



September 09, 2020

Town of Dryden – Planning Board
93 East Main Street
Dryden, New York 13053
Attn: Ray Burger – Code Enforcement Officer

Re: Maifly Development - Planning Board Meeting
5 & 9 Freese Road
Dryden, NY

Dear Ray,

On behalf of our client, Maifly Development, we are submitting the enclosed information in response to the verbal comments communicated to the development team at the August 27, 2020 Planning Board meeting.

Planning Board Comments

Varna Design and Landscape Guidelines

1. *Members of the Planning Board requested elaboration on how the project incorporates features reflecting the Varna Design Guidelines and Landscape Standards.*

Response: An elaboration is as follows with a guideline-specific response in bold:

Multi-Family Residential:

- **Multi Family developments (combination of single-family homes, townhomes and apartments) are 100% by-right uses within the Hamlet of Varna per the Zoning Code. However, the Varna Design and Landscape Guidelines do not provide any recommendations on design standards for multi-family developments specifically.**
- **Although there are not specific standards provided, the design team has integrated design guidelines as they relate to larger scale residential projects in regard to building massing, colors, materials, roof lines, amenities, setbacks, porches/decks, parking, etc.**
- **Being sensitive to the potential visual impacts from Freese Road and NY-366, the plan as proposed retains the Single Family Homes at the intersection of Freese and NY-366, while also minimizing the visual impact along Freese Road by placing the smaller two-story townhome buildings closer to Freese Road and placing the taller three-story building as far back into the site as allowed based on previously installed storm water retention pond.**
- **Providing individual porches from the public right of way for the townhome units is not feasible due to the grade differential. However, individual decks are proposed for the townhome buildings.**

- **The development maintains two central parking areas that are partially blocked from view on by the proposed buildings. The central parking areas provide shared parking for the future tenants of the development.**
- **The development places the stormwater management facilities away from public view.**
- **Lighting for the development is pedestrian scale, ornamental style fixtures that are dark sky compliant.**
- **The proposed landscaping incorporates plantings along the foundation of the townhome and apartment buildings to break up those facades and add interest.**

Parking Guidelines:

- Where possible, an off-street central parking lot should be developed to fulfill parking requirements and needs. **Project incorporates central off-street parking areas to provide sufficient parking.**
- Wherever possible, shared parking should be provided between adjoining properties. This serves to limit the amount of parking required to reduce the needs for multiple curb cuts. **The project does incorporate shared parking on the 9 Freese Road site.**
- Wherever possible, use detached garages that are located at the rear of the lot to minimize the number and visibility of cars in front of properties. **Detached garages are not proposed. However, the buildings are sited such that they screen the much of the parking areas.**
- Where possible, develop alleys behind residential properties to reduce the number of vehicles on the street and in front of residential properties. **Alleys are not proposed as part of this project. However, the site is designed where parking is situated away from the street frontage and behind the buildings where possible - no vehicles will be on the street or in front of the residential properties on Freese Rd or NY-366.**

Building Scale:

- Buildings and public spaces should be proportional to pedestrians, as well as the buildings around them. **The proposed buildings are in 100% compliance with floor area and height as allowed in the Varna Mixed Use District (and do not seek to achieve maximum height or building floor area). The project maintains the single family homes along NY-366 and Freese Rd and positions the two-story buildings along the public right of way to preserve appropriate scale while placing the larger three-story building as far back into the site to further ensure the development maintains proportional building size.**
- Maximum building height for buildings should be no more than three stories and 40 feet in height. **The buildings are no more than three stories and are less than 40 feet tall.**

Landscaping Guidelines:

- Landscape residential properties using native plants to increase biodiversity, improve stormwater management, control flooding, and connect residents to original landscaped areas of the community. **The current site is largely un-**

- landscaped. The project proposes a mix of trees, flowering shrubs, grasses, and ornamental trees within and around perimeter areas accessible by the public.**
- Landscape commercial properties using native landscaping around building foundations for aesthetic purposes. Replace traditional turf with native landscaping in shade areas, on parking lot islands and around trees to improve and minimize surface runoff and improve water quality. **The Lighting and Landscaping Plan illustrates foundation plantings were incorporated and perimeter plantings incorporated around the parking areas where grade would allow.**
 - Where possible, utilize permeable paving materials to reduce surface runoff that leads to flooding and drainage problems. **Permeable paving materials is not a practical solution for vehicular circulation and parking areas due to their unproven reliability in the northeastern climate. Further, infiltration of any sort was discounted as a feasible option given the nature and unknown composition, density, etc. of the existing fill soils located on the site.**
 - Create landscapes that complement the built and natural environment. **The project provides for a vegetative buffer between the buildings and the side property lines in excess of the minimum setback required where native plants and flowers may re-establish.**
 - Integrate landscape elements such as fences that indicate property boundaries. **A split rail fence and forsythia bushes are proposed along the northern limits of the project in an effort to indicate property boundaries.**
 - Preserve the balance between development in the hamlet and adjacent natural lands. **The footprint of the site is within lands which have already been developed and/or disturbed. Disturbance of undeveloped land is not part of this project.**
 - Preserve existing vegetation in stream corridors, wetlands, and flood plains. **The site is not located within a stream corridor, wetland and/or flood plain.**
 - Carefully develop around existing trees and vegetation to create instant landscaping. **Site is current barren land with little, to no, vegetation or trees. Unfortunately, opportunities to preserve existing mature trees and quality perimeter landscaping is minimal.**

