October 16, 2017

Town of Dryden -Stormwater Management Officer
93 East Main Street
Dryden, New York 13053
Attn: Ray Burger – Director of Planning

Re: Response to Engineering and Planning Board Comments
802, 804, 810 and 812 Dryden Road
Dryden, NY

Dear Ray,
On behalf of our clients, Modern Living Rentals, we are submitting this letter to address comments received from T.G Miller, P.C. Received on July 26th, 2017 as well as verbal comments communicated to the design team by the Planning Board at their July 27th, 2017 and August 24th, 2017 meetings.

**Comments Provided by T.G. Miller Dated July 26th, 2017.**

**DRAWINGS**

1. **Consider shifting the emergency overflow from Detention Pond #1 to the east or west so it is not directly in-line with the sanitary sewer manhole. Consider extending overflow rip rap to bottom of ditch for both ponds. Coordinate with NYSDOT.**

   Response: The Site Development Plans have been updated to shift the overflow spillway for Detention Pond #1.

2. **Grading and rock lining is proposed within NYSDOT Right-of-Way. If NYSDOT requires a permit or has review comments regarding stormwater, these comments should be shared with the Town of Dryden. Verify culvert sizing for new drive entrance.**

   Response: The Applicant acknowledges that such work in the NYSDOT right-of-way will require work permits from NYSDOT. The design team agrees to forward relevant comments to the Town of Dryden and their engineering (TG Miller).

3. **Show liner if required on bioretention detail.**

   Response: The liner has been added to the bioretention detail.

4. **Provide sediment trap sizing for detail 4 on sheet C-7.1.**

   Response: The sediment trap sizing information has been added to the aforementioned detail.
SWPPP NARRATIVE

1. **Verify depth to ground water for bioretention basins to determine if a liner is required. If a liner is proposed, review use of exfiltration within the HydroCAD model.**

   Response: A subsurface geotechnical investigation is currently underway and will include documenting the encountered groundwater elevations. However, as observed during a joint meeting on 7/23/17 with TG Miller, Town Staff and the design team, evidence of high seasonal groundwater was observed within the footprint of Bioretention Area #1 at a depth of approximately 24 inches. Moist soils were encountered at a depth of approximately 4 feet within the footprint of Bioretention Area #2. Therefore, the site conditions may preclude the use of infiltration as part of the stormwater management plan. Upon receiving the geotechnical investigation, the Stormwater Pollution Prevention Plan (SWPPP) will be updated accordingly and provided to the Town and TG Miller for review.

2. **Provide Operation and Maintenance agreement for permanent stormwater practices.**

   Response: A DRAFT of the Stormwater Operation and Maintenance agreement is enclosed. This agreement cannot be formally executed until the SWPPP is finalized. The Applicant agrees to provide the final agreement to the Town prior to the issuance of the building permits.

3. **Coordinate with Town to determine if permanent access and maintenance easements are required for the stormwater treatment practices and conveyance systems.**

   Response: Access and maintenance easements will be discussed with the Town of Dryden once the configuration of the stormwater management facilities is finalized.

4. **Consider modeling the bioretention basins that are piped to other bioretention basin with a “Reach” in HydroCAD. Alternatively, provide additional clarification that multiple piped bioretention basins will not affect the modeled flows for each individually modeled basin.**

   Response: The HydroCAD model has been updated to utilize “reaches” where appropriate as well as a “dynamic stage-storage-discharge” relationship throughout the practices in the model. As illustrated in the model, the multiple pipe bioretention basins will not adversely impact the modeled flows and/or capacity of the storm sewer system.

NOTICE OF INTENT (NOI)

1. **Provide signed NOI and Operators certificate.**

   Response: The signed NOI is provided in the SWPPP. An unsigned version of the “Contractor’s Certification” is provided in the enclosed SWPPP. As required in the SWPPP, all contractors
involved in ground disturbing activities are to sign this certification at the pre-construction meeting.

**MS4 ACCEPTANCE FORM**

1. *Provide and complete applicable sections of MS4 Acceptance Form.*
   
   Response: The MS4 SWPPP acceptance form is provided in the enclosed SWPPP.

**WATER COMMENTS**

1. *Review need for master meter and backflow device for new water/fire service. Coordinate with Bolton Point.*
   
   Response: An enclosure is shown on the Utility Plan for the master meter and backflow device for the domestic service. The water service will be split into domestic and fire services near the enclosure where the domestic service will be routed to the enclosure and be metered and protected via the backflow device whereas the fire service will continue to the two (2) proposed fire hydrants located within the site.

