

November 4, 2024

Edwin Molina
Planning Board Chairperson
Village of Haverstraw
40 New Main Street
Haverstraw, NY 10927

**RE: Haverstraw Chair Factory
LaBella Project #2230414**

Dear Edwin:

LaBella Associates, DPC (LaBella) has reviewed and taken into consideration the preliminary comments prepared by Brooker Engineering which were received on October 8th, 2024. We respectfully submit the following information for each comment:

Comment 1: The project consists of numerous lots which will be combined and reconfigured, a portion of the public ROW of Allison Street will be vacated, and new roads constructed. The proposed lot lines are unclear. Is it the intent to dedicate new public ROW lines and new lots, or will the property remain one parcel with lease areas within? Clarification is needed to determine if this is classified as a Subdivision or as a Site Plan.

Response: The project will be classified as a conditional site plan and preliminary subdivision. The subdivision will consist of 6 lots.

- **Lot 1 = Building 3 - Owned by Master Developer**
- **Lot 2 = Building 1&2 - Owned by Master Developer**
- **Lot 3 = Building 4 - Owned by Master Developer**
- **Lot 4 = Right of Ways – Owned by Village of Haverstraw**
- **Lot 5 = Potential/Future Hotel pad - Owned by Master Developer**
- **Lot 6 = Park Land – Owned by Village of Haverstraw**

Comment 2: Testimony shall be provided regarding the purpose and status of the existing 24 feet wide ORU easement that traverses the property. What is the nature and purpose of this easement? Is it still in use, or may this easement be vacated?

Response: We have contacted O&R and it has been communicated that this easement is no longer in use and will be abandoned. We will be working with O&R to coordinate their utilities to exist in the dedicated Village right of way for the site.

Comment 3: The limits of all land areas that will remain public property within the Villages jurisdiction versus private lands is shown on LaBella sheet C-100. The public road ROW versus open space parkland and pedestrian path limits shall be clearly shown.

Response: The plan set has been updated to include a subdivision plan, which replaces sheet C-100. This plan identifies the limits of ROW, parkland, and private lands. The Village of Haverstraw will own public ROW, designated open space, and the pedestrian pathway.



Comment 4: The proposed pump station is located within the public open space area. This shall be clarified.

Response: As noted on C130 sheet, the proposed property line along the proposed Bowline Way R.O.W has been revised to include the proposed pump station within the R.O.W. which is intended to be owned by Village of Haverstraw.

Comment 5: The waterfront pedestrian pathway appears to meander both on Village land and private land. This shall be clarified.

Response: The pedestrian pathway is located on the Village of Haverstraw Liberty Street Extension R.O.W. and the Village of Haverstraw public park land. As noted in the subdivision plan, the park land and R.O.W. will be owned by the Village of Haverstraw.

Comment 6: The Park Land area seems to encompass lands under water. The acreage on usable land shall also be noted.

Response: The usable acreage, defined as above the waterline, of the Park Land is approximately 4 acres. As noted on the drawings, the Public Benefit Area is designed by a separate engineer, McLaren Engineering Group, and the Master Developer requests the Public Benefit Area Conditional Site Plan approval for the parkland and shoreline to be separated from the Buildings Conditional Site Plan approval McLaren has included a progress plan in this submission. Further comments or questions on public benefit area shall be addressed in the Public Benefit Area Conditional Site Plan submission that will be made in the near future.

Comment 7: It is the Villages intent to have a continuous pedestrian access pathway connecting along the waterfront from south to north within the entire Village boundary. This section is intended to connect Emeline Park to the existing Greenway Trail to the north. The proposed pedestrian path stops in the middle of the site within an active drive aisle. This "missing link" to provide connectivity to the Greenway Trail shall be addressed.

Response: As noted on C130 sheet, the plans have been revised to show the proposed pedestrian path connecting to the proposed sidewalk on the south side of Liberty Street Extension which leads pedestrians to the Greenway trail entrance to the west of Building 3.

Comment 8: The Site Plan shall include all layout dimensions, offsets, road widths, sidewalk widths, parking stall widths, loading zones, setbacks etc.