Sidewalks and Streetscapes:

- Sidewalks should be located on both sides of Route 366 within the central “Main Street” portion of Varna. **The project maintains the proposal for sidewalks on Route 366.**
- Sidewalks should have a minimum width of five (5) feet, however six (6) feet is more desirable where right-of-way width allows. **All sidewalk is proposed to be no less than 5 feet wide.**
- Sidewalk must be ADA (Americans with Disabilities Act) compliant. Where sidewalks cross driveways, the sidewalks should maintain a consistent grade. **To the extent practicable, the sidewalks are proposed to meet ADA requirements. However, the existing grade along Freese Road is such that a sidewalk placed along Freese Road will not be ADA compliant. This is because the running slope of Freese Road as it extends north away from the Route 366 intersection exceeds the maximum allowable slope outlined in the ADA standards.**
- Sidewalks should be separated from the curb by a planting/amenity strip. The width of the planting/amenity strip will vary depending on right-of-way constraints. A

planting strip of no less than 5 feet wide is provided between the edge of pavement or concrete gutter.

- Except near crosswalk locations, the planting/amenity strip should have a permeable surface such as grass and/or low maintenance plants. **The planting strip will be grass.**

Guidelines for Crosswalks:

- Crosswalks should be design for high visibility using alternative paving materials and/or stripping patters consistent with NSYDOT requirements. Where the crosswalk meets the curb and sidewalk, ramps should be designed to ADA standards. **Crosswalk will be striped in compliance with NYSDOT standards and will provide a ramp where applicable**

Guidelines for Lighting and Aesthetics:

- Establish features that strengthen the character and identity of Varna such as signage, plantings, and public art. **A development sign with seasonal plantings is proposed near the Freese Road and Dryden Road corner**
- Pedestrian scaled, ornamental streetlights and suitable species of street tress should be in the planting/amenity strip at appropriate intervals. Lighting should be designed to meet Dark Sky Associated guidelines. **Due to public utility conflicts street trees and/or decorative lighting is not proposed within the planting strip However, to meet the intent, deciduous and decorative trees are proposed along the sidewalk on Freese Road. All lighting interior to the site is proposed to be Dark Sky compliant.**

Compliance with Zoning Law Section 701

1. *An outline of how the project complies with the requirements of Zoning Law Section 701 was requested.*

Response: As stated in Section 701: Design Guidelines and Standards, all development and re-development of Lots and property in Varna shall comply with the Varna Design Guidelines and Landscape Standards, including:

- A. Landscape Design. Any proposed development or re-development subject to a building permit or review under this Law shall include a landscape and planting plan that includes.
 - i. A map or sketch of existing vegetation to be retained or removed. **The plans illustrate the Limit of Disturbance on the Grading, Drainage and Erosion Control Plan and the Lighting and Landscaping Plan has been refined to denote extent of ground cover.**
 - ii. A detailed landscape plan that includes a list of the number, type, and location of proposed vegetation. **The Lighting and Landscaping Plan illustrates the number, type, and location of the proposed vegetation.**
 - iii. A narrative or drawing demonstrating how the development of re-development will preserve open space and existing natural features including mature trees, tree canopies, landforms, existing topography, and vegetation. **The project is proposed to take advantage of the stepped topography that currently exists on the site due to fill placement over the**

years. Changes in topography have largely already been performed as part of the prior fill placement. Due to the prior fill placement, opportunities for preservation of mature trees is minimal. The site does not currently have any street trees or tree canopies that would otherwise warrant protection.