**SEWER COMMENTS**

1. *An existing sanitary forcemain is installed parallel to the existing gravity sewer main on the north side of Dryden Road. Add notes to plans accordingly. Coordinate doghouse manhole with forcemain.*
   
   Response: Additional information has been requested of the surveyor to locate the forcemain. The Utility Plan will be updated accordingly.

2. *Consider provide a sanitary manhole in lieu of a clean out S-3.*
   
   Response: The notation for the aforementioned structure has been clarified.

**Planning Board Comments (7/27/17 Planning Board Meeting)**

1. *The Board discussed the setbacks and whether pushing them back was the best idea. Most of the homes in Varna are placed closer to the road but the Board agreed the setback and stormwater retention was reasonable.*
   
   Response: The design team maintains their position in that the placement of Buildings A and B and the location of the stormwater detention basins are the most practical.

2. *There is a formal bus stop at the southwest corner of the Game Farm Road/Dryden Road intersection which is within 300+ feet of the project. Currently the bus simply pulls off the shoulder. Does TCAT see a need to have something more? Will the connector trail to the maintenance buildings parking lot be sufficient for the safety of the tenants? Mr. O'Connor will continue to talk to TCAT.*
Response: As indicated in prior Planning Board meetings, TCAT was contacted early in the process (July 2017) to inquire about adding a bus stop along the property’s frontage. TCAT indicated that they have on stop at the southwest corner of the Game Farm Road and Dryden Road intersection as well as on the north side of Dryden Road directly across from Game Farm Road.

Upon follow up coordination with TCAT, TCAT is considering moving the inbound stop on the north side of Dryden Road to be closer to the pedestrian connection shown on the Site Plan. It should be noted that the pedestrian connection is subject to NYSDOT review and approval. The design team will continue to coordinate with TCAT in regards to the proposed bus stop location improvements.

3. The Planning Board requested that the photometric information associated with wall mounted light fixtures along the exterior (front and rear) of the building units.

Response: The enclosed Lighting and Landscaping Plan has been updated to include the projection of the 0.5 footcandle (FC) light level contour likely to be produced by a typical 100 W residential style wall-mounted entrance light. As illustrated on this plan, light trespass across the neighboring property should be minimal.

4. The Planning Board inquired if the Fire Chief had been contacted yet regarding the fire truck accessibility and addition of hydrants.

Response: Clarification on the fire truck turning movement simulation and addition of two fire hydrants as requested by the Varna Fire Chief were illustrated in the Site Development Plans and discussed in the cover letter submitted to the Town of Dryden on 9/18/17. No response was received from the Town or Varna Fire Department.

On 10/09/17, the information was emailed to the Fire Chief as a follow up. To date of this letter, no feedback has been received.

5. The Planning Board requested that additional landscaping be provided along the parcel’s frontage and building sides which face Dryden Road.

Response: The Site Development Plans enclosed have been updated to include additional landscaping along the parcel’s frontage on Dryden Road as well as plantings along the building sides which face Dryden Road. In addition, landscaping has been added along the fronts of all buildings which face the interior of the development.

6. The Planning Board requested confirmation that the existing sanitary sewer infrastructure has sufficient capacity to accommodate the anticipated sewage flows to be generated by this project.

Response: Anticipated sewage flows were submitted to the Town DPW on 7/18/17 and also outlined in the Engineers Report submitted in June. The design team has been in contact with TG Miller regarding this item and to date of this letter no capacity issues have been communicated directly to the design team.
7. The Applicant will need a stormwater maintenance agreement with the Town.

Response: The Applicant acknowledges this requirements and agrees to establish such an agreement as a condition of site plan approval. The design team is currently drafting the agreement and will provide a copy to the Town for review.

Email comments (dated 7/25/17) from Mr. David Weinstein to Planning Board Members which was read into the record

1. Cornell Botanic Garden personnel have concerns about the interception groundwater which may currently be flowing northward to areas along Forest Home Drive and redirecting it to be a more southerly direction.

Response: The design team, Cornell, the Town of Dryden and TG Miller met onsite on 8/23/17 to discuss the proposed stormwater management plan. The intent of the meeting was to hear Cornell’s concerns and discuss potential modifications to the stormwater improvements in an effort to minimize potential adverse impacts to the areas north of the project which is of Cornell’s concern.

