Barbara Nelson
Chair
Phone (518) 279-7168
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TROY. NY

Planning Commission
NOTICE of PUBLIC HEARING

William Dunne
Commissioner
Phone (518) 279-7166
Fax (518) 270-4642

Notice is hereby given that the Planning Commission of the City of Troy, New York will conduct a public hearing on **Thursday April 10, 2014 at 6:00 P.M.** in the Planning Department Hearing Room, 5th Floor, The Hedley Building, in order to hear and decide on proposals for development as follows:

Full Review

PC2013-065 Final Site Plan Review of a proposal to a Stewarts Shop. Project location is 9 112th Street, a B-2 Zone, ID 80.63-6-10. Applicant is Stewarts Shops, PO Box 435, Saratoga, NY 12866.

PC2014-012 Site Plan Review of a proposal to construct a 4 story parking garage, 5 story patient pavilion, emergency department, and associated building alteration and site work. Project location is Samaritan Hospital, 2215 Burdett Ave, an INST Zone, 101.48-3-2.1. Applicant is Greenman Pederson, 80 Wolf Rd #300, Albany, NY 12205

PC2014-017 Site Plan Review of a proposal to reoccupy a car lot. Project location is 55 Campbell Ave, a B-3 Zone, ID 112.70-1-9. Applicant is Jeff Gould, 215 County Route 70, Stillwater, NY 12170.

Consent

PC2014-014 Site Plan Review of a proposal to subdivide a parcel into 3 lots. Project location is 468 9th Ave, an R-2 Zone, ID 80.72-9-1. An applicant is Kevin Vandenburgh, 430 9th Ave, Troy, NY 12182.

PC2014-015 Site Plan Review of a proposal to occupy the first floor of a mixed use building as an office. Project location is 81 4th Street, a B-4 Zone, ID 101.53-9-7. Applicant is Lauren Groff, 11 State Street, Troy, NY 12180.

PC2014-016 Site Plan Review of a proposal to demolish a 3 family home. Project location is 8 Farm Street, an R-3 Zone, ID101.63-3-15. Applicant is Cristo Demolition, PO BOX 1636 Albany, NY 12201.

PC2014-018 Site Plan Review of a proposal to relocate a dental office within an existing building. Project location is 2121 6th Ave, an R-5 Zone, ID 101.46-2-2. Applicant is Redmond Griffin, 22 1st Street, Troy, NY 12180.

Removed

PC2014-010 Site Plan Review of a proposal to construct a single family home. Project location is Bolivar Ave, an R-1 Zone, ID 101.73-8-14. Applicant is Kate Talham, 632 N. Lake Ave, Troy, NY 12180. **Removed**

Historic District

Certificate of Appropriateness related to a proposal to renovate the façade of a building (Quakenbush Building) in the Historic District. Project location is 30-32 3rd Street, a B-4 Zone. Applicant is Atrium Services, 297 River Street, Troy, NY 12180.

Certificate of Appropriateness related to a proposal to construct signage in a Historic District. Project location is 212 River Street, a B-4 Zone. Applicant is No Name Graphics, 1535 5th Ave, Troy, NY 12180.

Certificate of Appropriateness related to a proposal to construct glass entry doors and bi-fold glass doors on a storefront. Project location is 207 Broadway (Troy Tavern Building) a B-4 Zone. Applicant is Vic Christopher, 12 Second Street, Troy, NY 12180.

Certificate of Appropriateness related to a proposal construct signage in a historic district. Project location is 107 Congress Street (H&R Block), a B-4 Zone. Applicant is Action Signs, 3267 River Road, Rensselaer NY 12144

Should any unforeseen events occur, any of the proposals noted herein may not be reviewed at said hearing. Any proposals previously tabled by the Commission may be reviewed at this hearing without benefit of public notice. Any

other proposals reviewed by the Commission at this hearing will receive publication in this newspaper at least five days prior to the hearing date.

Auxiliary aids and services are available for individuals or groups with disabilities. Please provide one-week advance notice for such service. For information contact the Troy Planning Department at 279-7168. Any person having interest in the above matters will be heard at said time and place.

Planning Commission of the City of Troy, New York
Andrew Petersen

Staff Report # PC2013-065

Applicant: Stewarts Shops

Project Summary:

PC2013-065 Site Plan Review of a proposal to demolish 2 buildings and construct a Stewarts Shop. Project location is 9 112th Street, a B-2 Zone, ID 80.63-6-10. Applicant is Stewarts Shops, PO Box 435, Saratoga, NY 12866.

SEQRA : Pursuant to 6 N.Y.C.R.R. Part 617, the described proposal is subject to the State Environmental Quality Review Act and is classified as an Unlisted action. The applicant has completed an Environmental Assessment Form (E.A.F.), and based upon the submission of an EAF adequate information is available to determine that no significant impacts are likely to occur as a result of this proposal. No Federal agencies are involved; no other agencies are known to be involved.

Prior Planning Board Action

Prior Zoning Board April 2014 Approved

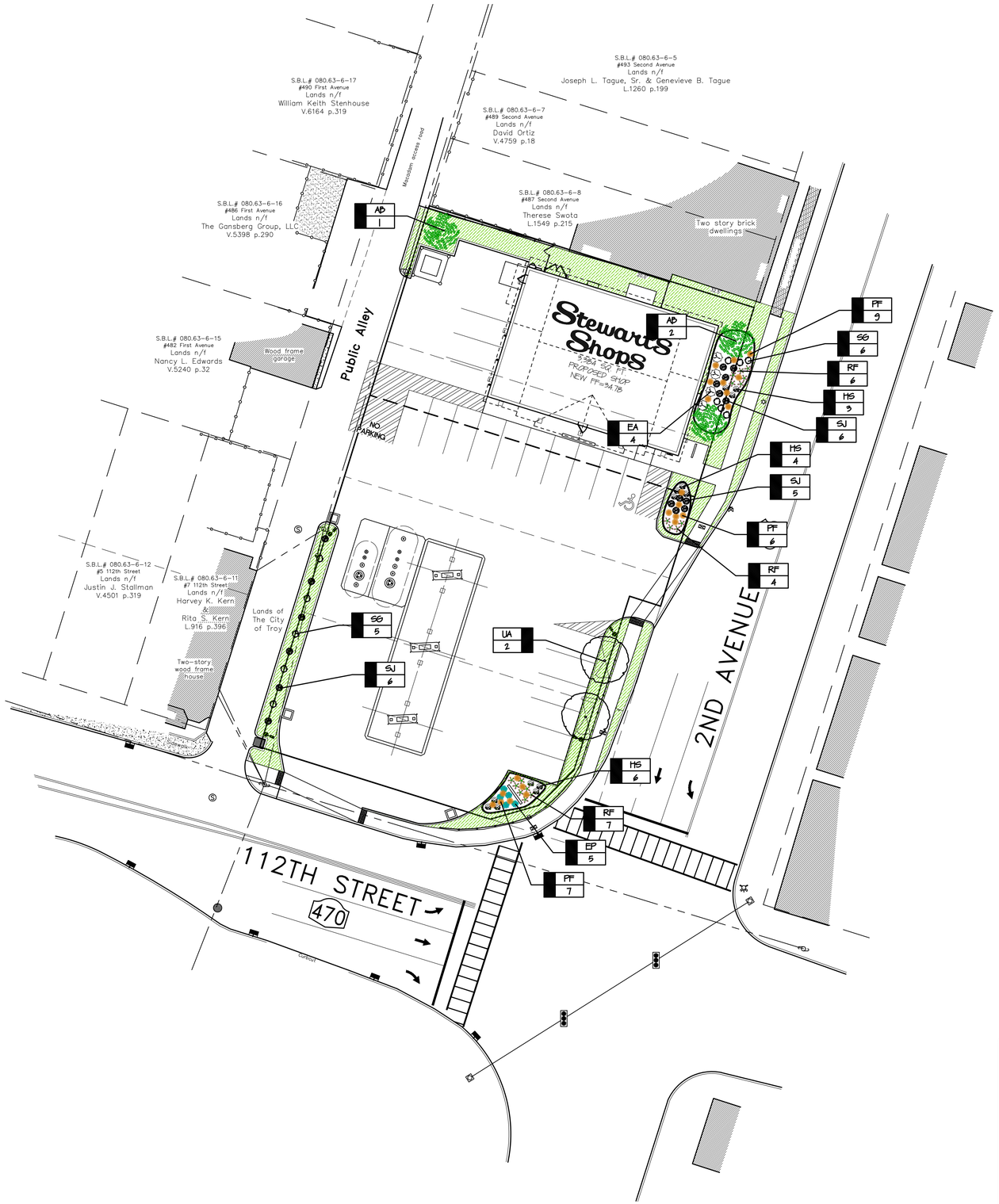
Site Design Review:

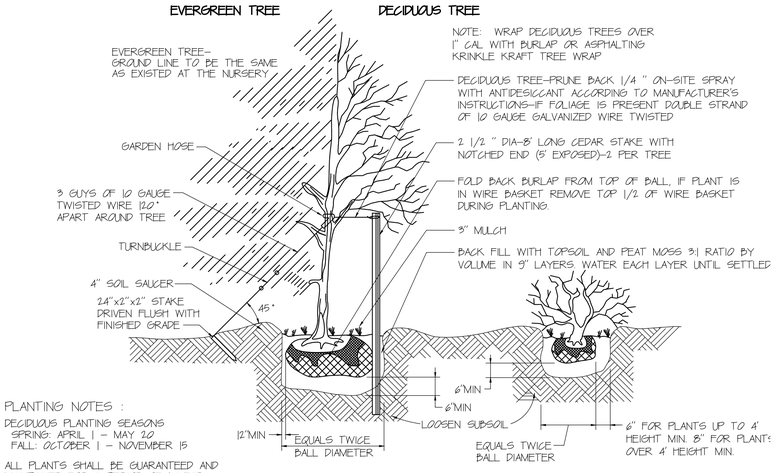
- Applicant proposes to construct a new Stewarts Shop at the site of an existing Stewarts Shop. The overall site plan calls for the acquisition of the parcel located to the north of the existing Stewarts (both the house and vacant lot). The existing home is to be removed. The new structure will be constructed on this portion of the lot while the existing structure remains. Once construction completes the existing Stewarts will be demolished and gas pumps relocated to this area. Throughout the phases of construction the site will remain in full operation.
- The existing structure 485 Second Ave will be removed. The applicant will do a pre and post survey of the adjacent structure. This visual / structural survey will be detailed by the City Engineers. The structure will be removed in accordance with a demolition plan to be prepared by the City Engineer. After construction of the new store the existing store will be removed. A similar plan will be prepared.
- Applicant proposes a single egress ingress point on 112th Street and a single egress/ingress on 2nd Ave moved north. Access from the alley is also proposed.
- Applicant will install a dumpster and enclosure to the northern rear of the property at the alley. A stockade vinyl fence and landscape buffer approximately 18 feet in width will be constructed to the side of the building where it abuts the residential 487 2nd Ave. A tree is proposed in this location
- Applicant will construct a monument style sign using the nearby CVS and Mr. Subb as examples for scale and location. A decorative fence is also proposed as a pedestrian safety measure creating a physical buffer between pedestrian right of ways and parking lot.
- Applicant will install street trees where required by the 112th Street, Lansingburgh Village Study. 2 added at 2nd Ave per street tree committee.
- Applicant will adequately light the parking area and rear alley to address neighbors security concerns.

- Applicant has provided a landscape plan and proposes a variety of species at the front of the building as a natural buffer to the residential use located at 487 2nd Ave.
- Dumpster has been relocated to the side of the building approximately 18 feet from the line. A house, bib and curbing is proposed.
- The existing structure 485 Second Ave will be removed. The applicant will do a pre and post survey of the adjacent structure.(487 2nd) This visual / structural survey will be detailed by the City Engineers.

Stipulation
Dumpster pickup limited from 7AM – 7PM
Restrict gas delivery between 1AM-4AM
Tree species TBD by Street tree Advisory Committee. A low maintenance, deep root system tree will be chosen.

All projects approved are to be reviewed in accordance with the 2010 NYS Building Code, NYS Fire Code and all other applicable codes.





PLANTING NOTES :

DECIDUOUS PLANTING SEASONS
SPRING: APRIL 1 – MAY 20
FALL: OCTOBER 1 – NOVEMBER 15

ALL PLANTS SHALL BE GUARANTEED AND MAINTAINED FOR A PERIOD OF 1 YEAR AFTER BEING PROPERLY PLANTED.

REPLACEMENT PLANTS SHALL BE PLANTED IN CONFORMANCE WITH THE SAME SPECIFICATIONS AS THE ORIGINAL PLANTS.

WEED MAT TO BE USED IN ALL PLANTING BEDS

1 / S-7 **PLANTING DETAIL**
SCALE: NONE
CROSS REFERENCE: NONE

PLANT LIST

	ABRV	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING
TREES	UA	ULMUS AMERICANA	AMERICAN ELM	2	3 1/2" CAL	AS SHOWN
	AD	ACER BUERGERANUM	TRIDENT MAPLE	3	3 1/2" CAL	AS SHOWN
SHRUBS	SG	SPIRAEA GOLDMOUND	GOLDMOUND SPIREA	11	14"-18"	AS SHOWN
	SJ	SPIRAEA JAPONICA	LITTLE PRINCESS SPIREA	17	14"-18"	AS SHOWN
	EA	EUONYMUS ALATUS 'COMPACTUS'	BURNING BUSH COMPACTA	4	24"-30"	AS SHOWN
PERENNIALS	HS	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY – STELLA DE ORO	13	2 GAL	AS SHOWN
	RF	RUDBECKIA FULGIDA	BLACK-EYED SUSAN	17	2 GAL	AS SHOWN
	EP	ECHINACEA PURPUREA 'RUBY STAR'	CONEFLOWER – PURPLE	5	2 GAL	AS SHOWN
	PF	PENNISETUM PIBLET	GRASS – PIBLET FOUNTAIN	22	3 GAL	AS SHOWN

ALL PLANTING BEDS TO BE BERMED UP AND MULCHED WITH BLACK MULCH

ENGINEER: LH Rutland, Jr. PE
P.O. Box 171
Middle Grove, NY 12850

ALTERATIONS TO THIS DOCUMENT BY OTHER THAN AN AUTHORIZED LICENSED PROFESSIONAL ENGINEER IS ILLEGAL AND A VIOLATION OF THE NEW YORK STATE EDUCATION LAW