- B. Streetscaped and sidewalk design. Any proposed development or re-development subject to a building permit or review under this Law shall include plans for sidewalks or pedestrian paths that contribute to the goal of a unified pedestrian network in Varna. Any such proposed development or -redevelopment shall include a streetscape and sidewalk plan that includes:
- i. A map or sketch and list of dimensions of proposed pedestrian paths, sidewalks, and trails. **The Site Plan denotes private sidewalks, ramps, and stairs within the development as well as street sidewalks along the project's frontages on Dryden Road and Freese Road.**
 - ii. A map and sketch detailing streetscape amenities including lighting, sidewalk furniture (such as benches and refuse containers), signage, and a maintenance plan for such amenities, including provisions for snow removal. **Sidewalks are proposed along NY-366 and Freese Road. The sidewalk proposed along NY-366 is the same as what was proposed and approved as part of The Cottages project and maintains the proposed Seat Wall as originally proposed. The Site Plan has been updated to clarify this intent. Further, the Site Plan has been updated to include two (2) park benches along the Freese Road frontage. Sidewalk and amenities as well as maintenance and snow removal will be the responsibility of the developer.**
 - iii. Any proposed development or re-development along Route 366 requires sidewalks. **Sidewalk is proposed along Route 366.**
- C. Building and Architectural Detail:
- i. No proposed building shall exceed 40 feet in height. **The proposed buildings are proposed to be less than 40 feet tall.**
 - ii. Any proposed development shall be designed to preserve, as much as practicable, the existing views and line of sight of existing buildings and neighboring properties. **The viewshed of this corner will be improved from its current condition through the development as proposed. The taller building is proposed to be further from the front of the sites to so minimize its impact on viewshed as much as possible. Further, the buildings are situated such that much of the parking and stormwater infrastructure is screened from public view.**
- D. Streets and Parking:
- i. Any proposed development shall provide a circulation plan in and around the development for pedestrians, vehicles and cyclists which includes a details map showing the following:
 - a. Proposed roads, trails, and cyclist paths. **The Site Plan illustrates proposed ingress/egress drives and sidewalks.**

- b. The connection of proposed roads, trails, and cyclist paths to existing public highways. **The Site Plan illustrates the connection points of ingress/egress drives and sidewalks to the existing public highways.**
 - c. Circulation patterns including points of ingress and egress. **The Site Plan illustrates vehicular traffic circulation patterns.**
 - d. The dimension of any proposed roads, trails, and cyclist paths. **The Site Plan illustrates the dimensions of proposed driveways and sidewalks.**
 - e. The location of any proposed curb cuts to Route 366. **The Site Plan illustrates the dimensions of the proposed curb cut to Route 366.**
 - f. The location and number of proposed parking spaces. **The Site Plan illustrates the location and number of proposed parking spaces.**
- ii. New roads should be designed and located to preserve existing topography, as much as practicable. **New roadways are not proposed. That said, the new private driveways are designed to follow the existing topography to a reasonable extent.**

Site Plan Comments

1. *Members of the Planning Board expressed concern over the limited amount of identified recreational space provided specifically for the 9 Freese Road portion of the development.*
Response: As illustrated in the enclosed Site Plan, over 3,400 SF of Pocket Park/Recreation Amenity has been added specifically to the lower portion of the development, which includes the elimination of 9 parking spaces.

The Site Plan has been further refined to delineate over 7,900 SF of Pocket Park/Recreation Amenity space on the upper portion of the development. In total, approximately 11,300 SF of Pocket Park/Recreation Amenity area is provided and will be available for tenants/resident of both developments. It should be noted that each of the 15 single family home lots provides approximately 1,500 SF of dedicated recreation space per yard for each lot in addition to the above referenced 11,300 SF.

2. *Members of the Planning Board expressed concern over the total number of parking spaces. Upon further coordination, Planning Board members expresses concern in that the total number of parking spaces exceed the max allowable by Town Code.*
Response: Current approvals for “The Cottages at Fall Creek Crossing” is for 35 parking spaces for 15 units, or 2.33 spots per dwelling unit. Proposed development is seeking less parking spots per unit.

The development team originally proposed 100 parking spots for 47 units, or 2.13 spots per dwelling unit and have subsequently reduced the total number of proposed parking to 91 parking spots for 47 units, or 1.93 spots per dwelling unit.

3. *The development team indicated additional plantings along the frontage of 9 Freese Road will be added.*
Response: The enclosed Lighting and Landscaping Plan has been updated to include the additional landscaping.

4. *Members of the Planning Board expressed concern over the unknown condition and composition of the fill material placed over the years onsite.*
Prior to construction of any building on the site, the buildings foundations will be designed by a licensed structural engineer based on a Geotechnical Engineer’s soil exploration, classification, report and recommendations to ensure they are appropriate given the underlying soil conditions.
5. *Members of the Planning Board expressed concern over potential contamination associated with the former residential structure demolished.*
The Applicant will address any soil contamination that is identified during construction with a licensed Environmental Engineer.

