

April 4, 2014
Updated May 15, 2014
Updated June 5, 2014
Final Version for posting June 17, 2014

Andrew K. Petersen
Planning Commission Zoning Board of Appeals
Troy City Hall
Department of Planning and Community Development
433 River Street
Suite 5001
Troy, New York 12180

RE: Samaritan Hospital Site Plan Application -
Planning Commission Hearing March 20, 2014
Conceptual Review Comments

Dear Mr. Petersen:

Please accept the following letter as the Applicant, St. Peter's Health Partners explanations, comments and position on the items documented in the working draft of the City review comments issued March 21, 2014.

A. Public Information-

Comment 01:

St. Peters Health Partners will provide a website and phone number for public comment throughout the construction process and will post the contact info prominently on construction signs.

Response 01:

St Peter's Health Partners will provide a phone number with additional contact information on a prominently placed construction sign. The Applicant will query the hospital's IT staff to determine the feasibility of providing a website during construction.

Comment 02:

All information received by and generated by the Planning Commission, the Zoning Board of Appeals, and the City Planning Department will be:

- o posted on www.troyny.gov - Departments – Planning and Zoning
- o available in hard copy for review in the office of the Planning Department, weekdays 9-4

public may contact Andrew Petersen, 279-7168 to schedule a time for discussion about the project

Response 02:

Comment Noted

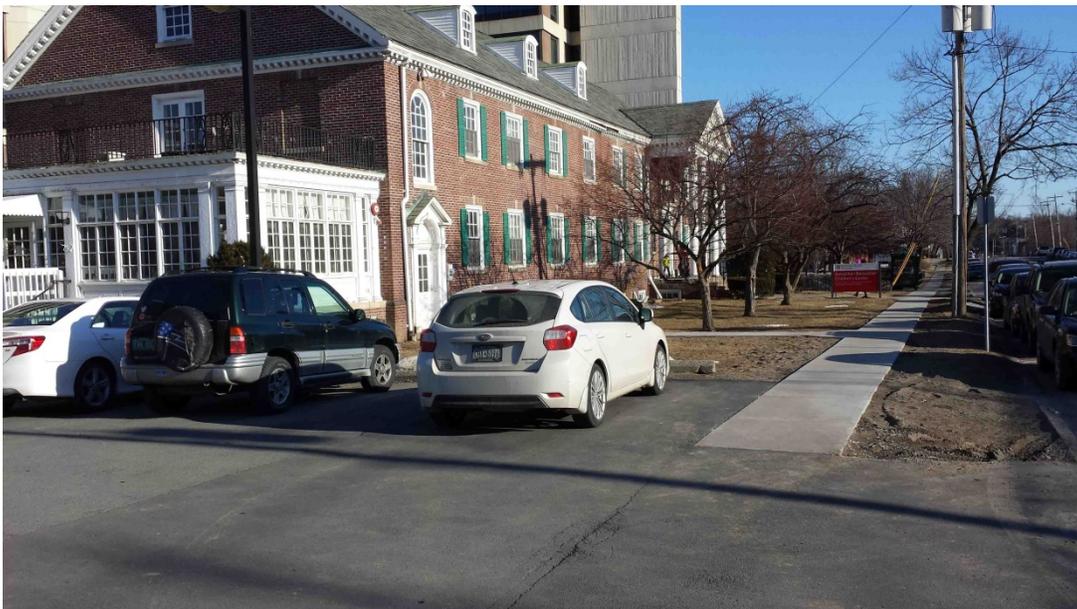
B. All boundary streets-

Comment 03:

All sidewalks should be at least 5' wide. Replace or expand smaller walks

Response 03:

The Applicant will be installing a new sidewalk along the south side of Eagle Street from the Corner of 17th Street to the sidewalk at the Samaritan Medical Office Building. The Applicant wants to encourage employees walking from the 17th Street surface parking lot to walk along the south side of Eagle Street and up to the new main hospital entrance. Limiting sidewalks on 17th Street will help to encourage this pedestrian movement pattern. No work is planned for the Peoples Avenue side of the campus. Work along Burdett is limited to adding new curbs and resurfacing the Hospital roadway entrance. Sidewalks in front of the Samaritan Day Care facility have been previously widened to 5'. The applicant will work with the City Engineers office to evaluate the sidewalks at the Burdett street entrance and new drop curbs will be constructed as part of the improvements planned for the Burdett street driveway. The balance of the walkways are not within the project area. See photograph 03-01.



03-01 Sidewalks along Burdett Looking North

Comment 03-4/16:

City standard for sidewalk width is 48", and depth is 6". Wherever walks are replaced owner will provide 4' minimum width. City engineer to review sidewalk construction details. Wherever curbs are replaced or constructed they will be granite per city standard.

Response 03 -5/15

Applicant agrees to the comment.

Comment 04:

Street trees should be evaluated and replaced or planted per Street Tree Committee recommendations

Response 04:

Comment Noted – Trees along Eagle Street have been evaluated and infill trees are proposed where existing curb cuts are to be closed as part of this project. Additional trees are proposed along the East side of 17th Street as part of the planned construction. The West side of 17th Street is currently dominated by driveways to residential Garages and trees exist along the rear property yards. (See Photograph 28-01). These large mature trees are on private resident property.

Comment 04-4/16:

City Street Tree Committee will give recommendations for tree species on all boundary streets. Barb Tozzi will coordinate Street Tree Committee review. All existing trees, especially along Eagle Street, are to be pruned, preserved and protected from any construction related damage.

Response 04 -5/15

Applicant agrees to the comment for any trees within the construction zone to ensure protection of existing trees to remain.

Response 04 -6/5

Applicant agrees to the comment for any trees within the construction zone to ensure protection of existing trees to remain. Additionally, GPI is coordinating through the Department of Planning and Community Development to establish a meeting with the Street Tree Committee to finalize plant material selection and asks that this be a condition of final site plan approval.

Eagle Street

Comment 05:

Look at the width and condition of this street for existing traffic load, projected traffic load and construction traffic, consider repair/reconstruction as necessary

Response 05:

Eagle Street currently has parking limited to only the South side. The Street pavement is in good condition. (See photograph 05-01 below). A surface condition evaluation will be completed along Eagle Street with the City Engineer prior to construction to establish a baseline. Any damage to Eagle Street caused by construction activity will be repaired to as good a condition as exists today to mitigate construction related impacts of the project.



