



PLANNING CONSULTANTS, INC.

August 10, 2021

Chairman Scott McCarthy
Town of Lloyd Planning Department
12 Church Street
Highland, NY 12528

**RE: The Villages of Hudson Valley, Highland
Assisted Living Facility - Site Plan Approval
SBL 95.2-2-3.21; 95.2-2-9; 95.2-2-10; 95.2-2-34.110; 95.12-1-1; 95.12-1-5; 95.12-1-15.1**

Dear Chairman McCarthy:

Enclosed please find nine (9) copies of the following documents, also provided electronically via flash drive:

1. Responses to Comments
2. SWPPP Phase I provided by The LRC Group dated August 4, 2021
(cover sheet only, full copy printed and provided to Town under separate cover)
3. Memo regarding Water and Sewer provided by Snyder Engineering dated August 3, 2021
4. Amended Site Plan Set prepared by The LRC Group dated August 10, 2021, which also includes:
 - Lot Line Subdivision Plan prepared by Brooks & Brooks dated August 2, 2021
 - Amended Landscape drawings prepared by Chazen Engineering dated August 10, 2021
 - Water/Sewer Drawings prepared by Snyder dated August 10, 2021
 - Mayer Drive Improvements Concept Plan prepared by Creighton Manning dated June 2021
 - Amended Elevations prepared by LMV Architects at 1/8" scale - August 2021

Following are the responses to comments prepared by the Ulster County Planning Department dated July 7, 2021:

Discussion

The applicant is requesting approval of the assisted living facility on “lot-7” at this time having conducted a conceptual SEQRA review, analyzing the impacts of the adult living facility parcel as well as the cumulative conceptual impacts of the development of the entirety of the project. Subsequent SEQRA review, zoning amendments, and special permit and/or site plan review would be necessary for the rest of the project to occur. The SEQRA review cumulative impact discussion of the development of 162 single-family cottages and 8-duplexes for independent senior living requires a petition to the Town Board to rezone the necessary parcels. As such, the SEQRA discussion of the cumulative impact represents a lawful, as well as logical segmentation of the project that allows the Planning Board to move forward with this site plan. The proposed improvements to the transportation system take the proposed development potential of the additional units into consideration. Of note, the developers in moving forward with the needed improvements are doing so at their own risk as the Town Board is not obligated to entertain such rezoning.

Recommendations

Access

Intersection The applicant is proposing a new signalized intersection at Mayer Drive and Route 9W that will require synchronization with the existing intersection at Argent Drive. We note the addition of crosswalks over Route 9W and sidewalks on the east side of Route 9W. In addition, the traffic analysis includes the additional units as discussed under SEQRA above.

Required Modification

Review and approval by NYSDOT of the proposed intersection improvements will be necessary.

Response: No response necessary.

Pedestrian Access

The applicant is proposing a crosswalk at the location of Mayer Drive to connect to the Bridgeview Plaza and along the site’s proposed Route 9W corridor sidewalk, but it’s not indicated how that sidewalk will traverse the Plaza or how the pedestrian network will tie in with the proposed Assisted Living Facility (ALF), to not only accommodate its residents, but its workers as well.

Required Modification

While the sidewalk on Mayer Drive connects to the site's proposed driveway, that connection does not extend to the proposed ALF. A sidewalk connection to link the building's pedestrian facilities to the road should be completed as part of this development proposal. The applicant will need to also work with the Town and potentially other property owners, to identify a location for a sidewalk connection through the Bridgeview Plaza, whether it be along the Town Road or as an easement across one of the adjacent commercial properties to the south of Argent Drive. We would note that the responsibility for this connection should not be placed solely on the applicant.

Response: The sidewalk connection to Bridgeview Plaza is presently proposed along the south side of Argent Drive, across the Mobil gas station to the corner of Argent Drive and Wingate Way where existing sidewalks connect to the remainder of the plaza. From the Route 9W/Mayer Drive intersection, a sidewalk will extend north to the ALF driveway (right in/right out) and will extend up the driveway to the ALF parking lot. The link will be from the ground floor of the ALF, out the right in/right out driveway, south along Route 9W, crossing at Mayer Drive, and then along Argent Drive.

Transit Access

It is unclear from the materials provided how the proposal will accommodate mass transit vehicles for both its residents and its workers.

