

To Dryden Planning Board
Fr: James Skaley, 940 Dryden Rd

Re: Maifly Development on 5 & 9 Freese Rd.

In reviewing the documents and proposed site plan I find several issues that have yet to be resolved prior to this planning board declaring the project plans complete and ready for approval.

Sewer/Water Connections:

It has been brought to my attention that the Town still does not have clarity from Maifly as to how the sewer will be routed to the pump station near the bridge. In addition, since the 15 units above are part of a subdivision, each of these units in time could be sold individually. Currently, the developer is the single owner of what was a home-owners association. Should there be a change of status of ownership by Maifly and or/ the desire to sell one or more of the single family units, the ownership of each connection for these units becomes problematic. This needs to be clarified from a legal perspective and in addition Maifly should be required to give the Town a letter indicating that they will pay for any additional sewer/water mains that lead to the pump station or for completion of a water main loop as has been explained to me by TG Miller. From TG Miller's perspective—there remains outstanding concerns to be addressed:

From: Donald Harner

Sent: Wednesday, June 3, 2020 2:31 PM

To: rburger@dryden.ny.us; David Sprout (david@dryden.ny.us) <david@dryden.ny.us>

Cc: Rick Young (ryoung@dryden.ny.us) <ryoung@dryden.ny.us>; David Herrick <dah@tgmillerpc.com>

Subject: 5 and 9 Freese Rd. comments

Hello,

I have briefly reviewed the attached plans for Maifly Development and have provide my initial comments on the plans. I will review in greater detail upon submission of a full SWPPP and construction plans.

Has there been any further clarification on the HOA? How will stormwater be maintained across multiple parcels? It appears the applicant is proposing switching from a one private water/sewer lateral connection from each parcel to a combined private connection servicing more than one parcel. Are they looking to consolidate multiple parcels?

I am available to meet or zoom call to further review and discuss any comments.

Thanks,

Dondi

Donald M. Harner, P.E., LEED A.P., CPESC

Project Manager

Recreation Space: The developer indicates that he will be marketing in part to families; however, the allocated recreation spaces are really only picnic areas with a BBQ and tables. There are no spaces which show playground equipment on either the lower or upper sites—in total the spaces for both the single family units above and the Townhouse/apartments located below is not adequate for the 100+bedrooms. The National Recreation Association recommends 4 ac/1000 population—therefore for this development there should be minimally an acre set aside along with a mix of play equipment along with the picnic areas for adults.

Currently, only 10000 sq ft of designated recreational spaces are indicated more than half of that is concrete leaving only 4100 sq ft of green recreational spaces.

Parking has been reduced from 100 to 91 spaces to add more recreation spaces; yet this is still in excess of what the Town requires—therefore, a further reduction in parking to provide additional green spaces and appropriate play equipment should be required.

Given the overall design for this site I have to take it with a heavy dose of scepticism that this would be an attractive space for most families—that combined with the proposed market rate rents, and the excessive parking suggests that this is a project primarily designed for singles.

LEED Neighborhood credits:

In reviewing the LEED credits claimed, I find at least three that are problematic. The 2 points for community outreach/involvement. There has been none based on this site plan to my knowledge—I would wager that nearly all the residents in the Varna area have no knowledge of what this site will look like nor understand how it integrates with the community. In their letter Maifly acknowledges the minimal services in the area for the renters that they expect meaning that car traffic will be increased as a result. This will have potential traffic impacts. They also claim 1 pt for a brochure that purports to show off the innovation and design to be handed off to every leaseholder—that seems to me to nothing more than a marketing tool to acquire renters. That leaves this project in my view 2-3 credits short of the 40 minimally required by Town law.

Traffic Control issues:

Given the still unconfirmed status for the Freese Rd Bridge replacement and the addition of at least 90 cars with daily commutes to be added along with the 2000 cars averaging for current commute—access from the parking area to Freese Rd may be difficult during commuting hours. Furthermore, assuming the traffic lights are required for the new bridge this could further add congestion at this site. A more thorough traffic study should be required.

With regard to the Varna Community Development Plan for this location, the Plan shows this to be mostly green space below and a mix of residential commercial above. This project affords neither and since the project will be renting at market rates, it adds nothing to provide for the loss of another affordable space(s). Increasingly developers have been looking at Varna as a place for expensive dormitories for Cornell students ignoring the goals and objectives laid out in the Varna Plan. As such, this project as designed does not enhance the overall community.

Given all these concerns, this project is not yet ready final consideration.

Respectfully submitted,

James Skaley
940 Dryden Rd