



August 08, 2024

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

Re: Ithaca Neighborhood Housing Services
Proposed Multi-Family Residential
Freese & Dryden Road
Town of Dryden, NY

Dear Ray,

On behalf of Ithaca Neighborhood Housing Services (INHS) and HOLT Architects, we pleased to submit the enclosed material to respond to the comments made at the July 24, 2024 planning board meeting as well as those on the comments letter provided by TG Miller on July 15, 2024.

VERBAL COMMENTS FROM TOWN OF DRYDEN PLANNING BOARD – 7/25/2024

1. *Update the plans to show the correct number of stair risers between the basketball court and the parking area.*

Response: The plans have been updated to show an appropriate number of stairs for the elevation change between the basketball court and the parking area.

2. *Verify that anticipated flows at the proposed hydrant will be sufficient.*

Response: Based on prior hydrant flow test data and the current improvements, a hydrant flow of 900 GPM should be provided with a moderate allowance for sprinkler demand and hydraulic losses through backflow prevention device and water meter. Final design will be coordinated with plumbing engineer and reviewed by Bolton Point and Fire Department.

3. *Planning Board asked to see summary of how the project meets the requirements for the Green Development Bonus.*

Response: Refer to the enclosed summary prepared by Sustainable Comfort for additional information. A representative from Sustainable Comfort will be in attendance at the next planning board meeting.

4. *Finalize coordination with TCAT regarding the inclusion of a bus shelter at the corner of the project.*



Response: Based on initial coordination with TCAT, TCAT did not feel that ridership warranted installing a shelter at their cost. As a result of follow up coordination between the design team and TCAT, a bus shelter has been added to the plans and will be installed by INHS.

5. *Provide data on noise generated by HVAC condensers.*

Response: Reference should be made to the enclosed HVAC noise supplement.

6. *Provide additional screening from walkup HVAC condensers.*

Response: A wooden stockade fence has been added along the frontage facing side of the condensers to screen them visually and mitigate the noise generated by the units.

7. *Provide photometrics for the proposed site lighting.*

Response: The updated lighting design and associated photometrics have been added to the plans.

8. *The Planning Board requested that the design team take a look at lowering the mounting heights for the proposed site lighting.*

Response: To reduce light spill into the windows of the multi-family buildings, bollard lighting has been implemented along the front of the buildings.

9. *The Planning Board requested that the design team verify deer resistant plantings for the proposed landscaping is being used.*

Response: The plantings illustrated in the enclosed Landscaping Plan are deer resistant. Note however, deer will consume such plantings if stressed or if food sources are limited. While this is unlikely, if any plants become stressed or diseased or are dead, INHS will be responsible for replacing them.

10. *Finalize coordination with the Fire Department. Update Plans to improve access through the site and address potential ladder access to the rear of the 3-story building.*

Response: The plans have been updated to provide additional maneuvering room for the fire department to the satisfaction of the Varna and Neptune Hose Company Fire Chiefs. After further discussion, it was determined that ladder access to the rear of the 3-story building would not be required.



VERBAL COMMENTS RECEIVED DURING PUBLIC HEARING – 7/25/2024

1. *A member of the public requested some assurance that the developer would make sure the development is successful and properly maintained.*

Response: INHS has addressed this item in a separate letter which is provided with this submittal.

2. *A member of the public alleges that the Varna plan was only intended for developments up to 20 units.*

Response: The Varna Plan Zoning Code allows multi-family developments a base of up to 6 units per acre. The zoning code also allows for Green Development and Redevelopment bonuses each allowing for an extra 4 units per acre to a max of 14 units per acre. As proposed this project contains 53 units over 3.799 acres which equates to 14 units per acre in accordance with the Varna Plan.

3. *A member of the public expressed concern about the prospect of reducing the size of the bioretention areas and the affect that would have on the downstream watershed.*

Response: Only Bioretention Area #1 has been decreased in size but still complies with the new NYSDEC Stormwater Management Design Manual for water quality mitigation. The Detention Basin which is proposed remains unchanged and will provide the required peak flow attenuation of the stormwater discharges from the project site. We will continue to work with the Town's engineer on their review of the SWPPP.