STORE NAME, ABBREVIATION & NO.
112TH STREET – 112 – #131

SITE LOCATION
9 112TH STREEET – TROY, NY 12182

DATE	REVISIONS
1/9/14	ADD SHRUBS ALONG ALLEY
2/3/14	SHRUBS ALONG 2ND AVE.
2/19/14	STREET TREES
03/20/14	MOVE BUILDING/DUMPSTER
7/24/14	ADD TREE BEHIND DUMPSTER

Stewarts
P.O. BOX 435
SARATOGA SPRINGS, NY 12866
TEL. (518)581-1200 FAX (518)581-1209

DRAWN BY: MA
SCALE: 1" = 20'
DATE: 12/11/13

DRAWING NO.
S-7

TITLE:
PROPOSED LANDSCAPE PLAN

Staff Report PC2014-012

Applicant: Greenman Pederson

Project Summary:

PC2014-012 Site Plan Review of a proposal to construct a 4 story parking garage, 5 story patient pavilion, emergency department, and associated building alteration and site work. Project location is Samaritan Hospital, 2215 Burdett Ave, an INST Zone, 101.48-3-2.1. Applicant is Greenman Pederson, 80 Wolf Rd #300, Albany, NY 12205

SEQRA : Pursuant to 6 N.Y.C.R.R. Part 617, the described proposal is subject to the State Environmental Quality Review Act and is classified as an Unlisted action. The applicant has completed an Environmental Assessment Form (E.A.F.), and based upon the submission of an EAF adequate information is available to determine that no significant impacts are likely to occur as a result of this proposal. No Federal agencies are involved; no other agencies are known to be involved.

Prior Planning Board Action

Prior Zoning Board Major Area Variance application April 1, 2014

Site Design Review:

General Site Planning

The proposed site improvements for the Samaritan Hospital Campus reconstruction address the following key components:

1. The proposed layout greatly simplifies circulation patterns and largely separates vehicular traffic and pedestrian traffic movements on the campus. Currently the parking lot configurations, internal circulation drives and access points to the City street network on the Samaritan campus are largely the result of historic expansion additions and modifications that over time have resulted in a disjointed array of various lot layouts bisected by access drives with various grade elevation changes.
2. Access along Eagle Street will be reduced from two driveway entrances to one. The new driveway entrance will run perpendicular to Eagle Street, on axis with the proposed new hospital walk-in/main entrance roundabout.
3. Access off of Burdett Street will remain the same, however, internally the drive will extend to the intersection with the Eagle street drive at the roundabout and Parking Garage main entrance.
4. The parking lot for the existing Samaritan Medical Office Building will be reconfigured to create a simplified parking geometry, improving the circulation within this lot. Additional MOB parking will be housed in the new parking garage. A pedestrian at-grade cross walk from the garage to the MOB lot will safely accommodate pedestrian movement across the Eagle Street drive.
5. The parking garage (4 levels 550 cars) was strategically positioned on the site. As positioned the second level of the garage will match the finished floor elevation of the

new walk-in/main entrance at the roundabout. A pedestrian link will provide a weather protected access from the garage into the hospital. The garage will also function as a grade transition between the first floor of the new hospital Pavilion and the basement level of the Pavilion.

6. Use of the lower level of the garage is being evaluated as part of parking management planning for the hospital. This level is being considered as an employee parking level. Entrance to the lower level of the garage will be off of 17th Street in the approximate location of the existing employee lot entrance. Existing employee vehicular movements can be expected to remain relatively consistent with current movements at the Samaritan Campus.

7. A new sidewalk will be constructed along Eagle Street from the corner of 17th Street to provide a strong link between the 17th Street Employee surface parking lot and the new main entrance. The

sidewalk will follow the north and east sides of the new parking garage and will include associated pedestrian level sidewalk lighting and landscaping.

8. The 17th Street, streetscape environment will be greatly improved during this project. As noted above, the lower level entrance to the parking garage will be located along 17th Street. In addition to this entrance, a new Ambulance Entrance loop will be located along 17th Street. The existing Oncology lot will be removed in this area and the two way drive that circles back to Peoples Avenue will be reduced to a one lane service only driveway.

9. As noted earlier, the existing Laundry Building will be removed from the campus and Laundry Service will be outsourced off site. The existing Laundry building provided laundry service for multiple facilities in addition to Samaritan hospital so all associated off-site traffic will be removed from the traffic movements in the neighborhood.

10. To accommodate outsourcing Laundry Service it will be necessary to have a dedicated Laundry loading ramp at the hospital. The ramp to the basement level of the Pavilion addition is located between the new Ambulance loop and the parking garage. The ramp also provides a service road to the new emergency generators and new electrical switch gear. It should be noted that the tractor trailer required for the laundry service will approximate the tractor trailer mounted portable PETSCAN that is brought to the campus on a regular basis. Given this, it is anticipated that there will be no issues for the truck to circumnavigate the local city street network to access the 17th Street service ramp.

11. New campus electrical service will be required. The applicant's consultants worked with National Grid to design and site the required HI-Yard for this service on the campus. The equipment will be placed on a leveled and enclosed yard along 17th Street adjacent to the Parking Garage. The yard will be partially screened by retaining walls required to level the area and further screened by a decorative screen fence to be mounted above the wall. Landscaping will be provided to further enhance the visual screening proposed (Please see the exterior Architects renderings included).

12. The Tower portion of the new Pavilion will have a total height above existing grade on the 17th Street side of 90 feet. The tallest portion of the existing hospital structures is 110 feet a full 20 feet taller than the proposed Pavilion Tower. The interior height maximum in the Institutional District is 150 feet.

13. All deliveries, trash and medical waste removal and service will remain from the existing Peoples Avenue Service entrance.

Stipulations

All projects approved are to be reviewed in accordance with the 2010 NYS Building Code, NYS Fire Code and all other applicable codes.

GPI Greenman-Pedersen, Inc.
Engineering and Construction Services

Offices Throughout the United States

April 4, 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:

- posted on www.troyny.gov - Departments – Planning and Zoning
- 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 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.

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 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 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

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 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 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.

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.