05-01 Eagle Street Current Condition

Comment 05-4/16:

SPHP will video to record current street condition and will repair all construction related damage.

Response 05 -5/15

Applicant agrees to the comment.

Comment 06:

Can on-street parking be accommodated on both sides? Increased on street parking will protect 17th and other streets from overflow parking.

Response 06:

The width of Eagle Street precludes the use of on-street parking on both sides of the road while maintaining two-way traffic flow. It is desirable to maintain this two way flow on Eagle street so that hospital related commercial traffic can enter and return to the campus from Burdett and Eagle street without needing to travel through residential portions of the neighborhood. The parking deck once constructed will accommodate all parking needs for the hospital and there should not be any ongoing overflow management issues.

Comment 07:

During the construction can it be made one way to accommodate perpendicular or angled parking? This will provide parking while the lot is occupied as a construction site.

Response 07:

See Response to Comments 49-51.

Comment 08:

Provide new sidewalk along full length Eagle with street trees and lighting

Response 08:

The Applicant is proposing to construct a new landscaped sidewalk along the south side of Eagle Street from the intersection of 17th Street and Eagle to the sidewalk for the Samaritan Medical Office Building. The walkway will retain the existing mature Locust Street trees along Eagle Street and infill trees where curb cuts are being closed. The walkway will also include appropriate sidewalk pole mounted lighting.

Comment 08-4/16:

Applicant agrees to add sidewalk from Eagle Street entry east to Burdett Avenue. Due to topography this sidewalk may need to be 3' wide instead of 4' minimum. New sidewalk will be installed on the north side of Eagle Street from 17th to a crosswalk at the Eagle Street entry. This is to provide safe access for employees parking in the "cage lot" while construction of the garage is underway.

Response 08 -5/15

Applicant agrees to the comment.

Response 08 -6/5

Applicant agrees to the comment. Survey work has been completed and the additional sidewalk design is being added to the site plan drawings presented for Planning Chair signature following Final Site Plan approval. Please refer to the attached plan showing the location of all proposed additional sidewalks.

Comment 09:

Improve the intersection at Eagle and Burdett to better accommodate increased traffic and tractor trailers.

Response 09:

The Applicant has reviewed the intersection of Burdett Avenue and Eagle Street (see photograph 09-01). It will be possible to modify the northwest intersection radius for improved truck maneuvering. A new utility pole at this location has been set back off the roadway. The old pole remains but does not have any utilities attached to it. The Applicant will work with the City Engineer to investigate improving this corner as part of the project although it is noted that deliveries to and from the existing laundry facility already use this route. It should be noted that turning movement heading North on Burdett is not restricted under current conditions. Additionally discussions will be held regarding the options for limiting parking within three or four car lengths of the intersection on the west side of Burdett Avenue and the South side of Eagle Street to improve visibility and maneuverability in the intersection.



09-01 Eagle Street and Burdett Street Intersection

Comment 09-4/16:

Applicant will provide signage to restrict on street parking back 20' from the intersection on all corners. Applicant will provide reflective crosswalk striping per city standards. Applicant will investigate relocation of power pole at NW corner, remove the empty pole, and reconstruct the curb radius to accommodate trucks at same corner.

Response 09 -5/15

Applicant agrees to the comment and will investigate the need to move both utility poles with the caveat that any work requiring modification of the existing traffic signal is excluded from the scope of work anticipated related to this comment.

Response 09 -6/5

Applicant agrees to the comment and will investigate the need to move both utility poles with the caveat that any work requiring modification of the existing traffic signal is excluded from the scope of work anticipated related to this comment. Survey work has been completed and the design is being added to the site plan drawings to be presented for Planning Chair signature following Final Site Plan approval. Please refer to the attached plan showing the location of the proposed intersection improvements.

Burdett Avenue

Comment 10:

Consider relocation of CDTA bus stop to reduce the distance riders need to walk to the front entry.

Response 10:

The CDTA bus route runs along Burdett Avenue and so the bus stop will continue to need to be located on Burdett Avenue. The existing hospital walk in entrance will be similarly located to the existing ED walk-in Entrance and thus relocating the bus stop will not substantially change the distance from the stop to the entrance.

Comment 11:

Consider a reconfiguration of curb and sidewalk to provide inlet that pulls bus out of the traffic lane for loading.

Response 11:

The area located along Burdett Avenue for the bus stop is a no parking zone and the bus pulls over into the parking lane so it is out of the traffic lane. This is effectively a bus inlet.

Comment 12:

Consider a bus shelter.

Response 12:

CDTA has already provided a bus shelter at the bus stop on the west side of Burdett Avenue. A request can be made to CDTA to consider placing a bus shelter on the east side as well but such action will be in their hands.

Comment 12-4/16:

SPHP will request a bus shelter for the east side of Burdett Ave and will provide the concrete slab for the shelter if necessary

Response 12 -5/15

Applicant agrees to the comment.

Comment 13:

Does St. Peters Health Partners have a corporate ridership program for employees. If not, then implement one at least during the construction phase, then consider it's longer term value.

Response 13:

St. Peter's Health Partners does have a corporate ridership program for employees.

Comment 14:

Install high traffic, reflective adhesive Crosswalks at Eagle Street and at mid block.

Response 14:

Comment noted. The Applicant will review this with the City Engineer to determine what plans already exist for road striping along Burdett Street.

Comment 14-4/16:

Response is satisfactory. If City has no plans for striping the SPHP will provide crosswalk markings.

Response 14 -5/15

Applicant agrees to the comment.

Comment 15:

Consider no left turns into or out of Burdett vehicle entrance

Response 15:

Presently, the project is not proposing any changes to the existing access configuration of the Burdett Street entrance. A left turn lane on Burdett Street accommodates north bound traffic on Burdett Street for left turn movements entering the hospital. (See Photograph 15-01) Left turns exiting the hospital at this intersection are expected to be self-mitigating, meaning, when Burdett Street is busy and the left turn movement is difficult, drivers will prefer to use the Eagle Street driveway to access the signal at Burdett Street. If after construction concerns remain regarding this intersection the City could be requested to restrict on street parking for a few spaces on either side of the driveway to improve driver visibility.