4. *A member of the public shared the opinion that a bus shelter should be provided for the TCAT bus stop located at the corner of the project site.*

Response: See response above to Planning Board's comment pertaining to the TCAT bus stop.

5. *A member of the public expressed some skepticism that the pocket park is a true recreation area.*

Response: The Town of Dryden Zoning Code includes a definition for Passive Recreation Areas. This definition lists a number of examples, one of which is an area for relaxing. The design team maintains that any relatively flat grassy area can be used for relaxation and therefore, the pocket park is a recreation area.



6. *A member of the public expressed concern that the site soils consist of unstable fill that would not support the development.*

Response: As discussed at the meeting, deep foundation system consisting of helical piles will be used due to the soft fill areas. The building permit application package will provide the necessary deep foundation design drawings as prepared by the project's structural engineer.

7. *A member of the public expressed concern regarding how close the single-family homes are to Dryden Road and the limited space available for snow storage during the winter.*

Response: The single-family homes are set approximately 35' from the edge of the road which should be considered sufficient for snow plowing operations along Dryden Road. Based on aerial imagery, many homes along Dryden Road in Varna are closer to the road than the homes currently proposed.

8. *A member of the public questioned how tenants would access the upper recreation areas.*

Response: There is a winding sidewalk leading from the lower parking area to the basketball court. To access the pocket park tenants can follow the sidewalk into the single-family home side of the project and down the sidewalk to the pocket park.

9. *A member of the public questioned how trash and recycling would be handled and who would be in charge of maintaining it.*

Response: INHS has addressed this item in a separate letter to be provided along with this submission.

10. *A member of the public questioned how the development would keep individuals from entering the detention pond.*

Response: A fence is proposed around the detention pond to prevent anyone from entering. The fence as currently proposed will be 6' tall black vinyl coated chain link fence.

11. *A member of the public asked if there would be an onsite manager present 24/7.*

Response: INHS has addressed this item in a separate letter to be provided along with this submission.



12. *A member of the public questioned whether Cornell had been consulted regarding the access and impact to their fields, and conversely how Cornell's agricultural operations may impact tenants.*

Response: INHS has engaged Cornell staff regarding the cross access and potential impacts to the tenants. To date all comments of both parties have been addressed.

13. *A member of the public who lives directly across from the project expressed general concern regarding light spillage from the proposed lighting, noise generated by the HVAC condensers, the number of tenants anticipated, as well as the limited visual buffer from the property.*

Response: The updated photometrics provided show that there will be no light spillage from the development to the properties across Freese Road. Only one proposed light pole (located at the Freese Road driveway) may be visible from the subject parcel. A house side shield has been added to further cut off light distribution toward the right of way.

A solid wooden fence has been added to both visually screen the HVAC condensers and mitigate the noise impacting the neighboring properties.

Additional plantings have been added along the Freese Road right-of-way to provide additional buffering between the development and neighboring properties. Based on similar developments INHS has estimated that there will be approximately 69 residents with 16 of them being children.

TG MILLER COMMENTS – 7/15/2024

DRAWING COMMENTS

1. *Provide the Town with a copy of the correspondence with NYSDOT for the proposed entrance and utility work permits. Who will maintain the proposed storm along Dryden Road?*

Response: Correspondence from NYSDOT is included in this submittal. As a result the storm inlet along Dryden Road have been replaced with a grass swale. The connecting inlet (between Mount Pleasant and Freese Road) shown on the plans provided by TG Miller is expected to be owned and maintained by the Town.

2. *The existing 24" HDPE storm culvert that cuts through the site is being replaced with a 12" HDPE culvert. Provide hydraulic calculations that support the downsizing of the pipe. Clarify ownership and maintenance responsibility of 12" storm system routed through Parcel 1 and 2.*

Response: The plans have been updated to indicate a 24" pipe for this section of storm sewer.



The Town of Dryden has plans for utility improvements along Dryden and Freese Roads which may eliminate the need for this pipe section. Coordination is ongoing with the Town's engineer and these utilities are subject to change.

3. *No brick to be used within municipal Sanitary Manholes. Provide precast concrete grade adjustment rings and invert to be poured concrete.*

Response: The sanitary sewer manhole detail has been updated to include the use of only pre-cast riser rings.