16-01 Playground Fencing at Burdett and Peoples

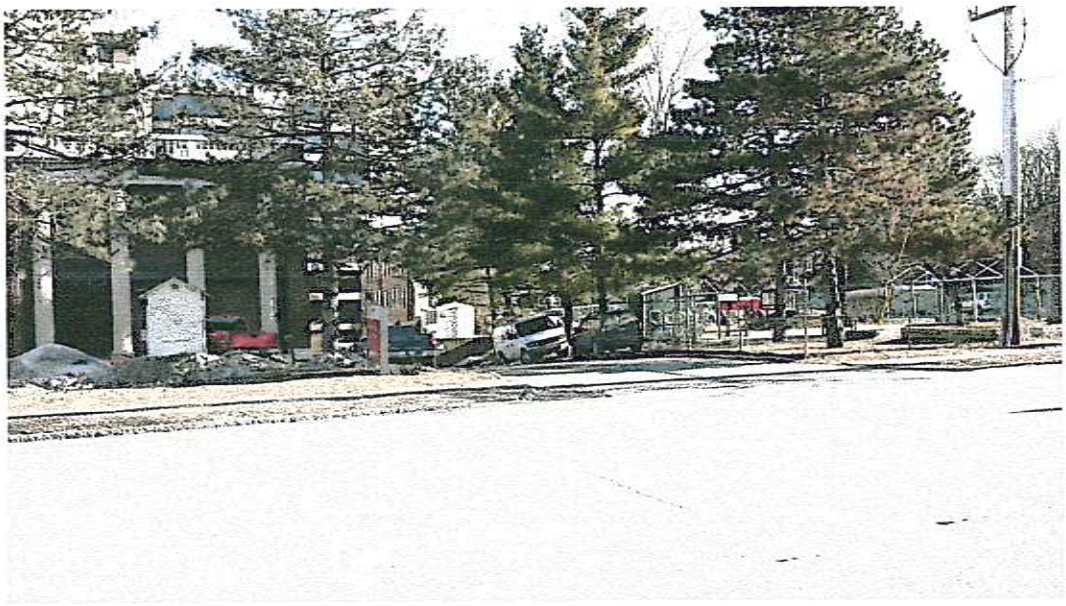
Peoples Avenue

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 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 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.

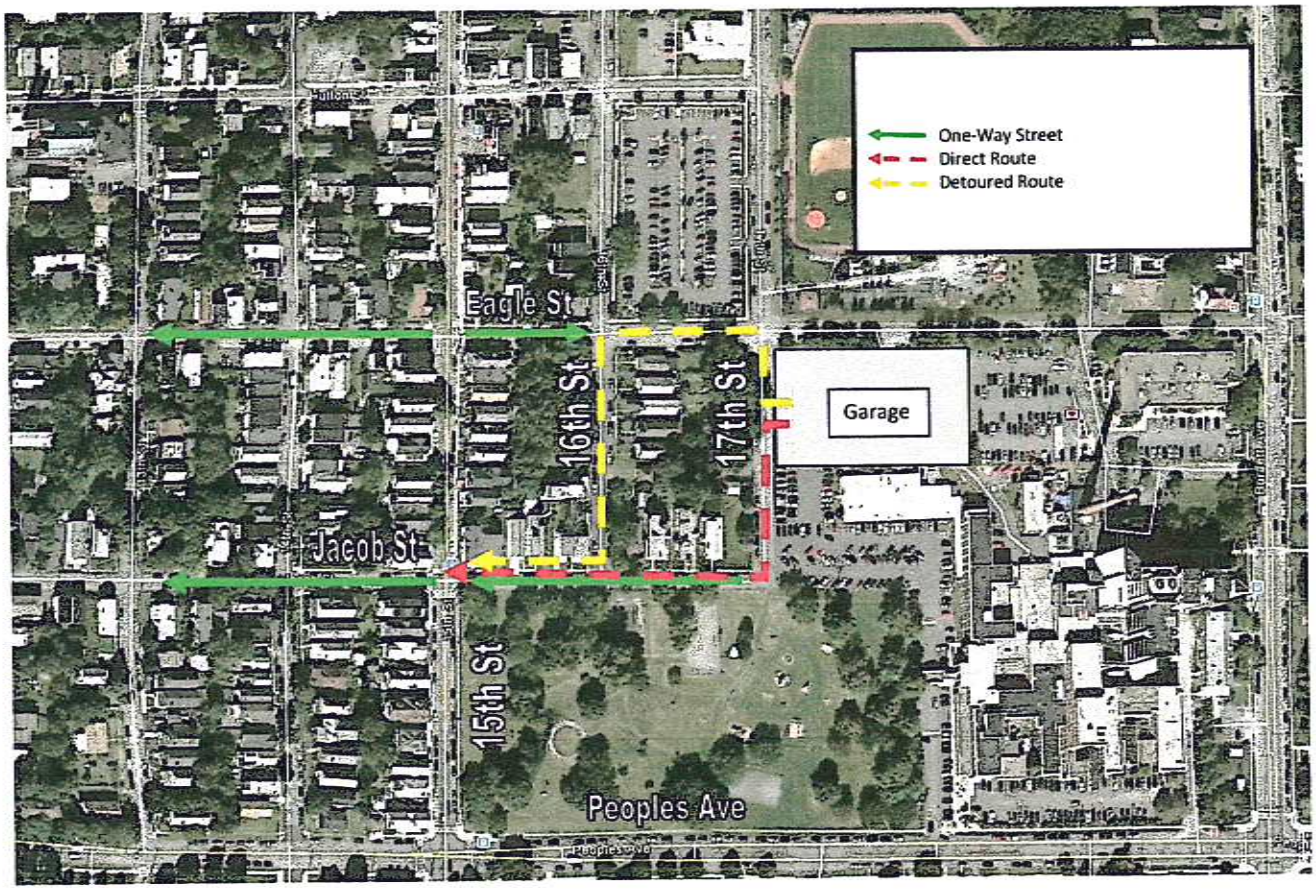


Figure 22-01

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 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 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).

28-01 Private Garages along 17th Street

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 rational 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 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 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 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 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.

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.

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

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

GPI

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.

Staff Report # PC2014-014

Applicant: Kevin Vandenburgh

Project Summary:

PC2014-014 Site Plan Review of a proposal to subdivide a parcel into 3 lots. Project location is 468 9th Ave, an R-2 Zone, ID 80.72-9-1. An applicant is Kevin Vandenburgh, 430 9th Ave, Troy, NY 12182.

SEQRA : Pursuant to 6 N.Y.C.R.R. Part 617, the described proposal is subject to the State Environmental Quality Review Act and is classified as an Unlisted action. The applicant has completed an Environmental Assessment Form (E.A.F.), and based upon the submission of an EAF adequate information is available to determine that no significant impacts are likely to occur as a result of this proposal. No Federal agencies are involved; no other agencies are known to be involved.