Required Modification

Paratransit/transit pick-up/drop-off locations should be identified on the site plan. The applicant should coordinate with Ulster County Area Transit (UCAT) to accommodate mass transit to the site as well.

Response: It is our expectation that Para/transit will enter the site and stop at the porte-cochere or pick up in the back and loop out. Once the plan is finalized, we will contact UCAT to finalize their expected route.

Stormwater and Construction Activities – Required Modifications

Given the slope and the proximity of Route 9W, existing residential uses to the west, and commercial use northeast of the site stormwater and erosion and sediment control on the site are critical as well as noise are critical concerns during construction.

Required Modification

Onsite monitoring by the town should be included in the approval of the SWPPP for the project with careful and continuous inspection of the erosion and sediment controls. Given climate change, the town should make sure that detention ponds are adequate and the in the event of larger than foreseen storm events that design ensues that excess runoff is directed away from existing buildings. Hours of operation at the construction site should be set and areas adjacent to residents should adequately screen. Further restrictions with respect to avoiding construction activities on weekends should also be considered.

Response: A SWPPP has been submitted prior to this submission for review. Erosion and sedimentation controls have been doubled to ensues no sediment will run onto Route 9W.

Lighting

The lighting plan indicates that on some portions of the property, the light levels exceed 5.0 footcandles. Light levels on the campus should be scrutinized, the use of LED fixtures allows parking lot light to react to motion in terms of light levels and this should be employed as practical.

Response: The Lighting plan has been updated so that there are no areas that exceed 5.0 footcandles.

Sustainability

As part of the development of this facility, it is important to include compliance with the NYS Energy Code as part of the review of projects and to incorporate responsiveness to climate change as part of each proposal as a means of taking the opportunity to reduce carbon emissions whenever possible. The applicant's use of LED lighting, which is now common practice countywide, should be considered just a starting point. Electric vehicle charging stations is a further focus of the County Planning Board as an increasingly common standard feature of both multi-family and commercial developments. Finally, moving away from fossil fuels as a heat source and increasing insulation is also recommended.

Required Modification

The Town should require the applicant to produce an energy conservation plan and actively seek to reduce the carbon footprint of the facility, as well as to conduct a life cycle cost-benefit analysis. Items that should be considered in the analysis include:

- *Meeting the NYS Stretch Energy code*
- *Use of alternatives to fossil fuels for heating such as geothermal heating and the use of*

- *heat pumps*
- *Solar installation on roofs*

Other opportunities for a more sustainable project that should be explored in the planning boards approval include:

- *Porous pavement if parking areas*
- *Bio-swailes as part of stormwater management*

Finally, electric vehicle charging stations should be required based on a percentage of the total parking provided. If not installed upfront the infrastructure to accommodate them should be included so that charger can be installed later without disruption. Approvals should require their installation consistent with electric vehicle penetration in the market.

Response: Porous Pavement and vegetative swales have been added in the parking areas. No electric vehicle charging stations are proposed at this time.

Following are the responses to CPL comments prepared July 7, 2021:

Previous Comments – July 24, 2019.

10. *We previously commented that the TA did not include an accident analysis and requested that one be provided.*

Comment has been satisfied.

New Comments:

1. *The Crash Analysis does not provide an indication that the project area does or does not have an accident issue. What are the accident rates for the roadway segments and intersections? How do those rates compare to the statewide averages for similar roadway segments and intersections?*

Response: The crash data was analyzed against the traffic volumes, crash rates calculated, and compared to statewide averages in Table 1 below.



Accident Location	Number of Crashes	Crash Rates	
		Calculated	NYSDOT Average
Study Area Intersections (Acc/MEV)			
US Route 9W/Haviland Road	64	1.37	0.56
US Route 9W/Argent Drive	19	0.47	0.32
US Route 9W/Mayer Drive	14	0.41	0.19
US Route 9W/Chapel Hill Road/Macks Lane	26	0.89	0.56
Chapel Hill Road/N. Chapel Hill Road	12	0.86	0.19
Chapel Hill Road/S. Gate Road	1	0.07	0.19
Roadway Segment (Acc/MVM)			
Mayer Drive from Roy Lane to US Route 9W ¹	1	--	--
US Route 9W from Haviland Road to Argent Drive	46	2.52	3.57
US Route 9W from Mayer Drive to Chapel Hill Road/Macks Lane	21	2.30	3.57
US Route 9W from Haviland Road to Chapel Hill Road/Macks Lane ²	190	6.95	6.41

¹ The character of Mayer Drive (a Local Street) may be different than state highways, therefore the comparison to the statewide average crash rates of state highways may not be directly applicable.