4. *Clarify who will own and maintain the sidewalk along Dryden Road and Freese Rd.*

Response: The sidewalk along Dryden and Freese Road will be owned and maintained by the Town of Dryden. That said, based on a conversation with the Highway Superintendent, snow removal is the responsibility of the landowner.

5. *Consider adding a crosswalk across Rt. 366 and Mt Pleasant Rd. to connect to the existing sidewalk.*

Response: The plans have been updated to include cross walks across Dryden Road (Route 366) and Mount Pleasant Road.

6. *Depict the 40' utility easement along Freese Rd, Instrument #2024-03430. Verify that no building or foundations are within this easement area.*

Response: The plans have been updated to include the easement mentioned. As illustrated on the plans, no building is within the easement area.

7. *Please revise the plans to show the proposed gravity sewer main along Rt. 366 and the proposed force main replacement along Freese Rd. as shown in the Town of Dryden Varna Sanitary Sewer Improvements (Contract B) drawings. Town is schedule to install these utilizes this fall and into 2025. Proposed site layout and utilities may need to be adjusted to accommodate these proposed utilities.*

Response: The Town's water and sanitary sewer improvements have been shown for reference only. We acknowledge that further coordination with the Town's engineer is required coordinate the scope of work for both projects.

8. *Proposed 8" PVC gravity sewer main (between S-5 and S-2) are sloped at 0.4%. Recommend minimum slope to be 0.5%.*



Response: This sanitary sewer main is detailed and design by the Town's engineer and has been removed from this plan set as proposed improvements. Reference to the Town's design has been made throughout the drawings.

9. *Consider providing and inside drop manhole at S-1 to limit depth of main installed parallel with proposed force main replacement.*

Response: The depth of the manhole is unavoidable due to the need to maintain pipe cover at the sanitary sewer entrances at the building. Sheet piling and shoring will be required to protect the town's forcemain for the excavation and installation of S-1. This requirement has been added to the plan.

10. *Provide note for core-n-seal boot to be added at connections to existing manholes.*

Response: The plans have been updated to specify a core-n-seal boot to be added at connection to existing manholes.

11. *Provide water main profiles with utility crossings. Show directional drill/open cut across Freese Rd. to be perpendicular. 3-way valve cluster to be installed close to tee at the main. Divisional valve to be located at the main and not the ROW. Service line to remain private under the town road up to the main.*

Response: The plans have been updated to include the items noted above.

12. *Provide storm profiles with utility crossings within ROW/Town easement areas.*

Response: No private storm sewers are proposed within DOT or Town Easement areas. As the coordination with the Town's engineer for the Freese Road drainage progresses, additional profiles may be required. We will work with the Town's engineer to coordinate accordingly.

13. *Review use of concrete gutter vs. storm along Freese Rd. with Highway superintendent. If concrete gutter is used, detail and shift gutter to avoid conflict with existing sanitary manhole.*

Response: As a result of the onsite meeting 8/5/24 with the TG Miller and Highway Superintendent, the plans have been updated to include conceptual curbing and drainage improvements along Freese Road. As shown the curbing will be offset 13.5' from the road centerline to accommodate snow removal efforts during the winter with storm inlets proposed down the Freese Road frontage. TG Miller understands that additional coordination will be required to finalize the new drainage improvements and ensure there will be no conflicts with the water and sewer main improvements for Freese and Dryden Roads. Our office will keep Town Planning update on the status of this utility coordination.



14. *Extend walk along Freese Rd. to west side of service access drive.*

Response: Due to the location of the access drive and associated embankment slope on the west side of the driveway, extending the sidewalk to the west side of the access drive is not possible.

15. *Provide additional contours (0.5') or spot grades to show the grading and drainage within the driveway/parking area adjacent to Building #1-3.*

Response: The plans have been updated to include additional spot elevations for clarity.

16. *Provide updated landscaping plan with easement layers turned on. No trees to be planted within utility easements.*

Response: The landscaping plan has been updated to include any utility easements.

17. *Consider adding a temporary sediment trap/riser detail to the ESC Plan.*

Response: Temporary stone filter has been added to the pond outlet as a sediment control measure for the precast outlet structure.