Prior Planning Board Action

Prior Zoning Board Approved front lot line width deficiency 5 feet April 2014

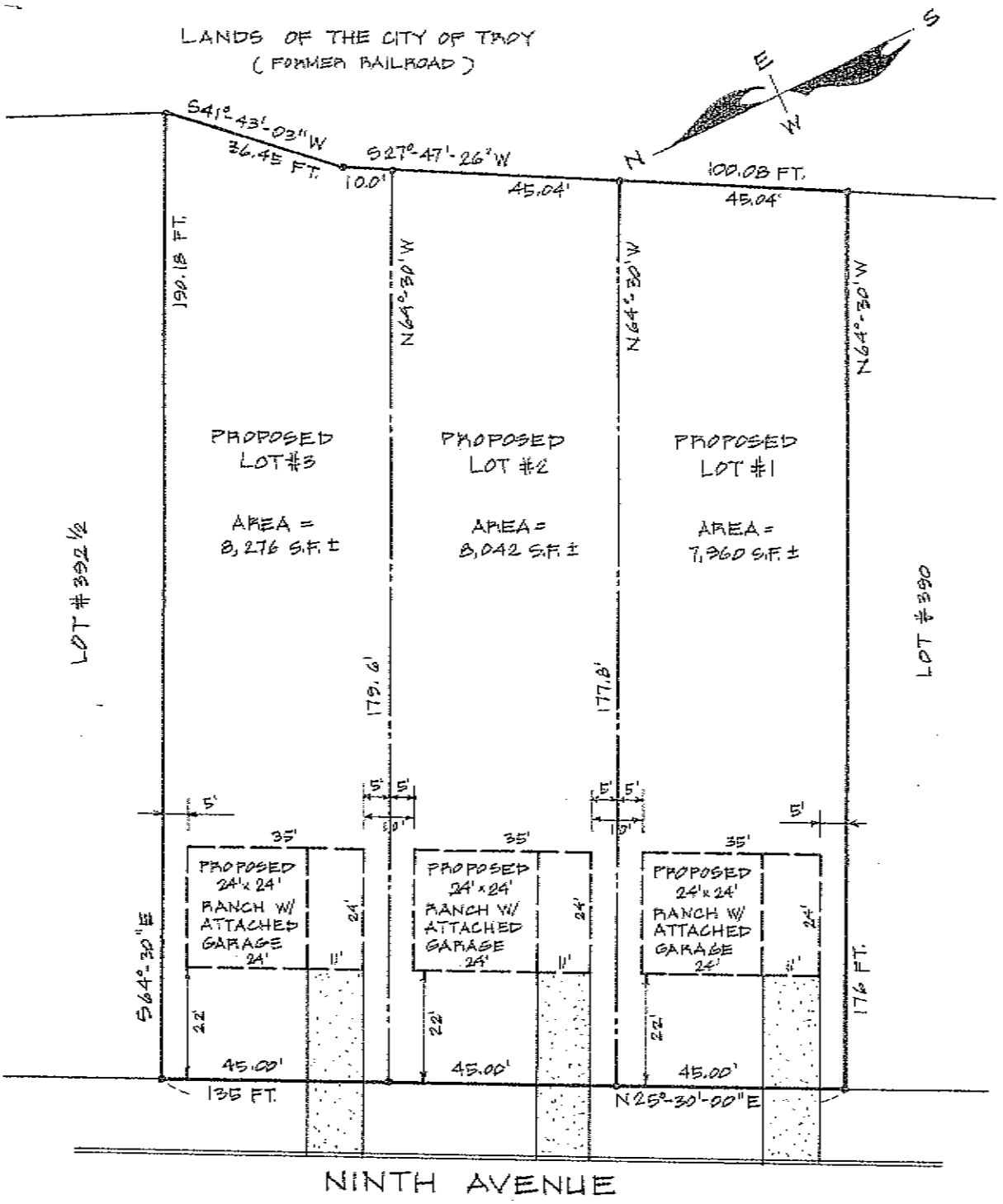
Site Design Review:

Applicant proposes to subdivide a 24,000 SF lot into 3 parcels for the construction of 3 single family homes. Each lot meets requirements of the R-2 Zone except for the lot width. A Major Area variance was granted for this requirement April 2014. Each home will have the required off street parking.

Stipulations

Applicant shall submit to Rensselaer County 911 for 3 new street addresses.

All projects approved are to be reviewed in accordance with the 2010 NYS Building Code, NYS Fire Code and all other applicable codes.



NOTES:

1. NO SEARCH OF THE PUBLIC RECORDS WAS MADE BY THE SURVEY OFFICE FOR EASEMENTS OR AGREEMENTS THAT MAY AFFECT THE SURVEYED PARCEL.
2. SUBJECT TO ANY SUBSURFACE CONDITIONS THAT MAY EXIST.
3. DEED OF RECORD: LIBER 101 C.P. 1446.
4. NO FIELD SURVEY PERFORMED AT THIS TIME. ALL IMPROVEMENTS SHOWN HEREON ARE PROPOSED AND ALL DIMENSIONS ARE SUBJECT TO A FIELD SURVEY.
5. SUBJECT PARCEL TAX ID # 80.72-9-1.

DANSKIN LAND SURVEYING, LLC
P.O. BOX 72
TROY, N.Y. 12181
TEL. 518-279-8002

REVISIONS:

PLOT PLAN LANDS OF 1844 LAND DEVELOPMENT, LLC

CITY OF TROY	RENSSELAER CO., N.Y.
SCALE: 1" = 20'	DATE: MARCH 4, 2014
FIELD: —	FB#/PG: /95/1844 LAND
OFFICE: MND	C'KD: MND SHEET 2 OF 2

Staff Report # PC2014-015

Applicant: Lauren Groff

Project Summary:

PC2014-015 Site Plan Review of a proposal to occupy the first floor of a mixed use building as an office. Project location is 81 4th Street, a B-4 Zone, ID 101.53-9-7. Applicant is Lauren Groff, 11 State Street, Troy, NY 12180.

SEQRA : Pursuant to 6 N.Y.C.R.R. Part 617, the described proposal is subject to the State Environmental Quality Review Act and is classified as an Unlisted action. The applicant has completed an Environmental Assessment Form (E.A.F.), and based upon the submission of an EAF adequate information is available to determine that no significant impacts are likely to occur as a result of this proposal. No Federal agencies are involved; no other agencies are known to be involved.

Prior Planning Board Action

Prior Zoning Board

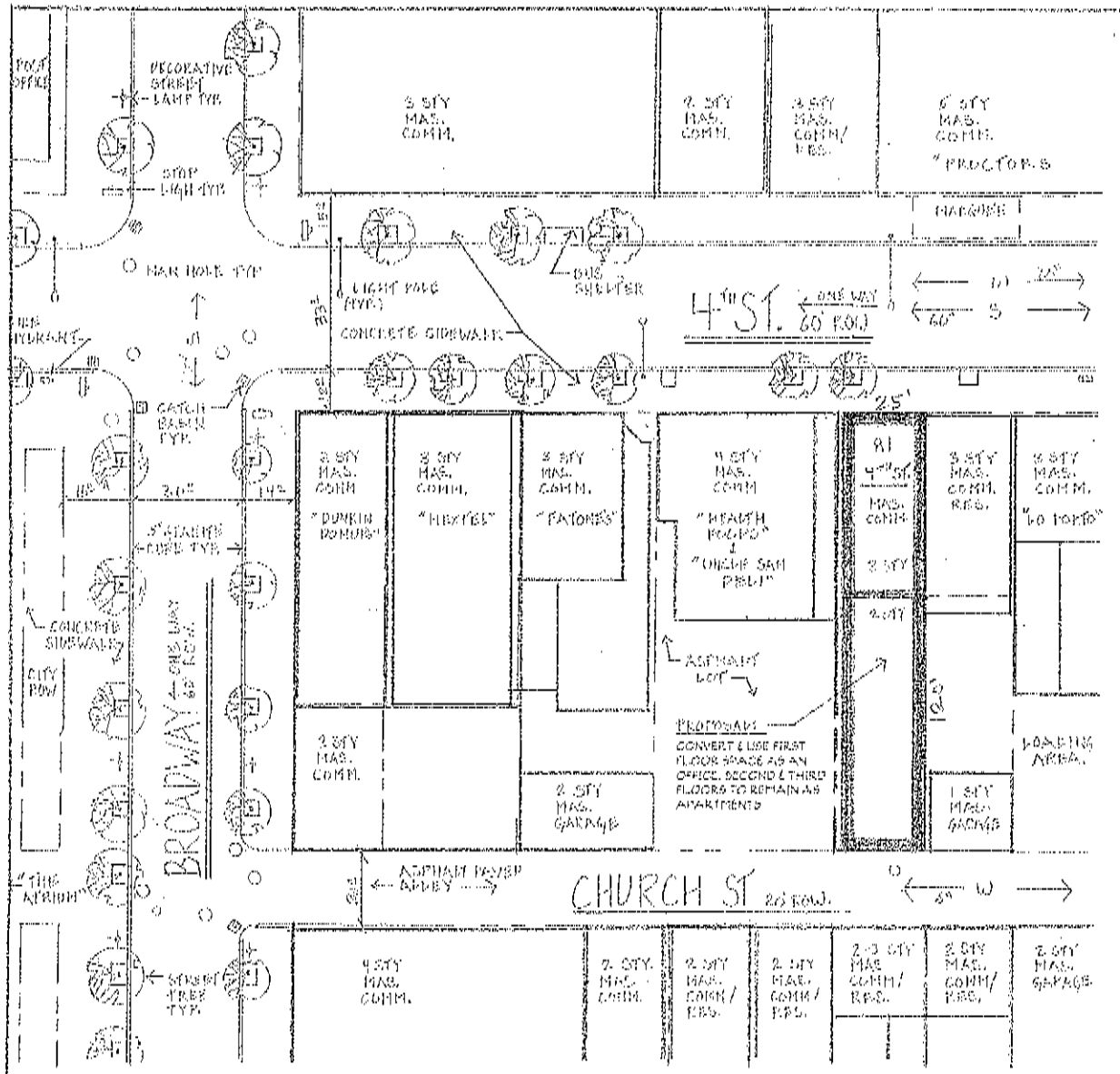
Site Design Review:

Applicant proposes to occupy the ground floor of a multi use building with offices for Groff networks. Applicant will scrape and paint building body brick red HC 2005-30 Benjamin Moore And accent with muskoka trail HC 974 Benjamin Moore. Upper floors to be residential.

Stipulations

Applicant shall submit signage details to HRC for review.

All projects approved are to be reviewed in accordance with the 2010 NYS Building Code, NYS Fire Code and all other applicable codes.



SITE PLAN
SCALE: 1"=30'-0"

NORTH

Property:	81 4th St. Troy, NY 12180
Applicant:	Lauren Groff 11 State Street Troy, NY 12180
Owner:	Same as applicant
Zoned:	B-4 Central Commercial
Tax Map #:	101.53-9-7
Ward/Plate #:	03/01717
Lot Size:	25' x 120'
Building Type:	3 Story, Masonry Comm.
Current Property Use:	Vacant, previously used as a clothing store.
Proposal:	Convert and use first floor of existing building as an office. Second & third floors to remain as apartments.
Parking:	
Required –	None required.
Proposed –	None proposed.
Garbage Removal:	Dumpster off alley by private contactor.
Surface Drains:	Existing to remain, no new proposed.
Snow Removal:	Stored on site.
Signage:	New signage to conform with City of Troy Zoning Ordinance.
Lighting:	Existing to remain.
Hours of Operation	Regular business hours

All taps into City water and sewer lines are to be done by City personnel using approved materials supplied the applicant. The applicant will reimburse the City for labor and equipment costs associated with the utility taps.

This plan is based on available Sanborn Maps, Rensselaer County Tax Maps, and limited field measurements. A survey was not performed. These plans are not intended to provide the information necessary to obtain a Building Permit.

SHEET SP-1

TAP, INC. 210 RIVER ST. TROY, NY 12180
(518) 274-3050 JOB# 133.046

PROJECT: 81 4TH ST. TROY, NY

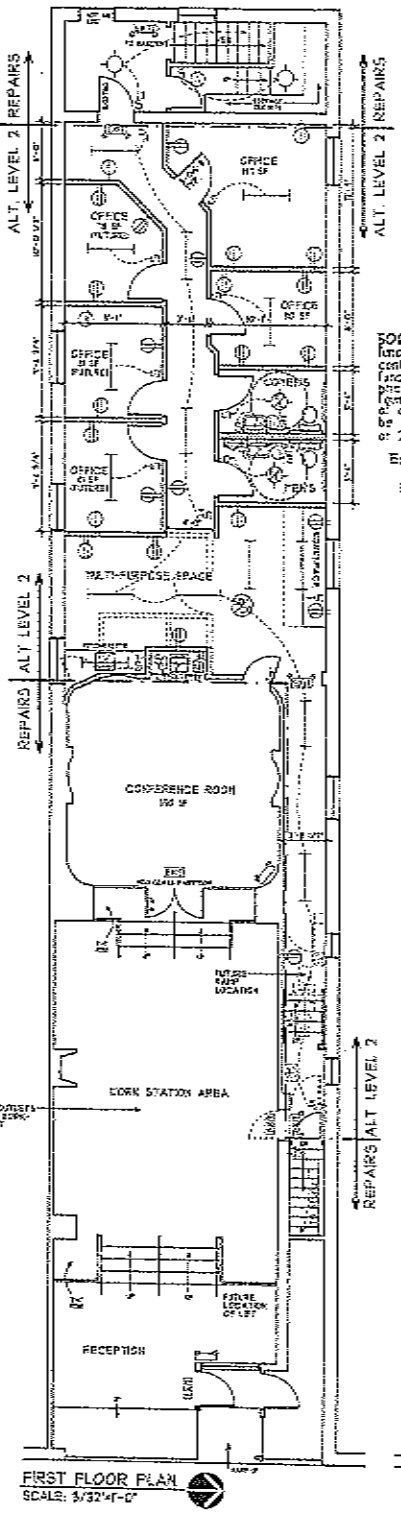
APPLICANT: Lauren Groff

TITLE: SITE PLAN FOR ZONING & PLANNING REVIEW

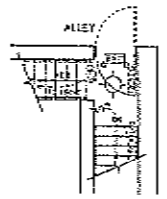
SCALE: 1"=30'-0" DATE: 04/04/14

DWN. BY: SS
REVISED:

DIMENSIONS TAKE PRECEDENCE OVER SCALE. CONTRACTOR TO FIELD VERIFY ALL CONDITIONS AND DIMENSIONS AND IS RESPONSIBLE FOR SAME.



FIRST FLOOR PLAN
SCALE: 3/32"=1'-0"

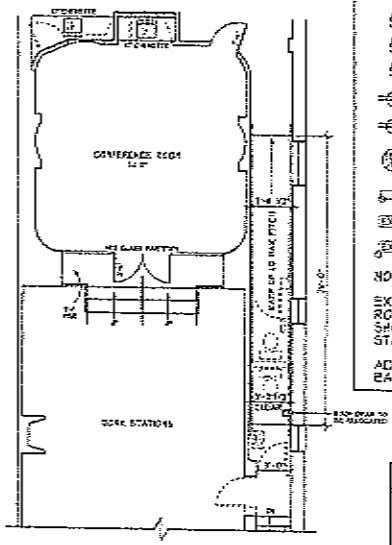


PARTIAL BASEMENT PLAN
SCALE: 3/32"=1'-0"

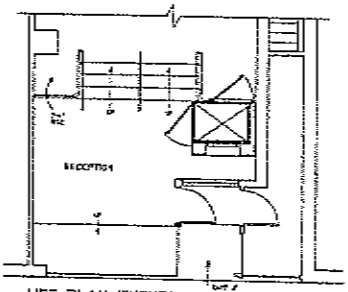
506.2 Alterations affecting an area containing a primary function. Where an alteration affects the accessibility to, or contains an area of primary function, the route to the primary function area shall be accessible. The accessible route to the primary function area shall include toilet facilities or drinking fountains serving the area of primary function. For the purposes of complying with this section, an area of primary function shall be defined by applicable provisions of 49 CFR Part 37.43(c) or 28 CFR Part 36.405.