² The number of accidents on the segments includes the study area intersections and intersections between the two external study area intersections.

The table shows that from an intersection standpoint, the study area intersections generally experience crash rates above the statewide average, with the exception of the Chapel Hill Road/S. Gate Road intersection. In contrast, from a roadway segment standpoint, excluding intersections, Route 9W has a crash rate below the statewide average. This discrepancy could be due to the definition of intersection crashes and fluctuations in daily traffic volumes used to calculate the intersection rates. In order to reconcile these differences, the segment crash rate including intersection crashes was examined and compared to the NYSDOT average rate for mainline and intersection crashes. This comparison shows that the calculated rate on US Route 9W (6.95 Acc/MVM) is comparable to the statewide average rate (6.41 Acc/MVM). The proposed ALF is not expected to result in any changes in the crash rates; however, the construction of a traffic signal, left turn lane, sidewalks, and crossing controls on US Route 9W at Mayer Drive is likely to improve safety in the corridor.

2. *Several comments from our Comment letter dated December 12, 2020, have not yet been addressed and responses are still outstanding.*

Response: See responses to December 2020 comments below.

December 1, 2020 Comments –

11. *It appears that the November 2020 TA proposes to mitigate impacts of the proposed project through the installation of a new traffic signal at the US Route 9W/Mayer Drive intersection, which will include the addition of a designated northbound left turn lane, and no other mitigation measures are proposed. In the January 2020 TA, the Applicant proposed signal timing modifications at the US Route 9W/Chapel Hill Road/Macks Lane intersection. It is not immediately apparent if these signal timings will still be included as a mitigation measure. This should be clarified.*

Response: Yes, the signal timing adjustments at Route 9W/Chapel Hill Road are still proposed and included as part of the ALF proposed mitigation.

12. *In the January 2020 response letter, the Applicant noted that the mitigation measures would be phased similar to the phasing of the proposed development. The November 2020 TA does not indicate if the mitigation measure(s) proposed would be phased. This should be clarified.*

Response: Given the change in phasing (the ALF is now proposed as phase 1), the traffic signal and left turn lane on Route 9W at Mayer Drive, and the signal timing adjustments at Chapel Hill Road and the sidewalk connections across the ALF frontage and connections to Bridgeview Plaza will be part of the ALF phase. The sidewalk extending north to Haviland Road would be part of Phase 2, the independent living phase.

13. *The November 2020 TA includes two separate analyses of the US Route 9W/Mayer Drive intersection – one which included a combined left/right lane on Mayer Drive, and one that included designated left and right turn lanes. There is little difference with respect to LOS, delay, and queue length on Mayer Drive under either scenario. We agree with the Applicant that designated turn lanes on Mayer Drive are not necessary.*

Response: No response necessary.

Following are the responses to CPL comments received at the July 15, 2021 Planning Board Workshop:

1. *Show access to loading docks.*

Response: Access to the loading dock has been shown and truck turning movements have been demonstrated to maneuver in and out of it.

2. *Confirm underground stormwater design is accounting for future phases.*

Response: The underground stormwater design is accounting for the impervious are the falls within the drainage area that has been delineated. During the future phase, treatment of the stormwater will also take place prior to it entering into the ALF system.

3. *Provide updated subdivision plan.*

Response: An updated subdivision plan has been provided.

Following are the responses to CPL comments prepared July 21, 2021:

General

1. *The Project is located wholly within the Town Sewer District and partially within the Town Water District. Preparation of a Map Plan and Report by this office to expand the Town Water District will be required. The applicant should submit a formal request to expand the district to the Town Board.*

Response: Comment Noted. The Applicant will forward the necessary request to the Town Board.

2. *A Developer's Agreement will be required to allow sharing of costs related to infrastructure improvements necessary to serve the project.*

Response: Comment noted.

3. *Ulster County Health Department approval will be required for all sewer and water improvements.*

Response: Comment noted.

4. *The proposed commercial driveway and drainage connections along Route 9W will require NYSDOT approval. Conceptual approval is required prior to site plan approval.*

Response: We are updating NYSDOT on the present status of the project and have requested conceptual approval of the proposed access and mitigation.