Response: As noted on sheet C130, the site plan has been revised to include layout dimensions, offsets, road widths, sidewalk widths, parking stall widths, loading zones, setbacks.

Comment 9: Delivery zones/ loading zones shall be shown.

Response: The plans have been revised to include delivery and loading zones. Coordination with the fire department occurred. And the 1st responders will utilize these zones in the event of emergency.

Comment 10: The site currently shows one road access point from Liberty Street. It is our understanding a second point of emergency access will be provided through Emeline Park. This shall be shown.



Response: The plans have been revised to show the emergency access point from Emeline Park. The approximate location of the emergency access point was confirmed with the fire department at a meeting held on October 24, 2024. The details for the emergency access will be included within the Public Benefit Area submission, provided by McLaren Engineering

Comment 11: All road widths shall be clearly labeled. Two-way traffic, without on street parking, shall be 22 feet wide minimum.

Response: The plans have been revised to include road widths. The road widths meet the requirements of the Chair Factory District and have been reviewed and accepted by the Fire Department.

Comment 12: The limits of emergency vehicle access, automobile access, and pedestrian shared use road access shall be clearly shown. Will a break away barrier or other means of preventing vehicles from entering Emeline Park pedestrian path be provided?

Response: The revised plans note the uses of each roadway. We have reviewed the plans with the fire chief and members at a meeting held on October 24, 2024, where it was determined that removable bollards at the entrance to Emeline Way was the best solution.

Comment 13: The location of the handicapped stalls shall be re-evaluated to provide for safe access onto a sidewalk.

Response: The plans have been revised by adding a sidewalk along the back of the handicapped parking spaces to allow safe access.

Comment 14: The Grading Plan shall provide addition spot grades throughout the site; top of wall/ bottom of wall, all areas within the footprint of buildings 1 and 2, grades within Emeline Park, grading of the intersection of Front Street x Allision Avenue X Main Street, including pedestrian access into the site from this intersection.

Response: As noted on the Grading Plan on page C140, the revised plans show critical spot grades throughout the site. A detailed spot grading plan will be provided during construction document phase.

Comment 15: The elevations of the lowest building floors shall be clearly noted to confirm compliance with the village code, and FEMA regulations.

Response: The grading plan has been revised to include the elevations of the lowest building floors. Note, the lowest building elevation is above the 100-year FEMA flood line (EL=7'). The residential levels are above the ABFE (EL=11').

Comment 16: All access points and door opening shall be clearly shown, with spot elevations.

Response: The plans have been revised to show all access points with spot elevations.

Comment 17: A fully designed Utility Plan shall be provided. Separation distances for the water system shall be maintained.

Response: The utility plans have been further developed to confirm the required separation distances.



Comment 18: The road profiles shall be further developed with road stationing shown in plan, vertical curves, sanitary sewer materials, slopes, rims and inverts, stormwater conveyance system materials, slopes, rims, and inverts.

Response: The road profiles have been further developed and are included within the plan set.

Comment 19: The Emergency Vehicle Turning Movement Plan indicates turning movement conflicts entering the site from Liberty Street. The road should be widened to accommodate the fire truck.

Response: The plans have been revised to adjust the center island with Liberty Street Extension to accommodate the fire truck. In addition, the island will be a mountable curb per the recommendation of the fire department.

Comment 20: The plan notes off site street parking along Allison Avenue and Broad Street adjacent to the proposed buildings. We recommend the Fire Department review site access for fighting fires from Allison Avenue and Broad Street, and if these spaces will hinder their access.

Response: As previously mentioned, we meet with the fire department on October 24, 2024, to review site access with them. We revised the current configuration along Allison Avenue and Broad Street, and they had no objection to the proposed layout and off-street parking.

Comment 21: The location of proposed fire hydrants, and fire zones shall be noted.

Response: During the meeting with the Fire department the proposed locations were agreed upon and have been shown on the plan. 1st responders on scene will utilize the proposed delivery zones.

Comment 22: As previously noted, the continuation of the emergency access road through Emeline Park should be provided.

Response: The plans have been revised to show the emergency access point from Emeline Park. The details for the emergency access will be included within the Public Benefit Area submission prepared by McLaren Engineering.

Comment 23: The trash/ recycling area shall be shown.