18. *The silt fence along the western property boundary should be shifted to be downhill of the limits of disturbance.*

Response: The silt fence has been adjusted as noted.

SWPPP COMMENTS

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

Response: We acknowledge this requirement and will provide the signed Stormwater O&M upon final submission of the SWPPP.

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

Response: We acknowledge this requirement and will coordinate and finalize any required



cross-lot access and maintenance easement prior to the final submission of the SWPPP and prior to the start of construction..

3. *Provide a pre- and post-construction drawing sheets that clearly shows land cover hatches (impervious vs pervious) with areas, watershed boundaries, and time of concentrations flow paths.*

Response: The drainage plans have been updated to clearly delineate the impervious vs. pervious land cover areas. The watershed boundaries, time of concentration flow paths are shown.

4. *Provide pond spillway and forebay dimensions and clarify sizing.*

Response: No permanent retention is proposed. The emergency spillway detail has been updated to reflect the proposed spillway elevation, top of bank elevation, and width.

WATER COMMENTS

1. *Provide Engineer's Report for backflow preventions and water demands.*

Response: The enclosed Engineer's Report includes anticipated water demands associated with the project. The Mechanical Engineer will submit backflow application and associated documentation under separate cover.

2. *Show location and dimensions of water easements. Curb valves to be located at the easement line.*

Response: The water service line alignment has been updated. Location of the Town of Dryden's water main improvements and associated easements have been added to the plans. We acknowledge further coordination with the Town Engineer is required to fully coordinate work scopes between the two projects.

3. *Review fire hydrant location with fire department and Bolton Point. Will private fire hydrants have sufficient flow requirements or should flushing hydrants be considered?*

Response: Fire hydrant locations have been reviewed with Bolton Point and the Fire Department. No issues as to the hydrant location have been communicated to date. A flushing maintenance agreement with Bolton Point will be required.



SEWER COMMENTS

1. *Provide Engineer's Report for sewer main extension.*

Response: The Engineers Report is enclosed.

2. *Municipal sanitary sewer extension to be reviewed by NYSDEC.*

Response: The Design Team acknowledges this requirement and will be coordinating with NYSDEC accordingly. Relevant copies of correspondence with NYSDEC pertaining to their review of the sanitary sewer extension will be provided to the Town.

MISCELLANEOUS TOWN COMMENTS –

1. *Town code enforcement requested that all parking spaces be adjusted to reflect a 9'x20' dimension*

Response: All parking illustrated in the plans has been updated to provide 9'x20' parking spaces. As a result, minor edits were made to the lot lines of Parcel 1 and the planned lease lots. The updated Re-Subdivision Map is enclosed.

2. *Town Planning requested copies of the floor plans for the 3-story building and the walk-up residential buildings and confirmation of unit count be provided.*

Response: Updated floor plans are included in this submittal. The unit mix consists of 37 1-bedroom units and 16-2 bedroom units totaling 53 units.



We are providing the following information so we may continue our coordination and review with the Town of Dryden:

- This Letter
- Site Development Plans
- SWPPP
- INHS Site Operation Letter
- NYSDOT Email Communication
- Fire Department Email Communication
- TCAT Email Communication
- Engineers Report
- HVAC Noise Summary
- Sustainable Comfort Green Development Bonus Justification Summary
- Updated Re-Subdivision Map
- 3-Story Multi-Family Building Plans
- 2-Story Multi-Family Building Plans
- Bollard Lighting Cut Sheets
- Pole Mounted Lighting Cut Sheet
- Stream Collaborative Landscaping Design Plans

We respectfully request that we be placed on the agenda for the Planning Board's August 22th, 2024 regularly scheduled meeting to continue discussions with the board. We also respectfully request that the Planning Board refer the Special Use Permit for the larger multi-family building (Building #1) to the Town Board for review. If you have any questions or need additional information, feel free to contact us.

Respectfully submitted,

Adam Fishel, PE - Partner
Marathon Engineering

Cc: Lynn Truame – INHS
Leslie Ackerman – INHS
Steve Hugo – Holt Architecture
Noah Demarest – Stream Collaborative