5. *Our office must witness all soil testing for stormwater management practices. Please contact me to coordinate. Soil testing will be required for each individual stormwater management practice prior to site plan approval.*

Response: Your office had witnessed the soil testing previously completed by Willingham Engineering.

6. *Traffic improvement plans must be provided for the proposed work along Route 9W including sidewalk construction.*

Response: Comment noted. Those will be included as part of the off-site improvement plans being prepared by CM.

7. *A drainage easement should be granted to the Town, if one does not already exist, for the existing 18" CMP that passes through the site from Mayer Drive to Route 9W as shown on the existing conditions plan. This easement should be shown on the Site Plan and Subdivision Plat.*

Response: The Applicant will prepare the drainage easement for review and approval by the Town of Lloyd

8. *A sidewalk maintenance agreement should be provided for all proposed sidewalks along Route 9W to avoid the need for Town maintenance. The Town Attorney should be contacted for a template for such an agreement.*

Response: Comment Noted

9. *The following comments apply to the proposed lot line adjustment:*

- a. *Provide proposed deeds with metes and bounds written descriptions for proposed lots for review by the Town Attorney and Engineer.*

Response: Comment Noted

b. Provide proposed 50' wide ROW agreement, metes and bounds should also be identified on the map of lot line adjustment.

Response: Comment Noted

c. Provide proof of filing with the Ulster County Clerk's office when available.

Response: Comment Noted

d. Response to prior comment No. 11.d. is noted however the most recent submission from May 11, 2021 included a Map of Lot Line Adjustment prepared by Brooks & Brooks dated February 5, 2021. This Map does not show proposed bulk standards, only required. As previously stated, the Bulk Table should be revised to show proposed conditions for both lots; and

Response: See the amended Lot Line Revision Plan.

e. Response to prior comment No. 11.e. is noted however the revisions do not appear to have been made. As previously stated, the proposed 50' wide ROW should be shown on the Site Plan Set.

Response: Comment noted and the ROW is shown on the Site Plan.

Site Plan

10. The Site Plan should be revised to show the Fire Department Connection and Knox Box locations, please coordinate with the Fire Department.

Response: Knox Box locations will be determined in the field with the Fire Department and the contractor.

11. The proposed refuse enclosure and detail needs further development. The following comments apply:

a. Response to prior comment 13.a. is noted, please see below for additional comments on the proposed trash compactor. The Detail on DN-2 states "dimensions per plan" however no dimensions are identified on the plan, dimensions should be identified.

Response: The proposed trash compactor will be approximately 30 feet in length.

- b. *Response to prior comment 13.b. is noted; however, the revised plans have removed the Sales Office, please clarify if the use of rolling containers is accurate as it is unclear why this would be needed in addition to the trash compactor.*

Response: Only the trash compactor and a recycling container is being proposed at this time.

- c. *Please clarify what appears to be a second enclosure on the south side of the western parking lot.*

Response: As mentioned above, Only the trash compactor and a recycling container is being proposed at this time.

- d. *Please show elevation view details of the enclosure for Planning Board review and approval.*

Response: Elevations for the enclosure have been added.

12. *If a 30-yard compactor is proposed for use as stated in response 13.a. then it should be identified on the plan, please see the following comments:*

- a. *The proposed enclosure does not appear to be oriented in the correct direction to accommodate a trash compactor; it is also worth noting if the enclosure is rotated 90 degrees there may not be sufficient space in the proposed location.*

Response: After meeting with the Trash Collection Company, the detailed design for the orientation of the compactor have now been shown on the Amended Site Plan.

- b. *The provided dimensions indicate that the compactor will be 8'6" high and the enclosure will only be 8' high. Additionally, the horizontal dimensions of the enclosure appear to be undersized for the compactor.*

Response: After meeting with the Trash Collection Company, the correct dimensions for the compactor are shown on the Amended Site Plan. The height of the compactor being 8'6" and the enclosure being 8' are shown. It is not expected that an enclosure that is 6" taller is required for the components of the compactor that are 6" above the enclosure as the south side of the compactor is shielded by the building and the west and north sides are shielded by a retaining wall which will exceed the height of the compactor. Further, the compactor is situated a significant distance away from US Route 9W and as such it not expected to be highly visible.

c. *The compactor will require electric supply, this should be identified on the Utility Plan.*

Response: At this time, no electrical lines are shown on the plans. They will be added to the plans when Central Hudson Gas and Electric and coordinated with.

d. *Please confirm that the turning movements represented with a SU-30 pattern is accurate for pickup of a trash compactor. The movement should be revised as necessary based on the above-comments.*

Response: The turning radius is confirmed.