Traffic Comments

1. *Members of the Planning Board expressed concern over the methodologies used in calculating the peak-hour trips associated with both development areas. The Planning Board requested additional information/explanation on how those figures were established.*
Response: As stated in the letter prepared by SRF & Associates dated August 17, 2020 which was provided to the Planning Board for review, the trip generation data noted is based on the Trip Generation, 10th Edition (2017), published by the Institute of Transportation Engineers (ITE). This publication is a resource recognized by NYSDOT as a means of calculating the peak-hour traffic generated by particular use. As stated in SRF’s letter, the trip generation is based on Single Family Detached Housing and Multi-Family Low-Rise Housing.

As stated at the August 27th meeting, a representative from SRF will participate in the upcoming meeting to provide further explanation of how these figures were calculated for this development.

As also stated at the August 27th meeting, as part of the driveway permit process with NYSDOT, NYSDOT must agree with the conclusions made by SRF (no further studies required and no mitigation required as part of this development) as part of DOT’s review of the application associated with the proposed driveway to Dryden Road. The updated Site Development Plans and SRF’s letter was submitted to NYSDOT on August 28, 2020. NYSDOT’s response will be provided to the Town upon receipt.

Lot Combination Plan Comments

1. *A typographical error was noted in regard to the spelling of the owners associated with the neighboring property.*
Response: The enclosed updated Lot Combination Map has been updated to correct this.

LEED Neighborhood Development

1. *The Planning Board asked a series of follow up questions associated with the LEED ND items associated with the project.*
Response: Refer to the attached narrative and updated checklist from CMB Consulting for responses to those questions.

Tompkins County Energy Recommendations for New Construction

1. *The Planning Board requested additional information related to the Tompkins County Energy Recommendations for New Construction.*

Response: Refer to the attached narrative titled “9 Freese Road – Conformance with Tompkins County Energy Recommendations for New Construction” for additional information.

5 and 9 Freese Road Long Environmental Assessment Form (LEAF)

1. *The Planning Board asked that the anticipated electrical usage be identified in Part D.2.K of the LEAF.*

Response: “The electrical demand analysis has not yet been performed and given that the project is residential in nature, completion of this section generally is not required. However, a request has been submitted to NYSEG to obtain electrical usage data for the developer’s nearby project (Ivy Ridge) which is comparable in size. That data will be used to approximate an annual electrical consumption for this project in advance of the upcoming meeting.

NYSEG has provided verbal confirmation that they provide electric service to the site and that they do not foresee any need for upgrades to their system to accommodate this project. Ultimately a new service request must be submitted to NYSEG prior to initiating construction. The Applicant agrees to provide the Town a copy of NYSEG’s “will serve” letter as a condition of approval”.

2. *The Planning Board asked whether there is hazardous waste below the surface associated with the house which is buried on the apartment/town home site.*

Response: The LEAF has been updated to state that the Applicant is not aware of any prior generation, treatment and/or disposal of hazardous wastes at the site. See response above for additional explanation.

2. *The Planning Board asked that the applicant attest to their target tenant demographic in Part F of the LEAF.*

Response: Part F of the LEAF has been updated to state that the Applicant’s anticipated target demographic includes, but is not limited to, young professionals, graduate/post-graduate students and families.

3. *The Planning Board asked that the Applicant indicate the anticipated rental rates for the various housing bedroom configurations being offered.*

Response: Rental rates will be determined based on market conditions upon completion of the project.

4. *The Planning Board asked what the anticipated number of tenants is for 104 bedrooms.*

Response: The Applicant does not have an anticipated number of tenants – the development provides 47 dwelling units that will be rented by the unit. The Applicant hopes to achieve renting of all 47 units.

Planning Board Submittal
Maifly Development – 5 & 9 Freese Road
09/09/20

5. *The Planning Board asked that the Applicant indicate whether it would be allowed for two (2) people to occupy any one of the 104 bedrooms under the terms of the lease.*
Response: **The Applicant will rent the dwelling units by the unit – if a tenant shares a bedroom within a unit, the Applicant does not plan to limit that as part of the lease.**

So we may continue our coordination and review with the Town of Dryden, we are providing the following information.

- This letter – 8 copies
- Site Development Plans (24x36) – 2 sets
- Site Development Plans (11x17) – 8 sets
- Lot Consolidation Map (24x36) – 2 copies
- Lot Consolidation Map (11x17) – 8 copies
- 5 & 9 Freese Road Full Environmental Assessment Form (FEAF) – 1 copy
- 9 Freese Road LEED Neighborhood Development Narrative – 8 copies
- 9 Freese Road LEED Neighborhood Development Checklist – 8 copies
- 9 Freese Road Conformance with Tompkins County Energy Recommendations for New Construction Narrative – 8 copies

We respectfully request that this project be placed on the agenda for the Planning Board's September 24, 2020 meeting. If you have any questions or need additional information. Please do not hesitate to contact our office. Thank you.

Respectfully submitted,



Adam M. Fishel, PE, CPESC
Marathon Engineering

cc: Matt Durbin – Maifly Development