Comment 15-4/16:

This item is left open for further input from the City Engineer. SPHP will provide signage to restrict parking to 20' back from corners.

Response 15 -5/15

Applicant agrees to provide signage to restrict parking 20' back from corners. The applicant's traffic engineer does not recommend restricting exit from the campus onto Burdett and the applicant does not wish to entertain this restriction.

Response 15 -6/5

Applicant agrees to provide signage to restrict parking 20' back from corners. The applicant's traffic engineer does not recommend restricting exit from the campus onto Burdett and the applicant does not wish to entertain this restriction. This remains the Applicants position as the Planning Commission completes their Final Site Plan Approval review.



15-01 Left Turn Lane at Burdett Street Entrance



15-02 Burdett Street Entrance

Comment 16:

Play yard fence at Burdett/Peoples is chain link, cheap and informal compared to all other improvements being made around the site. Replace this with a more substantial/institutional fence or wall

Response 16:

No work is planned for the Burdett/Peoples Avenue area of the campus and while the chain link fence may not meet the aesthetic views of all who see it, it functions very well for the Daycare facility. The expense of replacing this fence is not something the Applicant can absorb in the current project and respectfully requests that the existing fence remain. Photograph 16-01 below shows the fence which is

relatively new and in very good condition. It has vinyl clad coating and allows for views into the landscaped playground area.

Comment 16-4/16:

Open item. SPHP will discuss the fencing with Samaritan-Rensselaer Child Care. Planting of a hedge along the length of the fence is also an option to be considered.

Response 16 -5/15

The Applicant does not agree with modifying this fence. The applicant has reached out to Samaritan-Rensselaer Child Care and they are very concerned about any changes that might hinder views into the playground area for security purposes. Additionally, the cost for an ornamental fence durable enough for urban conditions (iron as opposed to aluminum) is estimated to add upwards of \$41,000 to the cost of the project.

Response 16 -6/5

The applicant has reached out to Samaritan-Rensselaer Child Care and they are very concerned about any changes that might hinder views into the playground area for security purposes. Additionally, the cost for an ornamental fence durable enough for urban conditions (iron as opposed to aluminum) is estimated to add upwards of \$41,000 to the cost of the project. As agreed, a meeting has been arranged by the applicant between the Childcare Director and Planning Commission Chair Barbara Nelson, AIA for June 11, 2014 to discuss this item further prior to the Planning Commissions next meeting on June 12, 2014.



16-01 Playground Fencing at Burdett and Peoples

Peoples Avenue

Comment 17:

Reconfigure the service entry on Peoples to accommodate large vehicle maneuvers without disruption of Peoples Avenue traffic flow

Response 17:

Photograph 17-01 shows the current geometry of the Service entrance. The proximity to the Burdett Street intersection, the adjacent buildings, and the grade separation to the loading area restricts the ability to change the configuration of the driveway. While, deliveries may temporarily disrupt traffic flow on Peoples Avenue, the disruption is limited in duration and infrequent. There are a number of large trucks that use that dock, Cardinal Supply's truck is the largest at 40 feet. The applicant will investigate options for limiting parking in the loading dock area so trucks could potentially pull directly down into the service area and then back into the dock. The project engineers will look into this.



17-01 Service Entrance off Peoples Avenue

Comment 17-4/16:

SPHP is testing the turning movements of the trucks which deliver to this dock. If largest trucks cannot maneuver this dock then shipper will be required to use smaller trucks. OR they will be forced to use the new dock on 17th Street.

Response 17 -5/15

The applicant has completed a review of the truck circulation at the existing loading dock. It is believed that most delivery trucks can pull down the driveway and maneuver into the loading dock without the need to back in from Peoples Avenue.. The Applicant offers to place signage at the driveway indicating no back in maneuvering and will convey this mandate to all regular delivery services. Any oversized trucks will be redirected to the Laundry Loading area as needed considering that such deliveries are infrequent. This would commence once the new construction is completed. Should these actions not fully mitigate the condition; the Applicant will explore modifying the existing Doctor's parking lot to allow for on-site maneuvering of larger delivery vehicles.

Response 17 -6/5

The applicant has completed a review of the truck circulation at the existing loading dock. It is believed that most delivery trucks can pull down the driveway and maneuver into the loading dock without the need to back in from Peoples Avenue.. The Applicant offers to place signage at the driveway indicating no back in maneuvering and will convey this mandate to all regular delivery services. Any oversized trucks will be redirected to the Laundry Loading area as needed considering that such deliveries are

infrequent. This would commence once the new construction is completed. Should these actions not fully mitigate the condition; the Applicant will explore modifying the existing Doctor's parking lot to allow for on-site maneuvering of larger delivery vehicles.

Additionally, the applicant has been maintaining a daily log of all deliveries over the past few weeks. Delivery companies whose vehicles have backed down (3-4 recorded) have been contacted by Hospital Materials Handling Department identifying that they must pull down and requesting that they educate their drivers accordingly. The larger delivery truck from Cardinal is being evaluated with the company to ascertain options for accommodating the larger vehicle. Signs to notify trucks not to back in will be installed. A proof of the current language and sign design is included below.



17-02 Design Proof of Sign

Comment 18:

Restore the boulevard meridian after the large vehicles no longer need to maneuver in the r.o.w.

Response 18:

As noted in Response to Comment 17, any changes to the geometry of the service drive entrance are restricted due to the location of the existing buildings and the grade change down to the service area. Regardless of any modifications made to the service entrance configuration, it will still be necessary to retain the boulevard median islands as they are currently configured.

Comment 18-4/16:

When largest trucks are eliminated then some length of meridian can be restored. Open item pending decision on trucks.

Response 18 -5/15

The Applicant does not have a problem with the City exploring restoration of the boulevard once the largest trucks are managed on-site at this service entrance. The Applicant does not wish to contribute to

the cost for this change given all the other work being requested of the Applicant in other more deserving locations around the campus.

Comment 19:

During construction, restrict parking on the south side of the street to residents only. Some sort of temporary permit arrangement and enforcement will be required.