13. *The Utility Plan should show all proposed utilities including approximate locations of ground mounted transformers and electrical systems.*

Response: The electrical line work will be added once Central Hudson Gas and Electrical are coordinated with.

14. *Profile of Health Care Center Lane is noted. Please provide profile drawings to illustrate utilities for all major driveways for review.*

Response: A profile of Health Care Center Lane has been added to the set that includes the proposed storm within it. The proposed water and sewer are on separate profile sheets.

15. *Please include Truck Maneuvering plans for the site as a whole including the use of Mayer Drive for ingress/egress and Health Care Center Lane.*

Response: Truck turning movements for the whole site have been added.

16. *The WB-40 In/Out Loading Zone detail on Sheet TT-1 appears to result in the blocking the entrance from Route 9W. The plans should be revised to avoid blocking the entrance during this maneuver.*

Response: The truck turning has been revised to avoid blocking

17. *Sheet TT-1 should be revised to provided turning movements for the Highland Fire District fire apparatus.*

Response: TT-1 has been revised to show the turning movements of a WB-40 truck which should accommodate the fire apparatus.

18. Please provide more detailed information illustrating dimensions for driveway entrances, loading area and isles.

Response: Additional dimensions have been added to the plans.

19. Identify all proposed signs on the site plan and provide details for each.

Response: All proposed signs have been added to the plans along with details for each.

20. Please provide the required signage for the ADA access aisle on the site plan and in the striping detail.

Response: Required signage for the ADA access aisles have been added.

21. The following comments apply to the proposed retaining walls:

a. Provide a note on the retaining wall details on DN-1 and DN-3 stating: "Retaining walls over 4' in height must be designed by a NYS Licensed Engineer and provided to the Town Building Department and Town Engineer for review prior to issuance of a building permit".

Response: The note has been added to the plans.

b. The grading plan should be revised to indicate top and bottom wall elevations; and

Response: The grading plan has been revised to indicate the top and bottom of wall elevations.

c. Retaining wall design is subject to Planning Board approval, please provide color cut sheets for the Field Stone and Redi-Rock Ledgestone wall types.

Response: Color cut sheets will be added in the future.

22. The Lighting Plan was not included within the current plan set. As previously stated, the Lighting Plan does not appear to comply with Town Code requirements of no more than 0.25 footcandles beyond the property line along the Route 9W frontage and Mayer Drive entrance, as well as the new proposed lot line at the end of Health Care Center Lane.

Response: Lighting plan has been added to the set.

23. *Response to prior comment No. 25 is noted, please clarify where the hours of operation notes have been added to the Plan Set. The hours of operation for construction activities noted in Section D.2.1 on Page 7 of the EAF indicate dawn to dusk hours for construction activity. Permitted hours of operation for construction activities should be added to the site plan that are consistent with the Town noise ordinance.*

Response: These notes will be added in a future submission.

24. *The following comments apply to the Landscape Plans:*

a. FDC and Knox Box locations should be identified to ensure no plantings block these locations, please coordinate with the Fire Department and Site Plan; and

Response: The location of the knox box will be determined by the Fire Department. The knox box is usually located in a location with a paved walk for unobstructed access in all seasons. If there are any conflicts with plantings once the location has been selected the landscape plan will be revised.

b. The proposed Valley Forge American Elm appears to be in close proximity to northern most fire hydrant, please revise to separate them.

Response: The elm tree has been relocated to an appropriate distance from the hydrant.

Utilities

25. *Please label the size of the proposed grease trap. Grease traps must be sized in accordance with Table D-1 of the NYSDEC Design Standards for Intermediate Sized Wastewater Treatment Systems.*

Response: The proposed grease trap was sized based on NYSDEC Design Standards. The size is indicated on the plans and the basis of sizing is included in the memorandum attached to this response.

26. *Please label the size of all proposed sanitary sewer service piping including the domestic and grease lines.*

Response: The size of all proposed sanitary sewer service piping is shown on the plans.