Cornell expressed desire to utilize more infiltration as a means of allowing more stormwater to naturally seep into the native ground. The design team indicated that NYSDEC requires 3’ of vertical separation between the bottom of an infiltration practice and seasonally high groundwater. Two test pits were dug by hand during this meeting. One at the northwest corner (near Bioretention Area #2) and one in the center of the site (near Bioretention Area #1). Damp/moist soil was observed at the northwest corner at a depth of 4’ below existing grade. Soil mottling (indication of groundwater saturation) was observed at depth of 12-18 inches in the test hole dug near Bioretention Area #1.

The design team expressed concern that meeting the NYSDEC’s design requirements for infiltration in the area of Bioretention Area #1 would not be possible given the evidence of high groundwater and anticipated elevation of the practice.

The design team indicated that potential exists for infiltration to be utilized within the area of Bioretention Area #2. However, additional subsurface testing (boring and infiltration test) would be required due to the depth of the practice to document groundwater elevation and potential infiltrative capacity of the native soils. The design team agreed to incorporate infiltrative measures for this practice if satisfactory soil conditions were observed and the NYSDEC stormwater requirements could be achieved.

It was further discussed that the rear roof downspouts of buildings D, E & F would discharge to splash blocks. Doing so would allow the stormwater to flow over lawn areas and an attempt to allow the flow to be naturally absorbed by the soil. Remaining flow will now enter a perforated drain running along the rear of these buildings. The drain will consist of a perforated pipe encased in stone and filter fabric. This drain will further allow runoff to be
absorbed by the native soil during lower intensity storm events by collecting in the reservoir stone. The higher intensity storm events will be piped to the stormwater management practice via a perforated pipe.

In addition, the use of anti-seep collars has been incorporated into the storm sewer running from Bioretention Area #2 in an effort to minimize potential for groundwater to travel along the pipe trench southward.

The design team is willing to continue coordination efforts with Cornell and the Town of Dryden in an effort to minimize impacts to the sensitive areas located north of the project which Cornell is concerned provided the improvements meet the design criteria established by NYSDEC.

2. **NYSDOT and Cornell agree that the entrance to the development approximately midway along Rt 366 frontage is best.**

   Response: No response required.

3. **The developer and Cornell are in agreement to having fencing (vinyl coated chain-link, 6 ft tall fence) along west side and north side of site.**

   Response: The design team agrees to work with Cornell on final configuration, finish and height of fence along western and northern site boundaries.

4. **There will be lighting on the back side of the buildings of the development, only where absolutely necessary, all downward directed.**

   Response: Outdoor building mounted lighting is required. Fixtures provided will be a typical decorative wall mounted residential style fixture. Anticipated light level distribution is illustrated on the Lighting and Landscaping Plan.

5. **Cornell is in agreement that the existing trees, which will be retained, will mostly obscure the buildings from the Cornell Botanic Garden properties to the west and the north of this property, particularly in the summer when it is most crucial for the visitors there. The developer will provide two-dimensional drawings from these perspectives to verify effectiveness of this vegetation screening.**

   Response: Line of Sight cross sections were prepared by the design team and distributed to Cornell on 8/8/17 and to the Town of Dryden in advance of the 7/27/17 Planning Board meeting. The existing tree line along western property line as well as the trees within the Cornell Botanic Garden and the Cornell maintenance buildings are anticipated to provide suitable screening of the development, particularly during summer months.

6. **The developer is willing to pay for a paved walkway to the Cornell Botanic Garden, cutting from the Game Farm road intersection to the Arboretum....**

   Response: Upon further coordination with Cornell, Cornell is currently exploring options but has not committed to an implementation of a specific walkway configuration.
7. All buildings will be two story, and townhouses within a building will be delineated from each other by a 3-foot stepped variation in setback. This will avoid the look of an imposing monolithic wall when seen from the Rt 366 side.

Response: The building elevations and roof line details of the proposed buildings, specifically Buildings A and B have undergone several design iterations. The building elevations prepared illustrate different building massing, colors, textures, etc. It is the design team’s opinion that this will aid in breaking up the building mass facing Rt. 366. Further discussion relative to this matter will be provided by the project architect at the Planning Board meeting.