Response 19:

The applicant will enforce all parking rules on our property but does not have the authority to enforce parking rules on the City streets. However, the Applicant does have a construction phase parking management plan that will mitigate construction phase parking. This is outlined in the response to Comments 49-51.

Comment 20:

Does Samaritan have any public safety staff that could periodically patrol the perimeter of the campus during the construction phase to observe and possibly enforce parking violations?

Response 20:

We can and do enforce the current parking rules on campus. We would continue to aggressively enforce those rules during the construction phases.

Jacob Street

Comment 21:

Protect the residential quality of the street from traffic. Post “No Commercial Traffic”.

Response 21:

A "No Left Turn - Trucks" sign will be posted on the loading dock exit along 17th Street to restrict trucks from traveling down Jacob Street.

Comment 22:

Signage and curb configuration to force a right turn only out of the garage onto 17th.

Response 22:

Due to the existing one-way street configuration west of the hospital, drivers who are destined for points west or south of 15th Street, may affect a larger number of residences if lefts exiting the parking deck are restricted. For example, (refer to Figure 22-01) a driver who wants to travel south on 15th Street will turn left from the parking deck and right onto Jacob Street (red path). This route travels past 9 residences on Jacob Street before the intersection of 15th Street. With left turns restricted, a driver will follow the yellow path, traveling past 13 residences in total when driving south on 16th Street back to Jacob Street. Therefore, the restriction may simply displace traffic from one block to another with no significant benefit.

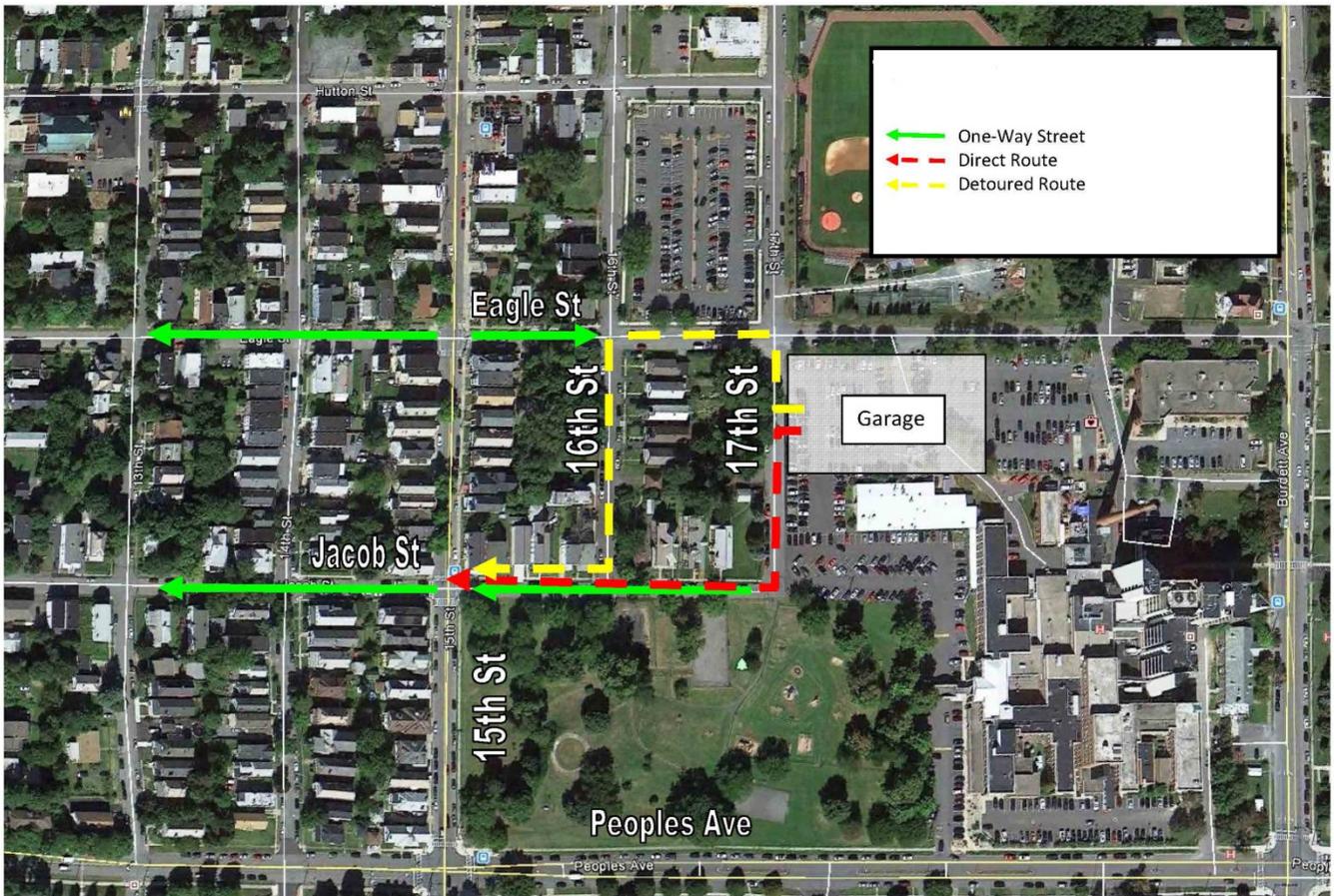


Figure 22-01

Comment 23:

Consider making the access drive from Jacob to the Lally Pavillion lot as pedestrian only except for emergency and maintenance/security vehicles -or- Consider posting the access drive from Jacob to the Lally Pavillion lot as one way east except for emergency and maintenance/security vehicles.

Response 23:

The access drive is currently proposed as one-way westbound to facilitate the drop off of patients and visitors with the ability for the driver to then circulate north to the parking deck if necessary. One-way circulation to the east would require a driver to make a u-turn in a limited space at the Lally Pavillion entrance after dropping a patient off. Restricting the access to pedestrian only (including emergency, maintenance, and security) would have a similar impact to traffic circulation. In addition, patient and visitors are expected to use the interior of the hospital to access the Lally Pavilion rather than walk around the building via the access drive.