27. *Provide a construction detail for the grease trap sampling manhole.*

Response: A construction detail for the grease trap sampling manhole has been added to the plans.

28. *Please review the proposed rim elevations for the grease trap and sampling manhole and provide inverts for all penetrations.*

Response: The rim and invert elevations have been reviewed and are shown on the plans.

29. *The Site Plans and Grading Plan should be revised to show the existing sewer easement near Mayer drive, it is unclear if the existing sewer will be impacted by the proposed work.*

Response: The existing easement has been added to the plans.

30. *All sanitary sewer services should show back-to-back double cleanouts, including the domestic line. The construction detail must also be revised to indicate a minimum 48" of cover.*

Response: The back-to-back double cleanouts are indicated on the plan and the detail has been updated to show 48" of cover.

31. *The following comments apply to the proposed extension of the 10" Town water main:*

a. *Please clarify why the main is shown to terminate before the southern boundary of the site as required.*

Response: The plans have been revised to show the termination of the main at the southern boundary of the site.

b. *Please review separations to ensure 10' horizontal separation and 18" vertical separation at crossings with other utilities.*

Response: The separations have been reviewed and revised accordingly to meet the requirement.

c. *Provide a profile for review.*

Response: A profile of the water main has been provided.

d. *Provide easements for review where the water and sewer main cannot be located within the ROW once the Utility Plan has been finalized.*

Response: Easements will be provided once the Utility Plan is finalized.

e. *The end of the main extension should be labeled to be capped with a 10" gate valve to allow for future extension.*

Response: A 12" gate valve with a mechanical joint plug is being provided at the end of the water main for future expansion.

f. *A detail for the cap installation should be add to the plan set.*

Response: A detail for the cap installation has been added to the plan set.

32. *Provide a water main trench detail.*

Response: A water main trench detail has been provided.

33. *The Gate Valve Detail should be revised to indicate 5' of cover and the curb box cover should be labeled "Water".*

Response: The gate valve detail should be revised accordingly.

34. *The following comments apply to the Fire Hydrant detail:*

a. *Hydrants shall be Super Centurion 250 A-423 as manufactured by Mueller Co.*

Response: The hydrant detail has been updated accordingly.

b. *Shall be suitable for a 5' minimum bury depth; and*

Response: The hydrant detail has been updated accordingly.

c. *Shall have a reflective steel flag.*

Response: The hydrant detail has been updated accordingly.

35. *Provide calculations confirming that all sewer and water piping have been sized adequately to support future development of the site.*

Response: The water piping on the ALF site will not support the upper development. Sizing calculations of the sewer have been included in the memorandum attached.

36. *Sewer pipe slopes should be shown as a percentage. Please also clarify the type/grade of PVC proposed.*

Response: The sewer pipe slopes have been shown as percentages on the plans along with the pipe type and grade.

37. *Provide identification numbers for the proposed SMHs.*

Response: Identification numbers have been shown on each SMH.

38. *Note 1 on the Utility Plan should be removed. The only plan sheets used for construction should be within the Site Plan approved by the Town Planning Board.*

Response: The note has been removed.

39. *Provide a force main extension detail including connection to the existing FM and discharge into the new SMH.*

Response: Details have been added to the plans.

40. *Provide a note indicating that a NYS Licensed Engineer must inspect the existing SMH at Sta. 3+20 for structural integrity prior to the new connection being made. This SMH will be replaced at the applicant's expense if condition is found to be inadequate.*

Response: The note has been added to the plans.

41. *Please review the sanitary sewer separations to ensure 10' horizontal separation and 18" vertical separation at crossings with other utilities, specifically along Health Care Center Lane.*

Response: The sanitary sewer has been relocated from Health Care Center Lane. The remaining utilities meet the required separations.

42. *Please revise all relevant sewer manhole details to indicate poured concrete troughs/inverts instead of red brick.*

Response: The associated details have been revised accordingly.

43. *Please revise the typical sanitary manhole detail to show reinforced concrete grade rings, 6" to 9" total thickness to match diameter of manhole frame and cover.*

Response: The detail has been revised to show the grade ring requirements.

44. *Sewer manhole frames and covers must be Neenah Foundry, Inc. Model R-1642 (24") or Model R-1557 (30") or equivalent and should be labeled "Town of Lloyd" and "Sanitary Sewer"*

Response: The sewer manhole detail has been revised to show the requirements for the frames and covers.