Exceptions:

1. The costs of providing the accessible route are not required to exceed 20 percent of the costs of the alterations affecting the area of primary function.



RAMP PLAN (FUTURE)
SCALE: 3/32"=1'-0"



LIFT PLAN (FUTURE)
SCALE: 3/32"=1'-0"

ELECTRIC KEY:

- LIGHT FIXTURE TO BE SELECTED BY OWNER
- COMBINATION EXHAUST FAN/LIGHT
- FLUORESCENT LIGHT FIXTURE TO BE SELECTED BY OWNER
- T&G-POLE SWITCH
- THREE-POLE SWITCH
- FOUR-POLE SWITCH
- DUPLEX OUTLET
- DUPLEX OUTLET w/ GROUND FAULT CIRCUIT INTERRUPTER
- COMBINATION SMOKE DETECTOR & CARBON MONOXIDE DETECTOR
- EMERGENCY LIGHTS w/ BATTERY BACK-UP
- EXIT SIGN w/ BATTERY BACK-UP
- EXIT SIGN w/ EMERGENCY LIGHTS

NOTES:

EXISTING OUTLETS & LIGHTING/SWITCHES IN CONF. ROOM, WORK STATION AREA & RECEPTION NOT SHOWN. ADD NEW OUTLETS BASED ON WORK STATION & FURNITURE LAYOUTS.

ADD T&G HARDWIRED SMOKE DETECTORS IN BASEMENT.

WALL KEY:

- EXISTING WALL TO BE REMOVED
- EXISTING WALL TO REMAIN
- NEW INTERIOR PARTITION

SHEET: A3	TROY ARCHITECTURAL PROGRAM, PC 215 RIVER ST TROY, NY 12180 (518) 274-3350	DATE: 02/26/14 DRAWN BY: GSC, EC REVISIONS:	PROJECT: REPAIR and ALTERATIONS OF 1st FLOOR AT: 81 4th STREET TROY, NY 12180 CLIENT: LAUREN GROFF	TITLE: FIRST FLOOR PLAN, RAMP & LIFT PLANS (FUTURE)
JOB: 133,046				

Staff Report # PC2014-016

Applicant: Cristo Demolition

Project Summary:

PC2014-016 Site Plan Review of a proposal to demolish a 3 family home. Project location is 8 Farm Street, an R-3 Zone, ID101.63-3-15. Applicant is Cristo Demolition, PO BOX 1636 Albany, NY 12201.

SEQRA : Pursuant to 6 N.Y.C.R.R. Part 617, the described proposal is subject to the State Environmental Quality Review Act and is classified as an Unlisted action. The applicant has completed an Environmental Assessment Form (E.A.F.), and based upon the submission of an EAF adequate information is available to determine that no significant impacts are likely to occur as a result of this proposal. No Federal agencies are involved; no other agencies are known to be involved.

Prior Planning Board Action

Prior Zoning Board

Site Design Review:

Applicant proposes to remove a 3 story 3 family brick structure on a parcel. Removal will be from Farm Street. Rear foundation wall to remain and capped below grade to retain hillside. All other walls to be removed below grade and slab to be broken up for drainage purposes. Applicant proposes to grade and seed lot for future sale.

Stipulations

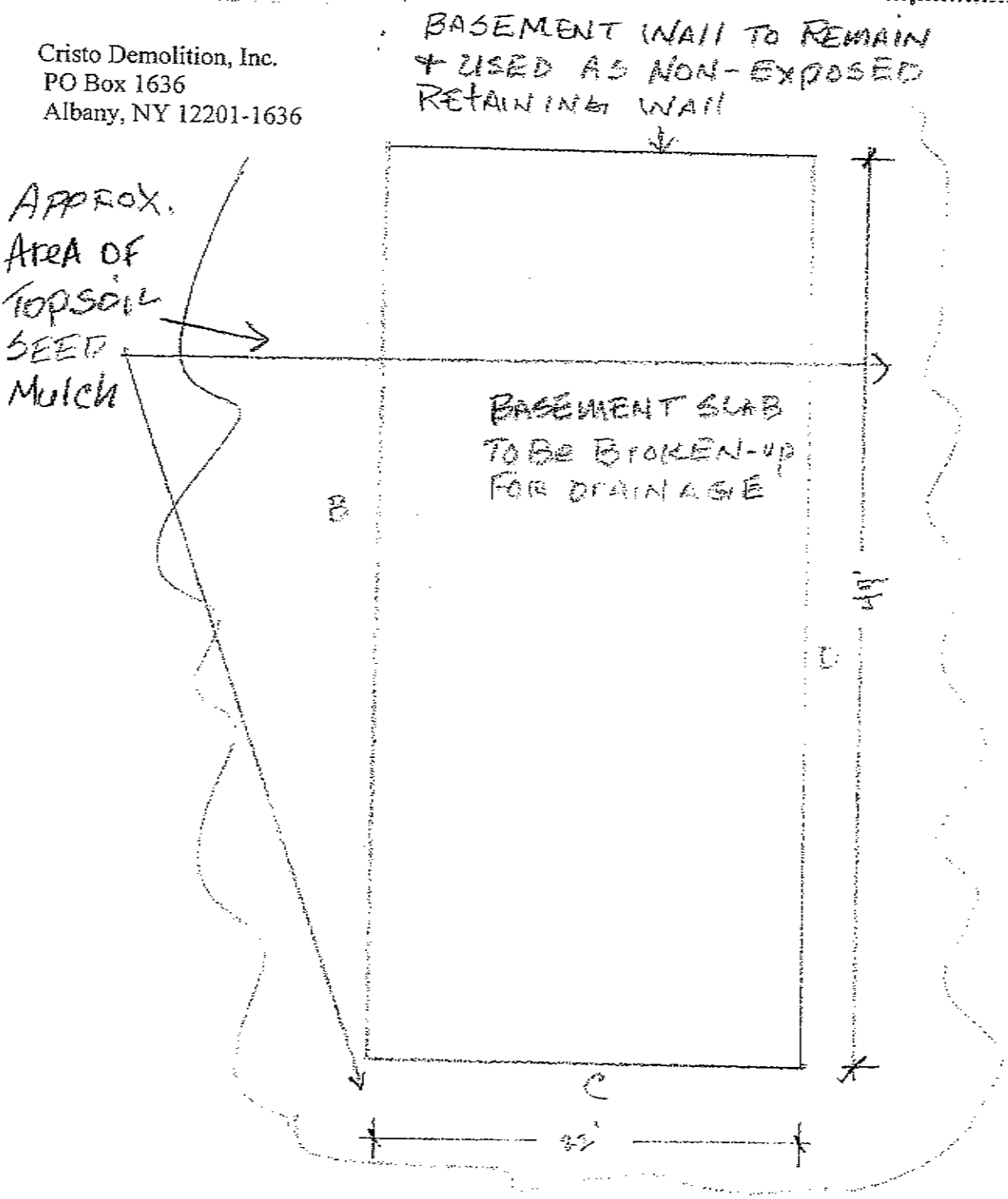
All projects approved are to be reviewed in accordance with the 2010 NYS Building Code, NYS Fire Code and all other applicable codes.