8. The developer believes that the current plan positions the buildings on the optimal locations of the site. There was some concern of moving the entire set of structures southward, reducing the 60-foot setback from Rt. 366 to the south-most buildings. This would require decreasing the size of the large water retention areas near Rt. 366. It would allow the increase in size of the recreation area on the northeast portion of the development beyond its current 3,000 to 4,000 square feet.

However, the developer feels that moving the buildings closer to Rt. 366 would greatly increase the road noise that the renters in the front building would hear, greatly reducing the attractiveness of those townhouses, since Rt 366 is quite a busy road.

Response: The design team maintains their position that the location of Buildings A and B relative to the front property line, are optimal. This allows the stormwater detention basins to be along the frontage which is the natural low spot on the site and maximizes the buffering between the units and Rt. 366.

9. The developer is committed to installing heat pumps to provide the heating (and air conditioning) as was done in 902 Dryden Road. The developer indicated that this feature was somewhat dependent on his ability to have 42 units in the development, if his is granted both the redevelopment bonus and LEED energy bonus...

Response: The design team provided the Town of Dryden Planning Board justification for requesting the redevelopment bonus and LEED energy bonus in advance of the 8/24/17 Planning Board meeting. At that meeting, the developer agreed to provide the heat pumps contingent on the Planning Board agreeing that the additional density credits associated with the Redevelopment Bonus and LEED Energy Bonus would be recognized and approved by the Town Planning Board. Members of the Planning Board indicated verbally that they would look favorably on granting both density credits.

Email comments (undated) from Mr. John Keifer to Planning Board Members which was read into the record

1. I don’t think having stormwater basins in the front yard is consistent with the character of the hamlet. The basins appear to be 5.5’ deep compared to the grade at the building. Front yards in the hamlet are relatively flat lawns with shade trees, etc.
Response: As noted above, the location of Buildings A and B relative to the front property line, are optimal in that their location allows the stormwater detention basins to be along the frontage which is the natural low spot on the site and maximizes the buffering between the units and Rt. 366.

Email comments (undated) from Mr. Craig Anderson to Planning Board Members which was read into the record

1. Mr. Anderson recommended a bus stop and a turn lane, which could be the same.
   
   Response: As indicated in prior Planning Board meetings, TCAT was contacted early in the process (July 2017) to inquire about adding another bus stop along the property’s frontage. TCAT indicated that they have on stop at the southwest corner of the Game Farm Road and Dryden Road intersection as well as on the north side of Dryden Road directly across from Game Farm Road.
   
   Upon follow up coordination with TCAT, TCAT is considering moving the inbound stop on the north side of Dryden Road to be closer to the pedestrian connection shown on the Site Plan. It should be noted that the pedestrian connection is subject to NYSDOT review and approval. The design team will continue to coordinate with TCAT in regards to the proposed bus stop location improvements.

2. Mr. Anderson recommended bike racks, bike storage.
   
   Response: Bike racks are shown on the site plan. Additional bike storage would be within the rental units as required by the tenants.

3. Mr. Anderson recommended sidewalks.
   
   Response: As discussed at the 9/28/17 Planning Board meeting, the design team does not consider constructing sidewalks along the frontage to be practical given that neither Cornell to the west nor do the owners to the east have sidewalk along the frontages of their parcels. As discussed at the 9/28/17 meeting, the developer is open to discussing the establishment of an agreement to install sidewalks in the future at such time sidewalk improvements are proposed along those neighboring properties.

4. Mr. Anderson recommended a pocket park.
   
   Response: A pocket park is currently proposed at the southwest corner of the development.

5. Mr. Anderson indicated that the south elevations design and the size of the two buildings on Dryden Road don’t seem to blend in with the community. Adding the following design elements may help with this: make the ends of each building single story to help soften their size, roofs over doors, revers gables:

   Response: The elevations of the proposed buildings A & B have undergone several design iterations. The building elevations prepared now illustrate different building massing, colors, textures, etc. It is the design team’s opinion that this will aid in breaking up the
building mass facing Rt. 366. Further discussion relative to this matter will be provided by the project architect at the Planning Board meeting.