Grading/Drainage:

45. *Pipe information, including size, type and inverts are to be included on both the plans and profiles.*

Response: Pipe information has been added to both the plans and profiles.

46. *The following comments apply to the proposed pervious pavement:*

a. *Provide construction detail.*

Response: Details on the porous pavement have been added to the plans.

b. *Restrictions on sanding will be necessary, please provide appropriate signage to identify pervious pavement areas and restrictions; and*

Response: Signage will be added to the plans in the future.

c. *Provide observation wells and a construction detail.*

Response: Observation wells will be added in the future.

47. *Grading and drainage plan should be revised to indicate how runoff from the Route 9W access will be collected and treated.*

Response: Two catch basins have been added to the entrance from Route 9W to collect any water that will flow towards the street. It will then be discharged into a grass swale.

48. *Provide a construction detail for the stone recharge areas.*

Response: Construction details for the stone recharge area have been added.

49. *The location of guide rails along Healthcare Center Lane and the parking lot along Route 9W should be adjusted. Guide rail should be provided where the elevation adjacent to the pavement drops off by more than 2 feet.*

Response: A guide rail has been added along Healthcare Center Lane.

SWPPP

50. *A pipe/swale summary chart is to be included in the narrative.*

Response: The pipe information has been provided in the SWPPP and is shown on the plans.

51. *The inlet protection detail does not account for the likely paved condition while the remainder of the site is still not stabilized. Another method will need to be utilized for this. Inlet protection must be a NYSDEC approved method. Filter fabric installed beneath the inlet grate is not an accepted methodology.*

Response: The inlet protection detail has been revised to account for the paved conditions. It will be an insert into the catch basin that can be removed to be cleaned.

52. *A site-specific Sequence of Construction including phasing is to be included in both the report and on the erosion, control plans to ensure compliance with the General Permit.*

Response: A site-specific sequence of construction has been added to the plans.

53. *Revise the Erosion & Sediment Control Plans and details to include:*

a. Additional concrete washout location(s).

Response: Concrete washout area has been added

b. *Contractor staging areas.*

Response: Contractor Staging area has been added.

c. *Show existing steep slopes, ESC measures shall be doubled where steep slopes are located; and*

Response: Erosion control measures have been doubled throughout the entire site.

d. *Provide mulch logs along the Route 9W frontage in addition to the proposed silt fence.*

Response: Double row of silt fence has been added to the plans.

54. *In accordance with the approved Neg Dec:*

a. *Steep slopes must be avoided to the maximum extent practicable.*

Response: Comment noted and steep slopes have been avoided here possible

b. *Notes should be added to the plans indicating that the limit of disturbance may not exceed 5 acres if any steep slopes have been disturbed,*

Response: Note has been added.

c. *Temporary and permanent erosion control details and plans must be revised provide measures twice that which is required by the NYSDEC.*

Response: Details have been added and the plan has been revised to double what is required.

Possible Future Independent Living:

55. *An emergency access road and utility connection is proposed from the north end of Apple Lane. An access & utility easement to benefit the Town will be required for this access. Easement documents, maps and survey descriptions should be submitted to the Town for review.*

Response: It is suggested that the requested items should be provided to the Town if and when the plan for the Independent Living is prepared and submitted to the Town for review.

56. *The possible future access to the site from Tillson Avenue at the north end of the property should be gated and signed to ensure it is only used by emergency services*

Response: It is suggested that the requested items should be provided to the Town if and when the plan for the Independent Living is prepared and submitted to the Town for review as the proposed improvement is not illustrated on the attached plans.

57. *The proposed emergency access from Highland Self Storage will require access easements and maintenance agreements to ensure the access at all times.*

Response: It is suggested that the requested items should be provided to the Town if and when the plan for the Independent Living is prepared and submitted to the Town for review as the proposed improvement is not illustrated on the attached plans.

58. *Grading for the proposed emergency access from Highland Self Storage should be indicated. The longitudinal slope of the access drive should not exceed 10% and must not exceed 15%.*

Response: In this area of work, no proposed grading for the emergency access is proposed.

59. *Consideration should be given to adding stairs between the sidewalk switch backs near the proposed horseshoe pit.*

Response: The area in question is not part of this phase of work but will be revised in the future.

60. *All intersections must be designed to comply with Town intersection requirements.*

Response: Comment noted.

