/4"-2" Cal.	STRAIGHT LEADER/SYM. BRANCHING
CC	3	Cercis canadens	Eastern Redbud	B & B	6-7` Ht.	STRAIGHT LEADER/SYM. BRANCHING
SHRUBS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**ROOT**	**SIZE**	**REMARKS**
CS	27	Cornus sericea	Red Twig Dogwood	CONT	24" - 30"	TYPICAL SPECIES HABIT
BM	54	Buxus microphylla var. japonica 'Winter Gem'	Winter Gem Boxwood	CONT	18" - 24"	TYPICAL SPECIES HABIT
FG	66	Fothergilla gardenii	Dwarf Fothergilla	CONT	18" - 24"	TYPICAL SPECIES HABIT
IGS	87	Ilex glabra `Shamrock`	Inkberry	CONT	18" - 24"	TYPICAL SPECIES HABIT
JCHC	61	Juniperus chinensis 'Hetzii Columnaris'	Hetzi Column Juniper	CONT	6-8` Ht.	TYPICAL SPECIES HABIT
JCHC-2	5	Juniperus chinensis 'Hetzii Columnaris'	Hetzi Column Juniper	CONT	3-4` Ht.	TYPICAL SPECIES HABIT
PFB	13	Potentilla fruticosa	Bush Cinquefoil	CONT	18" - 24"	TYPICAL SPECIES HABIT
POD	11	Physocarpus opulifolius 'Diabolo'	Diabolo Ninebark	CONT	24" - 30"	TYPICAL SPECIES HABIT
RA	131	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	CONT	12" - 18" SPREAD	TYPICAL SPECIES HABIT, 3.5' O.C.
TP	53	Thuja x plicata 'Green Giant'	Green Giant Arborvitae	CONT	5-6' Ht.	TYPICAL SPECIES HABIT
VP	19	Viburnum prunifolium	Blackhaw Viburnum	CONT	24" - 30"	TYPICAL SPECIES HABIT
GROUND COVERS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**SPACING**	
LP	52	Liriope platyphylla	Liriope Grass	SP5	18" o.c.	
NF	32	Nepeta x faassenii	Catmint	1 gal.	24" o.c.	

PLAN NOTE

1. THIS PLAN IS TO BE USED FOR LANDSCAPE PURPOSES ONLY. REFER TO DETAIL SHEETS FOR GENERAL NOTES AND LANDSCAPE DETAILS.

PARKING AREA TREES

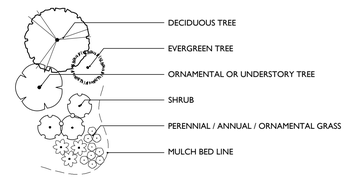
REQUIRED: ONE (1) TREE (MIN. 3" CALIPER) PER EIGHT (8) PARKING SPACES
47 PARKING SPACES / 8 = 6 TREES

PROVIDED: 7 TREES (COMPLIES)

LANDSCAPE NOTES

1. LOCATIONS OF ALL PLANT MATERIAL AND PLANTING BED OUTLINES IS APPROXIMATE AND MAY VARY DUE TO THE LOCATIONS OF SITE IMPROVEMENTS AND/OR BUILDING.
2. FINAL LOCATION OF ALL PLANT MATERIAL AND PLANTING BED OUTLINES SHALL BE DETERMINED IN THE FIELD UNDER THE DIRECTION OF THE PROJECT LANDSCAPE ARCHITECT.
3. ALL AREAS WITHIN THE PLANTING BED LIMITS SHALL BE MULCHED WITH 3" OF SHREDDED HARDWOOD BARK MULCH.
4. PROPOSED LAWN AREAS AROUND BUILDINGS SHALL BE STABILIZED WITH SEED. SEED MIXTURE #1 TO BE USED ON NORTHERN & WESTERN LAWN AREAS AND SEED MIXTURE #2 TO BE USED ON SOUTHERN & EASTERN LAWN AREAS.
5. ANY PROPOSED IRRIGATION DESIGN AND/OR SYSTEM WILL BE DETERMINED IN THE FIELD BY THE IRRIGATION CONTRACTOR.
6. ALL PLANT MATERIAL SHALL CONFORM TO GUIDELINES AS SET FORTH IN THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK.
7. NO SUBSTITUTIONS OF PLANT MATERIALS ARE TO BE MADE WITHOUT THE WRITTEN CONSENT OF THE OWNER AND PROJECT LANDSCAPE ARCHITECT.
8. ALL VEGETATION SHOWN ON THIS PLAN WILL BE MAINTAINED IN A HEALTHY AND VIGOROUS GROWING CONDITION THROUGHOUT THE DURATION OF THE PROPOSED USE.

LANDSCAPE LEGEND



NOTE:
1. LANDSCAPE SYMBOLS ON THE PLAN VARY AND MAY DEVIATE FROM THE LANDSCAPE LEGEND SYMBOLS SHOWN ABOVE.

LAWN SEED MIX

NATIVE MEADOW MIX

BIORETENTION SEED MIX

30 0 30 60

SCALE : 1" = 30'
SELECT LINEAR UNIT OF MEASURE

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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	01/30/2024	KAS	CPM
PROJECT NUMBER: 23010468A		DRAWING NAME: C-LAND	

SHEET TITLE:
LANDSCAPE PLAN

SHEET NUMBER:
12 of 19

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION

2023\23010468A\Engineering\Site Plans\C-LAND.dwg,C-12 LANDSCAPE By: KYLE SHALLOW