BY..... DATE 9/4/2014 SUBJECT 3 FARM ST TROY NY SHEET NO. 1 OF 2

CHKD. BY..... DATE..... JOB NO. PLAN VIEW

1/8" = 1 FT

Cristo Demolition, Inc.
PO Box 1636
Albany, NY 12201-1636



WALLS B, C, & D TO BE REMOVED 2' BELOW GRADE

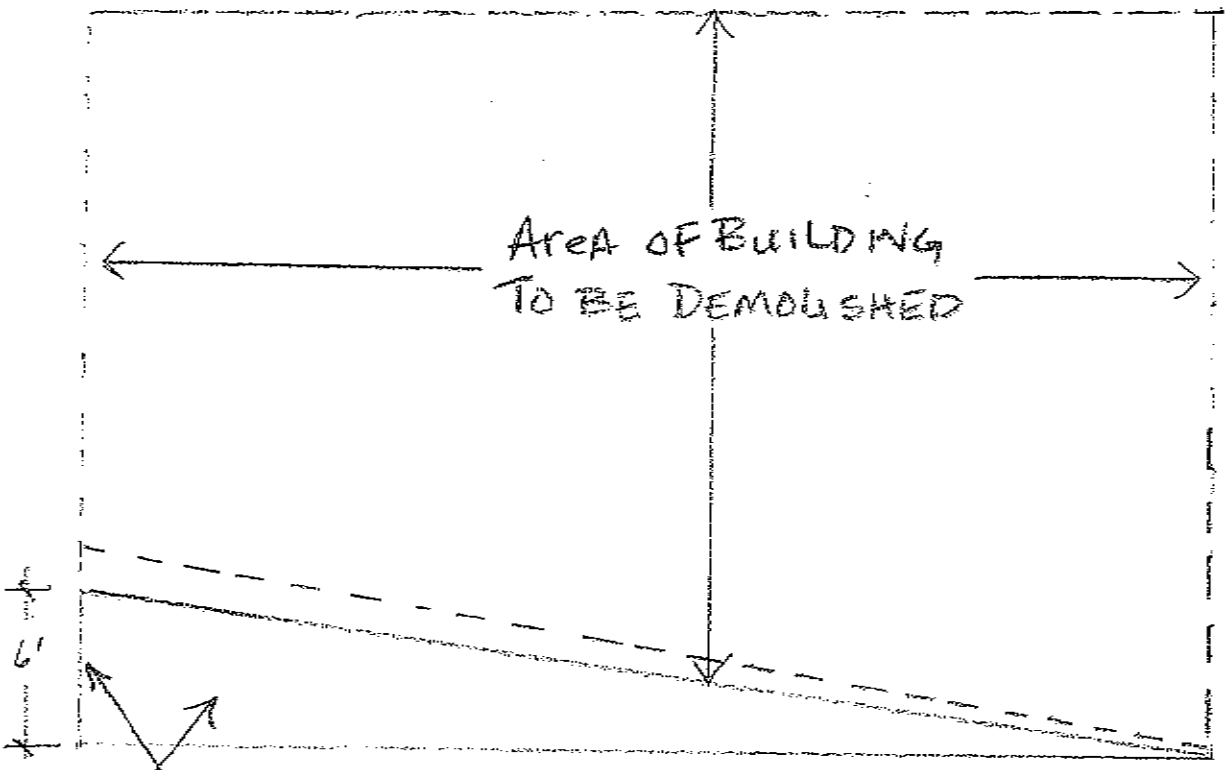
BUILDING BRICK & MASONRY TO BE MACHINE COMPACTED & USED AS BACK FILL & CAPPED WITH RUN-OF BANK TO WITH-IN 6" OF EXISTING GRADE. CONSTRUCTION AREA TO BE BROUGHT TO EXISTING GRADE WITH TOP SOIL, SEEDED & MULCH

BY.....DATE 3/4/14 SUBJECT 8 FARM ST. SHEET NO. 2 OF 2

CHKD. BY.....DATE..... TROY NY JOB NO.

VG = 1 FT ELEVATION

Cristo Demolition, Inc.
PO Box 1636
Albany, NY 12201-1636



BASEMENT WALL TO REMAIN & USED AS NON-EXPOSED RETAINING WALL

AREA TO BE BACK FILLED WITH BUILDING BRICK & MASONRY & CAPPED WITH ROB TO WITHIN 6" OF GRADE. CONSTRUCTION AREA TO BE BROUGHT TO GRADE WITH TOP SOIL, SEEDED & MULCH

Staff Report # PC2014-017

Applicant: Jeff Gould

Project Summary:

PC2014-017 Site Plan Review of a proposal to reoccupy a car lot. Project location is 55 Campbell Ave, a B-3 Zone, ID 112.70-1-9. Applicant is Jeff Gould, 215 County Route 70, Stillwater, NY 12170.

SEQRA : Pursuant to 6 N.Y.C.R.R. Part 617, the described proposal is subject to the State Environmental Quality Review Act and is classified as an Unlisted action. The applicant has completed an Environmental Assessment Form (E.A.F.), and based upon the submission of an EAF adequate information is available to determine that no significant impacts are likely to occur as a result of this proposal. No Federal agencies are involved; no other agencies are known to be involved.

Prior Planning Board Action

Prior Zoning Board

Site Design Review:

Applicant proposes to reoccupy a vacant car lot formerly "Dan Ashley's" with a new used car lot. Existing fence and building to be utilized. No change to layout. Signage to conform to the B-2 Zone.

Stipulations

Applicant shall pave and stripe lot. Striping should be shown on updated site plan
No more than ____ on lot at single time.

All projects approved are to be reviewed in accordance with the 2010 NYS Building Code, NYS Fire Code and all other applicable codes.

⊗ RAVINE OR DROP OFF AREA.

① FIRE HYDRANT.

Staff Report # PC2014-018

Applicant: Redmond Griffin

Project Summary:

PC2014-018 Site Plan Review of a proposal to relocate a dental office within an existing building. Project location is 2121 6th Ave, an R-5 Zone, ID 101.46-2-2. Applicant is Redmond Griffin, 22 1st Street, Troy, NY 12180.

SEQRA : Pursuant to 6 N.Y.C.R.R. Part 617, the described proposal is subject to the State Environmental Quality Review Act and is classified as an Unlisted action. The applicant has completed an Environmental Assessment Form (E.A.F.), and based upon the submission of an EAF adequate information is available to determine that no significant impacts are likely to occur as a result of this proposal. No Federal agencies are involved; no other agencies are known to be involved.

Prior Planning Board Action

Prior Zoning Board

Site Design Review:

Applicant proposes to relocate a dental office within an existing building footprint. The dental office will move from the north east portion of the building to the south east corner of the building with access via Federal Street. In the process the existing community room will be made smaller. The vacated dental office will become ADA compliant residential apartments. The commission is tasked with addressing the parking and access issues attached to relocating the dental office form the initial site plan.

Stipulations

All projects approved are to be reviewed in accordance with the 2010 NYS Building Code, NYS Fire Code and all other applicable codes.