17th Street

Comment 24:

Protect the residential quality of the street from traffic and noise

Response 24:

The Streetscape environment along 17th Street in the vicinity of the Hospital will be improved from the current condition. On street parking on the east side will be removed and access to parking will be limited to the area near the intersection of Eagle Street and 17th Street. New curbing and landscaping will be included along the east side of 17th Street. All mechanical and electrical equipment being installed near the parking deck and the lower laundry service level will be screened and provided with sound attenuation enclosures or be sound limited. (See also response to Comment 48).

Comment 24-4/16:

Planning Commission remains concerned about the streetscape on this block of 17th. Open item to be further explored.

Response 24 -5/15

The Applicant will work with the City Engineer as noted to ensure that the streetscape on this block is appropriately addressed. See response to Comment 28.

Comment 25:

Provide current and projected traffic counts for intersection of 17th and Eagle

Response 25:

During the morning peak hour, approximately 220 vehicles pass through the 17th Street/Eagle Street intersection (7:00 - 8:00 a.m.). During the PM peak hour (3:00 -4:00 p.m.) approximately 270 vehicles pass through the intersection. With the programming changes planned for the hospital and the expansion, an additional 27 vehicles in the morning peak hour and 45 vehicles in the PM peak hour are expected to be generated by the hospital. Some of this traffic will exit to Eagle Street and turn towards Burdett Avenue with some traveling through the 17th Street/Eagle Street intersection. The turning movement traffic counts suggest that most of the new traffic traveling through the 17th Street/Eagle Street intersection will arrive from the north and west and exit to the north and east. This is likely due to the existing one-way street configuration west of the hospital.

Comment 26:

Install high traffic, reflective adhesive Crosswalks at Eagle and 17th.

Response 26:

Comment Noted. High traffic, reflective adhesive crosswalks will be specified where City street crossings are proposed.

Comment 27:

Provide curbs and street trees, no sidewalks and no on-street parking all along the east side of 17th.

Response 27:

*As the site plan shows, the Applicant plans to improve the length of 17th Street adjacent to the Hospital property. This work will include new curbing and will **not** include sidewalks. No sidewalks are planned for the east or west sides of 17th Street; no sidewalks exist along 17th Street currently. The applicant wants to encourage employees walking from the 17th Street surface parking lot to walk along the south side of Eagle Street and up the new main entrance. Limiting sidewalks on 17th Street will help to encourage this pedestrian movement pattern. The City has been asked to restrict parking on the east side of 17th Street to reduce potential vehicular movement hazards. The area will be limited to a driveway entrance to the parking deck an Ambulance Emergency Department dedicated drop, a low use service ramp for Laundry service and a one-way (west) emergency access road adjacent to Beman Park.*

Comment 27-4/16:

Planning Commission agrees that no sidewalk should be installed on the east side of 17th Street because there are 4 service driveways. But a sidewalk is required on this block to allow safe access to the park for neighborhood residents. A sidewalk will be installed on the west side of the street instead.

Response 27 -5/15

The Applicant will work with the City Engineer as noted to ensure that the streetscape on this block is appropriately addressed. See response to Comment 28.

Comment 28:

Provide curbs, sidewalk and street trees along west side of 17th to keep residential pedestrians on west side away from truck and garage traffic, also to improve visual and noise buffer between hospital facilities and residential properties.

Response 28:

The Applicant has had discussions with City staff regarding the west side of 17th Street. The Applicant feels that it is important to limit sidewalks along 17th Street to encourage Hospital Employees to walk to the Hospital along Eagle Street and not 17th Street. Photograph 28-01 below shows the character of this section of 17th Street. With the exception of the property on the corner of 17th Street and Jacob Street all properties front on 16th Street. All that exists on 17th Street are the rear yards of the properties. Three of these four properties have small wooden frame garages that front on 17th Street which would requiring driveway curb cuts within any potential sidewalk locations. 17th Street in this area functions more as an access ally than a primary City Street where pedestrian traffic would be common. (See also Response to Comment 48 for Noise related discussion).

Comment 28-4/16:

Planning Commission remains concerned about the streetscape on this block of 17th. Open item to be further explored. The issue is not only noise or visual buffer. Improving the appearance and safety of the streetscape is the goal. Open discussion item.

Response 28-5/15

The Applicant has reviewed the pavement condition of 17th street and the available space along the west side of 17th Street and will agree to install a 48" wide sidewalk from the corner of Eagle Street South to the corner of Jacob Street. This sidewalk can be installed at the current grade off of the pavement edge thus limiting impacts to driveway grades and the existing edge of pavement.



28-01 Private Garages along 17th Street

Response 28-6/5

The Applicant has reviewed the pavement condition of 17th Street and the available space along the west side of 17th Street. The pavement is in very good condition (see photograph 28-01). The applicant will agree to install a 48" wide sidewalk from the corner of Eagle Street South to the corner of Jacob Street should final dialogue with the Neighborhood Association, adjoining property owners and City Engineers Department agree that the sidewalk is a benefit and not an attraction for undesirable activities in the area. This sidewalk will be the extent of the improvements that the applicant will provide and can be installed at the current grade off of the pavement edge thus limiting impacts to driveway grades and the existing edge of pavement. As with all City sidewalks this sidewalk will be the adjacent property owners responsibility for snow removal and other City regulated maintenance.

Garage Design

Comment 29:

Allow designer to reconsider the location of the main entry from 17th to Eagle.

Response 29:

The Applicant's site engineer has looked at options for moving the entrance to the parking deck for the lower level from 17th Street to Eagle Street. It is not feasible to move the entrance as the grades do not work with an Eagle Street side entrance. Currently there are 222 parking spaces in the lots that are accessed exclusively from 17th Street. There is a parking lot access located just south east of the Eagle and 17th Street intersection, there is a very wide parking lot access at the southern end of 17th Street and there are 22 perpendicular parking spaces located along the east side of 17th Street. (See photographs 22-01 and 22-02). Parking will no longer be allowed along the east side of 17th Street. There will only be

one driveway entrance for parking deck along 17th Street. This entrance will be located near the existing driveway at the intersection of Eagle and 17th Streets. This driveway will serve the lower level of the parking deck that has approximately 110 parking spaces for employees, a 112 space reduction from the current spaces accessed from 17th Street. Given this large reduction and that the existing driving patterns are not anticipated to change, the Applicant does not wish to access the parking deck from Eagle Street. The rationale for this is that there are grading issues associated with such a change and because the proposed access along 17th Street will see greatly reduced traffic from the unrestricted access and extensive at grade parking that dominates 17th Street currently. It is projected that residents in the area will see a significant improvement over current conditions.