61. *Landscaping plans should be developed for the site which comply with the requirements of Town Code Section 100-29 Off-Street Parking, Loading and Vehicular Access.*

Response: The landscape plans comply with the requirements of Town Code Section 100-29 Off Street parking, Loading and Vehicular Access.

62. *Consideration should be given to adding bus stops, bicycle racks and golf cart parking at the clubhouse and Assisted Living Building.*

Response: Comment noted.

63. *The estimated sewage flow rates provided in the Utility Report prepared by Willingham Engineering should be revised to address the following:*

- a. *Provide design criteria for the clubhouse supporting the number of patrons assumed in the calculations.*

Response: Please see the revised calculations included in the memorandum.

- b. *Identify the type of use category in the DEC Manual that provides for the unit flow rate used for the Clubhouse.*

Response: The banquet hall is used as a use category in the calculations at this time.

64. *Drainage easements from adjoining neighbors will be required for any concentrated discharge of stormwater across property lines.*

Response: Comment noted.

65. *Level spreaders must be provided to convert concentrated flow to sheet flow for all piped discharges directed toward adjoining property lines unless drainage easements will be obtained from the downstream property owners. Sizing calculations for all level spreaders should be included in the SWPPP indicating non-erosive velocities for all storm events up to the 25-year 24-hour storm.*

Response: No level spreaders are proposed.

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Following are the responses to comments received at the July 22, 2021 Planning Board Meeting:

- 1. Resident, Anthony Pasquale: Concerned regarding Drainage, dust, toxic materials and Traffic**

Response: The site has been designed by a professional Licensed Engineer and reviewed by the Town Engineering Consultant. Please see the attached Amended Site Plan set. A SWPPP has been designed which will also be reviewed by NYSDEC to ensure that all stormwater on site is collected and discharged properly. Possible dust during construction will be controlled through the implementation of an Erosion and Sediment Control Plan as well as site watering during construction activities. The applicant has previously addressed on site soils and has provided a Soils Mitigation Plan in the attached amended Site Plan set.

2. Reporter, Mark Reynolds: What is Height of building looking up from Route 9 and length of proposed building.

Response: See the attached Renderings for the building for all dimensional information and elevations showing the heights of the building.

3. Dave Barton: The trees are too close to road along driveway and provide an updated Lot Line revision Plan.

Response: The landscape plan has been amended to reflect the modifications to the location of the trees relative to the road (emergency services access and an amended Lot Line Plan has been provided.

4. Gerald Marion, Board Member:

- **Requested copy of County correspondence** – It is our understanding that this has been provided by the Town to each of the individual Planning Board members.
- **Pedestrian access** – Pedestrian access is via the proposed sidewalk system. There is no direct sidewalk from the west side of the building to Route 9w due to ADA accessibility. The path for a pedestrian to travel from the west side of the building to Route 9w is through the interior of the building, using the ADA elevator system to the sidewalks located along the east side of the building to Route 9w.
- **Sidewalk and Mayer Drive, confirm east or west** – The Applicant is proposing to construct a sidewalk for the public benefit along the north side of Mayer Drive which will connect to Route 9W.
- **Confirm hours of operation** – The hours of operation to be provided in future submission.
- **Neighbor screening** – The site has been designed by a professional Landscape Architect to provide screening for neighboring properties
- **Lighting to be reduced** – The lighting plan has been amended to reduce the intensity of the lighting.
- **Sustainability/porus pavement/bioswale** – The site is using LED lighting, rain gardens for stormwater collection and will utilize porus pavement for stormwater collection.

5. Sal Cuciti, Board Member:

- **Provide elevations at ¼" scale and would like building pushed back another 20' on north side** – See the amended elevations which have provided at 1/8" scale. The applicant is formally requesting a wavier from the ¼" scale as the size of the drawings would be cumbersome to review. At this time, the applicant is proposing the building design as shown.

6. Charly Long, Board Member

- **Confirm underground utilities is significant for future PRRD** – The applicant has reviewed the watershed for the entire holdings in addressing the design of the stormwater collection and sizing of the proposed stormwater system.

7. Carl Dilorenzo, Board Member

- **Truck Turning movements at loading dock** – the truck turning movements to the loading dock have been added.

Please place us on your August 19, 2021 Planning Board Agenda for review and discussion.

Thank you.

Sincerely,



Kelly Libolt