Response: The plan has been revised to include the trash/recycling areas. Trash and recycling areas are within standards of Pennrose Management Company portfolio and reviewed with a trash hauler to confirm accessibility and management. We also have shown the suggested number of dumpsters required to properly manage the site. Commercial tenants have their own designated trash rooms.

Comment 24: The size of the mailbox/package area should be evaluated and be of sufficient size to accommodate the number of units in the structure. The logistics of package delivery should be discussed.

Response: The size of mailbox rooms and package areas are based on Pennrose Management Company's portfolio of assets. The package rooms will have Butterfly technology to allow seamless resident experience. The Civil Site Plan is updated to accommodate delivery truck standing area for package drop off. Refer to revised architectural sheets A-111, A-113, A-119, and A-121 for mail and package rooms at each residential entrance.



Comment 25: An in- depth review of the proposed stormwater management system calculations will be performed when the layout is finalized, and all details and data is provided.

Response: Comment noted. A master SWPPP was previously submitted for your review and consideration.

Comment 26: Full structural design calculations and details of all retaining walls over 4 feet in height, or carrying vehicles loads Signed, stamped certification from a professional engineer will be required to be submitted to the Building Department prior to certificate of occupancy being issued to certify the retaining walls and the pedestrian bridge were constructed in accordance with the approved structural plans.

Response: Comment noted. The location of the retaining walls are shown. Top and bottom wall elevation are identified.

Comment 27: Location and details of fall protection, both pedestrian and vehicular, shall be added to the plans.

Response: The plans have been revised to include location and details of fall protection.

Comment 28: A complete Lighting Plan shall be provided indicating spot intensities throughout the site.

Response: Refer to sheet C190 for a lighting plan showing spot intensity. Note that building mounted lights have not been selected and are not shown at this time. Once the building lights are selected, we will provide a complete lighting plan for your review and approval.

Comment 29: A Landscape Plan shall be provided. The Erosion Control Plan shall reflect a LOD, limit of disturbance, which encompasses the scope of work for the full project.

Response: A landscape plan has been provided within the plan set. The Erosion Control Plan has been revised to show the LOD for the complete work of scope for the full project.

Comment 30: A complete, compliant Erosion Control Plan in accordance with Blue Book standards shall be submitted including but not limited to Sequence of Construction, soil stockpiles, silt fence parallel to contours.

Response: See sheet C140 for a complete Erosion Control Plan in accordance with Blue Book Standards.

Comment 31: All site details shall be provided.

Response: All site details have been added to the plan set.

Comment 32: In accordance with section 245-16 H, land shall be reserved for park and playground purposes, or a deposit made to the Village in lieu of the same. The project is dedicating open space park land to the village.

Response: This project is adhering to the requirements under the newly adopted overlay zoning for the site. With regards to the parks and public benefits of the development under the Master Development



Agreement (MDA) dated September 30, 2022, the Master Developer has an obligation to provide “Project Improvements” inclusive of “Project Infrastructure” and “Public Amenities.” The public park will be in accordance with the MDA obligation. These public benefit areas will be constructed in accordance with a to be submitted site plan by McLaren and will be construction-managed by the Master Developer in partnership with the Village. Several state funding sources have been secured as part of the required funds to design and construct these public improvements.

Comment 33: A detailed review of the SWPPP will follow when the stormwater system is fully designed, utilizing the current NYSDEC regulations. Construction details of all BMP's shall be provided.

Response: Comment noted. Details of the BMP's have been included within the detail sheets.

Comment 34: What is the impact of the surrounding road network? Will all traffic be required to enter through Allison Avenue to Broad Street onto Liberty Street, or is the direction of traffic flow being re-evaluated?

Response: Traffic will enter the site from Broad Street (one-way) via the Liberty Street Extension. Exiting traffic from the site will exit via Liberty Street Extension and head west on Broad Street. The impact to the surrounding road network has been evaluated in a traffic study that was included in the EIS.

Your attention to this matter is greatly appreciated and if you have any questions regarding the above, please do not hesitate to contact this office at 518-266-7324.

Sincerely,

Sean M Farrell, CPESC
Senior Civil Project Manager,