Comment 30:

Encourage an exterior treatment that will screen 24/7 garage lighting from being intrusive to residential properties

Response 30:

Lighting proposed for inside the parking deck and on ramps will be surface ceiling mounted LED fixtures. On the top deck level relatively short (~10 ft.) pole mounted downlight LED fixtures will be used, spaced in close enough proximity to each other to maintain a 5 footcandle average horizontal lighting level and prevent unintended light spill over off the top of the parking deck. IES 9th Edition, Standard guidelines for maintained illuminance in parking garages was used as the standard for this lighting design. Exterior decks, ramps and stairways will also be designed to maintain a 5 footcandle average horizontal lighting level per this standard. Since the parking deck will be open 24/7, lights will remain on during the night similar to the lighting that remains on in the current parking lot and on the adjacent streets from street lighting. Some lighting will be on timers and photocells. Any time it is dark the parking deck lights will be on for security and safety reasons.

Comment 30-4/16:

Street trees will be added between west wall of garage and 17th street to aid in buffering light from garage.

Response 30 -5/15

Applicant agrees to the comment.

Comment 31:

Include commuter bicycle parking facilities (fenced area with lockers and benches is suggested)

Response 31:

Normally bike racks are not fenced to encourage use by all staff. Racks are being considered by the Applicant and will be located in an area that is otherwise an "inaccessible" corner for cars. Lockers and changing areas will be made available within the hospital for staff to use and might be included in the Pavilion addition as well.

Comment 32:

Consider solar/photovoltaic infrastructure on roof and/or south wall of the garage.

Response 32:

The Applicant does not plan to utilize solar panels because of the expense and the analysis that concluded that there is no reasonable payback for attempting to utilize solar/photovoltaic infrastructure without a major grant to pay for it.

Comment 32-4/16:

Please contact NY Light Energy, 830 New Loudon Road, Latham NY 12110 518-250-4271 for a no cost site evaluation to investigate the feasibility of a solar installation n the uppermost level of the garage.

Response 32 -5/15

Applicant has initiated discussions with NY Light Energy.

Response 32 -6/5

Applicant has initiated discussions with NY Light Energy (NYLE). A meeting was held with the Technical Sales and Production Manager where products were reviewed and funding/finance sources were evaluated. The applicant will provided NYLE with access to National Grid accounts and NYLE is working on a proposal for consideration. At this time it is not known if Tax Credits will make the Return on Investment worth pursuing.

Comment 33:

Encourage a design that reduces the scale of the garage building with vertical elements that mimic the rhythm of the residential architecture.

Response 33:

The parking deck will be visually linked to the new Pavilion expansion at the hospital simply due to its physical location. All views of the parking deck from both 17th Street and Eagle Street will have the hospital structures clearly dominant in the background and thus the parking deck will be viewed as an extension of the institutional buildings and not perceived to be part of a residential dominated urban fabric. As noted in Comment 28, with the exception of the property on the corner of 17th Street and Jacob Street all properties on 17th Street present the rear yards of these properties. Three of these four properties have small wooden frame car garages that front on 17th Street. 17th Street in this area functions more as an access ally for these garages rather than the front facades of the residential properties. The other surrounding land uses also do not portray a residential image or scale. The RPI baseball fields are located north of the parking deck on Eagle Street and the Hospital's 17th Street surface parking lot is located on the northwest corner of the intersection of Eagle and 17th Streets. Beman Park dominates the view to the South and the land contouring of the park immediately adjacent to the hospital is a berm that effectively separates the park view from the hospital.

Comment 33-4/16:

Planning Commission will review and comment on parking garage design when it is presented

Response 33 -5/15

Comment noted.

Response 33 -6/5

The proposed look for the garage is included in the rendering below:



33-01 Proposed Parking Garage Initial Rendering

Comment 34:

As long as the parking remains no cost to staff the surrounding streets will be protected from overflow parking. Samaritan needs to explore how it can change the commuting culture long term by incentivizing bus ridership, carpooling and cycling.

Response 34:

Comment Noted

Comment 34-4/16:

SPHP will document their efforts to change the commuting culture and will measure the actual change with an employee survey or similar tool.

Response 34 -5/15

Comment noted.

Comment 35:

Provide priority parking for hybrid vehicles. Provide charging stations for electric vehicles for staff.

Response 35:

While purely electric powered vehicles are beginning to be introduced to the market, they are not currently popular enough to justify the added expense for charging stations. The Applicant will look at

making provisions for future addition of such stations by including placement of appropriate conduits into the parking deck structure.

Comment 35-4/16:

This is a common practice in LEED certified projects. Instead of hybrid, the term is high fuel efficiency vehicles. Many cars meet high efficiency standards. Will the garage be monitored? So that preferred parking could be enforced. Preferred parking for carpoolers is also a good incentive. Example: carpoolers and efficient vehicles are rewarded with convenient garage priority over “cage lot” .

Response 35 -5/15

Comment noted and is under consideration as the Design/Build agreements for the garage are being negotiated.

Landscape

Comment 36:

Greenspace is limited to small areas. Use a structural soil specification that will support the hydration of trees of shrubs amidst so much hardscape. Use indigenous plantings that will not require excessive watering.

Response 36:

Appropriate soil amendment specifications will be included in the construction documents. Native materials will make up the bulk of all specified landscape materials.

Comment 37:

Street Tree Committee will provide recommendations on tree species.

Response 37:

Comment Noted, See also Response 36 above.

Comment 38:

Consider “green walls” at air intakes and garage wall screening.

Response 38:

Air intakes are at the penthouse far above the ground. Green walls can be considered but the budget is very tight and these would be an added cost. Also there are very few options for plant material that would remain green throughout the winter.

Comment 39:

Consider ground covers in place of small lawn areas to reduce mowing.

Response 39:

Comment Noted.