**Planning Board Comments (8/24/17 Planning Board Meeting)**

1. *The Planning Board Chairman requested that a letter be provided from Bolton Point indicating that adequate water capacity would be provided upon completion of the water infrastructure upgrades currently being contemplated between Bolton Point, Town of Dryden and Town of Ithaca.*

   Response: There has been ongoing communications via email between the design team, Town of Dryden, TG Miller and Bolton Point. On 9/13/17, a request was submitted to Bolton Point asking that such confirmation would be provided. TG Miller indicated that direct communications would be provided to the Town in advance of the September Planning Board meeting.

   Upon further coordination with TG Miller and the Town of Dryden, the process to transition ownership of the watermain along Dryden road and construction of the necessary infrastructure upgrades is still in process.

   Upon the design team learning of the potential water capacity issue in August, we promptly engaged Bolton Point and in turn was included in email communications with the Town of Dryden and TG Miller. Our team has received communications (verbally and via email) indicating that the process is moving forward and at no time was there an indication or communication stating or suggesting that the capacity required for the development would not be provided upon completion of the ownership transition and infrastructure upgrades.

2. *Per Varna Plan, a pocket park is encouraged and the goal can be reached with a bench along the trail to the Cornell Plantations. Planning Board also encouraged a pedestrian connection to Dryden Road from the pocket park.*

   Response: The enclosed Site Development Plans have been updated to include a “pocket park” at the southwest corner of the development. The park will consist of a circular patio area with paver bricks along with a raised circular planter which will have a decorative fruit tree and seasonal plantings placed within. Final details associated with the brick type, color, laying pattern, etc. associated with the paver patio will be selected by the Owner.

   In addition, a pedestrian connection is currently proposed between the Pocket Park and the shoulder of Dryden Road (NYS Rt. 366). The final details, configuration, etc. of the pedestrian connection is subject to NYSDOT review and approval. The design team agrees to keep the Town of Dryden informed on NYSDOT’s review of the pedestrian connection.

3. *The Planning Board inquired if a Long Form EAF has been submitted.*

   Response: Upon follow up coordination with the Town of Dryden, the Long Form EAF was provided via email on 7/20/17 to supplement the Short Form EAF included in the original submittal.
4. *The Planning Board inquired if the greenspace requirement outlined in the Town's development standards has been met.*

Response: Upon follow up coordination with the Town of Dryden, the Long Form EAF was provided via email on 7/20/17 to supplement the Short Form EAF included in the original submittal.

5. *The Planning Board requested that additional landscaping be provided along the parcel's frontage and building sides which face Dryden Road.*

Response: The Site Development Plans enclosed have been updated to include additional landscaping along the parcel's frontage on Dryden Road as well as plantings along the building sides which face Dryden Road. In addition, landscaping has been added along the fronts of all buildings which face the interior of the development.

6. *The Planning Board requested that the photometric information associated with wall mounted light fixtures along the exterior (front and rear) of the building units.*

Response: The enclosed Lighting and Landscaping Plan has been updated to include the projection of the 0.5 footcandle (FC) light level contour likely to be produced by a typical 100 W residential style wall-mounted entrance light. As illustrated on this plan, light trespass across the neighboring property should be minimal.

7. *The Planning Board requested confirmation that the existing sanitary sewer infrastructure has sufficient capacity to accommodate the anticipated sewage flows to be generated by this project.*

Response: Anticipated sewage flows were submitted to the Town DPW on 7/18/17 and also outlined in the Engineers Report submitted in June. The design team has been in contact with TG Miller regarding this item and to date of this letter no capacity issues have been communicated directly to the design team.
Response to SWPPP and Utility Comments  
802, 804, 810 and 812 Dryden Road – Modern Living Rentals  
10/16/2017

So the Town of Dryden Planning Board may continue their review of the site plans and schedule the public hearing, we are providing the following:

- This Letter (8 copies)
- Site Development Plans, 24x36 (2 sets)
- Site Development Plans, 11x17 (8 sets)
- Lot Combination Map, 11x17 (10 sets)
- Playground Sketch, 8.5x11 (10 copies)

The following information will be submitted under separate cover:

- Updated architectural floor plans, elevations, renderings and 3-D perspectives.

We respectfully request that this project be placed on the October 26, 2017 Planning Board meeting and public hearing agenda.

Please do not hesitate to contact our office with any questions.

Respectfully submitted,

[Signature]

Adam Fishel  
Marathon Engineering  
cc: Charlie O’Connor, Modern Living Rentals  
Donald M. Harner, P.E, C.P.E.S.C., T.G Miller, P.C