Comment 40:

Provide benches and trash container to encourage use of outdoor areas by staff

Response 40:

Comment Noted.

Comment 41:

Consider rain garden treatments where practical

Response 41:

Comment Noted.

Comment 42:

Shade parking areas with tree canopy as much as possible

Response 42:

Comment Noted. Most of the parking on the campus will now be located in the parking deck. Modifications to the Samaritan Medical Office Building will include new curbing and landscape islands with the introduction of new deciduous tree plantings.

Comment 42-4/16:

Response is satisfactory. SPHP should also consider the condition of the overgrown hedge along the south side of the “doctor’s parking lot”. The hedge is spotty, does not buffer the lights of parking cars, and provides hiding places. Consider replacing this hedge with street trees to shade the parking lot to help prevent heat island

Response 42 -5/15

Comment noted and a study is being completed and budgets established for upgrading the landscaping in this area.

Hardscape

Comment 43:

Use pervious asphalt in large parking areas

Response 43:

Pervious asphalt requires a well-drained native subsoil to be an effective means for recharging groundwater during rain events. Given the soil characteristics found during the extensive onsite geotechnical evaluation such soil characteristics do not exist. The use of porous asphalt therefore will not achieve the desired goal of recharging stormwater runoff. Therefore from an engineering perspective porous asphalt is not a wise investment for this particular project.

Comment 44:

All curbing along r.o.w. will be 6” granite.

Response 44:

Comment Noted.

Comment 45:

Provide welcoming pedestrian access /gateway to Beman Park at the termination of 17th Street

Response 45:

Beman Park is an existing municipally owned public park that currently has a sidewalk into the park from 17th Street. (See Photograph 45-01). A sidewalk already exists to the Park and the Applicant does not have the flexibility in the project budget to providing a new pedestrian access/gateway to Beman Park

Comment 45-4/16:

SPHP will provide ramped walkway up from the street into the park and a concrete landing at top of the ramp. SPHP will also install landscape plantings to frame the entrance as a gateway.

Response 45 -5/15

Applicant agrees to the comment.

Response 45-6/5

Survey work has been completed and the design is being added to the site plan drawings to be presented for Planning Chair signature following Final Site Plan approval. Please refer to the attached plan showing the location of the proposed ramped walkway, into the park.



Photograph 45-01 Existing Beman Park Sidewalk from 17th Street

Lighting

Comment 46:

Protect all residential zones from lighting overflow.

Response 46:

All site lighting and parking deck lighting will be installed with appropriate cut-off lenses and be positioned to minimize any light spill over to adjacent residential properties. See also Response to Comment 30.

Comment 47:

Provide fixtures which prevent night sky light pollution.

Response 47:

All site lighting and parking deck lighting will be installed with appropriate cut-off lenses and be positioned to minimize any light spill and any contribution to existing Night Sky Lighting issues that might exist in this Urban Neighborhood. See also Response to Comment 30 and 46.

Noise

Comment 48:

Provide noise impact information for generators and transformers.

Response 48:

Published dB levels of the specified transformers at approx. 10' (3 meters) and generation equipment at approx. 25' (7 meters) away from the equipment are presented below. These sound levels are presented based on an "open air" environment. Shielding walls, etc. will have a mitigating effect on the sound levels. Doubling the distance between the receiver (listener) and the sound source will reduce the decibel level by just over 6 dB.

For example:

Generators:

25' from the Generator Plant with all three generators running; dB= 81

50' from the Generator Plant with all three generators running; dB= 75

100' from the Generator Plant with all three generators running; dB= 69

Transformers:

10' away from the Transformers; dB= 67dB

20' away from the Transformers; dB= 61dB

100' away from the Transformers; dB= 46dB

Common dB levels examples:

90dB=Very Loud; Decibels at or above 90 regularly cause ear damage. Noisy factory, truck without muffler.

80db=Loud; Noisy office, electric shaver, alarm clock, police whistle.

70dB=Loud; Average radio, normal street noise.

60dB=Moderate; Conversational speech.

50dB=Moderate; Normal office noise, quiet stream.

45dB=Moderate; To awaken a sleeping person.

The generators will only be needed during power outages. They will be exercised for ½ hour weekly and this is done in the morning to lessen the impact on hospital operations. The generators are more than 100 feet away from the residential properties and thus it is anticipated that sound levels will be below normal street noise levels during the daytime hours they are being exercised. The electrical equipment along the parking deck is projected to be below 50dB at any residential structure which is anticipated to be below local ambient background sound levels existing at these residential receptors currently.

Construction Period

Comment 49:

Mitigate loss of visitor/staff parking and influx of contractor's vehicles with an enforceable Parking Management Plan.

Response 49:

In order to mitigate the loss of onsite parking we will be constructing the SMOB permanent parking lot and the parking deck first. While this work is ongoing the fenced lot at 17th and Eagle will be the main lot for Employees and the parking along the back of the property and around the laundry building will be dedicated to visitors. The number of construction workers required for the parking deck at this point in the project timing will be limited and ample room will be available for all construction workers to park on-site within the construction boundaries. Once the parking deck is complete all employees and visitors will utilize the parking deck for parking and the construction personnel will use the fenced lot. The hospital has chosen this phased development approach to ensure that there will be sufficient parking available during all phases of construction.

Comment 50:

Limit construction hours to 7am- 5pm unless approved by City Engineer as needed for special construction events.

Response 50:

This will not be a problem. We will notify the City Engineer if any special needs may arise.

Comment 51:

Keep heavy construction vehicles and deliveries OFF of Jacob, Eagle west of 17th, and 17th north of Eagle.

Response 51:

Current construction phase planning anticipates that heavy construction vehicles and deliveries will be kept off of Jacob Street, Eagle Street west of 17th Street, and 17th Street north of Eagle Street. Included within the RFQ's for the parking deck is a map delineating the delivery routes that must be used. The two sections below are from the RFQ's that will be used for this project.

- *The successful subcontractor shall be responsible for foreseen conditions at the project and its site, and the bid shall include consideration for these conditions. Bidders are encouraged to visit the project site to verify existing conditions. The Subcontractor has examined the Project site and the Contract Documents and reviewed with BBL the designated areas of access and delivery.*
- *The location of all trailers, equipment and stored material must be submitted to and approved by BBL prior to delivery. The inventory of material will be strictly monitored and controlled. All deliveries must be preceded by written notice to BBL in advance. BBL reserves the right not to allow trailers onto the Project site if the delivered materials are improperly scheduled. Please see the attached map of the allowable routes to the project site.*



Figure 51-01 Construction Delivery Allowed Routes

Post Occupancy Operations

Comment 52:

Provide snow removal along Eagle Street where staff and visitors will be parking so width of road is not diminished by snow. Tractor trailers will need full width for turns.

Response 52:

The hospital currently supplements City snow removal on Eagle street and will continue to do so.

Comment 53:

Provide snow removal also along 17th south of Eagle for clear access to parking, laundry and ambulance entry.

Response 53:

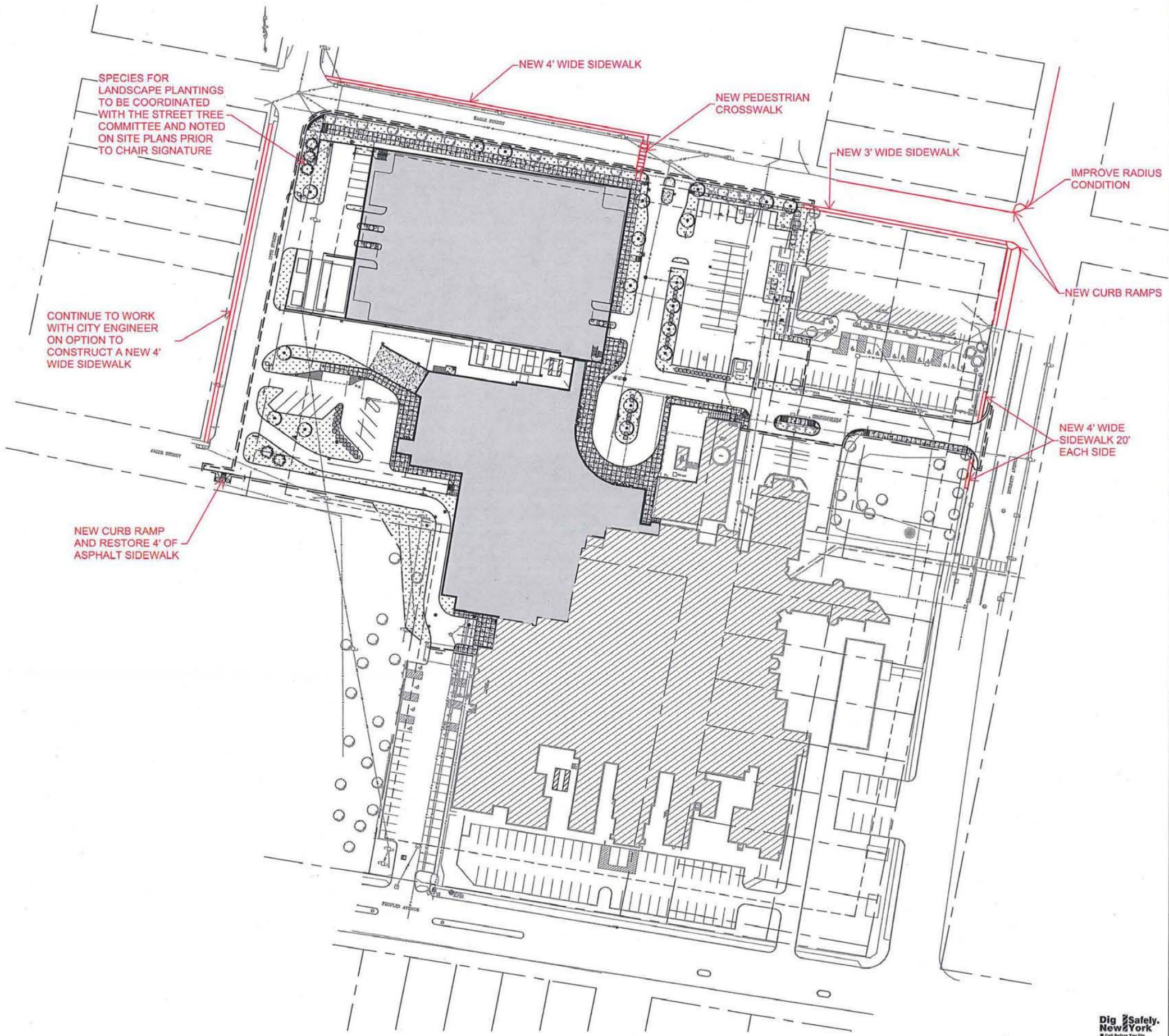
See response to comment 52.

Comment 54:

Discourage staff and visitors from smoking near Beman Park and near residential properties

Response 54:

The hospital will continue to enforce its State mandated smoking policies.



FreemanWhite
 8845 Red Oak Blvd.
 Charlotte, NC
 28217-5593
 704.523.2250 phone
 704.523.2235 fax

GPI
 GREENMAN-PEDERSEN, INC.
 CONSULTING ENGINEERS
 80 WOLF ROAD, SUITE 300
 ALBANY, NY 12205
 (518) 453-9431

ST PETER'S HEALTH PARTNERS

ST. PETER'S HEALTH PARTNERS

TROY MFP PROJECT
 SAMARITAN CAMPUS
 2212 Burdett Ave.
 Troy, NY 12180

project number
 ■ 4030220
 date
 ■ JUNE 5, 2014

seals

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 ■ J. Montagne

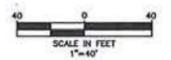
addenda/revisions

NO	NAME	DATE

THIS DRAWING REFLECTS ALL CHANGES INCORPORATED INTO THE DESIGN. NEWLY INCORPORATED INTO THE CONTRACT BEFORE PROCEEDING WITH CONSTRUCTION. SPECIFICALLY REFERENCED BY THIS REFERENCE.

PROPOSED SIDEWALK IMPROVEMENTS

sheet number



Dig Safely. New York
 Call Before You Dig
 Mark the Required Time
 Obey Utility Responses
 Respect The Marks
 Dig With Care
 800-962-7962
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