

Amendment to the Statement of Findings
City of Plattsburgh
Downtown Area Improvement Projects
Clinton County, New York

Location:

City of Plattsburgh

Project Sponsor:

City of Plattsburgh
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Plattsburgh, NY 12901

Lead Agency:

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SEQRA Classification:

Type I

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Acronyms

ACM	Asbestos Containing Material
APE	Area of Potential Effect
APMPP	Arnie Pavone Memorial Parking Plaza
BID	Business Improvement District
BSMPL	Broad Street Municipal Parking Lot
BSPI	Bridge Street Parking Improvements
CCIDA	Clinton County IDA
CRIS	Cultural Resource Information System
DAIP	Downtown Area Improvement Projects
DLMUD	Durkee Lot Mixed-Use Development
DPHD	Downtown Plattsburgh Historic District
DPW	Department of Public Works
DRI	Downtown Revitalization Initiative
DRP	Durkee Lot Redevelopment Plan
DRSI	Durkee Street Reconfiguration and Streetscape Improvements
DSMPL	Durkee Street Municipal Parking Lot
EIS	Environmental Impact Statement
FRB	Financial Restructuring Board
GEIS	Generic Environmental Impact Statement
GML	General Municipal Law
ICV	Investors Corporation of Vermont
IPAC	Information for Planning and Consulting system
ITE	Institute of Transportation Engineers
LOS	Levels of Service
LPC	Local Planning Committee

LWRP	Local Waterfront Revitalization Program
MLD	Municipal Lighting Department
NYCRR	New York Codes, Rules and Regulations
NYS	New York State
NYSDEC	New York State Department of Environmental Conservation
NYSDOH	New York State Department of Health
NYSDOS	New York State Department of State
NYSDOT	New York State Department of Transportation
NYSEG	New York State Electric and Gas Corporation
NYSESD	New York State Empire State Development Corporation
NYSOPHRP	New York State Office of Parks, Recreation and Historic Preservation
PCSD	Plattsburgh Central School District
PFCM	Plattsburgh Farmers' and Crafters' Market
PILOT	Payment in Lieu of Taxes
PPAC	Plattsburgh Parking Advisory Committee
PUD	Planned Unit Development
RI	Remedial Investigation
ROD	Record of Decision
SAD	Special Assessment District
SEQRA	State Environmental Quality Review Act
SHPO	State Historic Preservation Office
SIP	Strategic Investment Plan
SMP	Site Management Plan
SOF	Statement of Findings
SPDES	State Pollution Discharge Elimination System
SRTG	Saranac River Trail Greenway
SSESC	Standards and Specifications for Erosion and Sediment Control

SVOCs	Semi-Volatile Organic Compounds
SWPPP	Stormwater Pollution Prevention Plan
TIS	Traffic Impact Study
USFWS	US Fish and Wildlife Service
UTEP	Uniform Tax-Exempt Policy
VOCs	Volatile Organic Compounds
WFP	Water Filtration Plant
WPI	Westelcom Park Improvements
WRRF	Water Resource Recovery Facility

1.0 INTRODUCTION

This document provides amendments to the February 20, 2020 Findings Statement and has been prepared in compliance with the State Environmental Quality Review Act (Environmental Conservation Law, Article 8) and its implementing regulations at 6 NYCRR Part 617 (collectively “SEQRA”). It has been prepared by the City of Plattsburgh Common Council, the SEQRA Lead Agency. After the environmental review of the Downtown Area Improvement Projects by the Lead Agency was concluded, several component projects have advanced through design development and have undergone preliminary review by the local permitting agencies which were SEQRA Involved Agencies.

The Durkee Lot Mixed-Use Development (DLMUD) has appeared before the City of Plattsburgh Planning Board and the Zoning Board of Appeals seeking required approvals. As a result of feedback from both agencies, the project sponsor has refined and revised the DLMUD and this SEQRA Amendment to the Findings Statement has been prepared to reflect these revisions.

Additional detail on the revisions to the DLMUD are included in the Project Description (Section 1.1). This Amendment to Findings is limited to modification to Section 2.0, Findings Concerning Environmental Impacts; more specifically just those resource areas impacted by the changes to the DLMUD and minor revision of Section 8, Future SEQRA Actions, to be more consistent with SEQRA provisions and their implementation relating to GEISs and subsequent development.

1.1 Project Description

Background

The City of Plattsburgh is undertaking a series of revitalization efforts that are collectively described as the Downtown Area Improvement Projects (DAIP). A total of eight projects are proposed; four of the eight projects were conceptually identified in the City's Downtown Revitalization Initiative (DRI) application and Strategic Investment Plan (SIP), and the balance are planned by the City to complement this investment. The eight projects include the DLMUD, improvements to the Saranac Riverwalk, reconfiguring and improving Durkee Street, improvements to Westelcom Park, improvements to Bridge Street parking, development of Arnie Pavone Memorial Parking Plaza, improvements to the Broad Street municipal parking lot, and the relocation and expansion of the Plattsburgh Farmers' and Crafters' Market. A comprehensive description of the DAIP is included in the DGEIS.

As noted above, after conclusion of the environmental review of the DAIP by the Lead Agency, the DLMUD project sponsor refined and revised the project in response to feedback provided by the Plattsburgh Planning Board and Zoning Board of Appeals. A summary of the original planned DLMUD and the proposed modifications is provided below.

Durkee Lot Mixed-Use Development (DLMUD)

Original Project

Prime Plattsburgh, LLC (Prime) was selected as the preferred developer of the Durkee Street Mixed Use Development (DLMUD). The DLMUD was originally proposed as a five-story, approximately 200,000 square foot (SF) mixed-use development including approximately 115 apartments, approximately 10,000 SF of commercial space, a surface parking lot including approximately 50 spaces to be made available for use by the public,

and an underground parking garage for tenants only. Additionally, the project proposed the rehabilitation of the existing Plattsburgh Farmers' and Crafters' Market (PFCM) building for use as 3,400 SF of additional commercial space, as well as a publicly-accessible civic space in an open-air pavilion with access from the new pedestrian walkway to be constructed as part of the DLMUD.

The DLMUD requires two Special Use Permits from the City's Zoning Board of Appeals (ZBA): 1) to replace existing Planned Unit Development (PUD) with new PUD boundaries and 2) to allow apartments on the first floor of a multistory building within a PUD. The project will also require Planning Board approval for a minor subdivision to subdivide the site from the Broad Street Municipal Parking Lot; for internal subdivision of and replacement of the existing PUD boundaries; and for Site Plan Approval.

Modified Project

The planned modifications to the DLMUD reduce the apartment count to 104 (and reduce the number of bedrooms to a maximum of 176), increase the commercial component to 17,900 SF, and increase the on-site parking to 290 spaces. No change to the number of spaces made available to the public is proposed. The modifications also eliminate vehicular access from Bridge Street to the underground garage and instead provide vehicular access to the garage within the building. With the planned modifications, vehicular access to the new development will be solely from Durkee Street. In conjunction with this change, one additional on-street parking space will be provided along Bridge Street as part of the Bridge Street Parking Improvements (BSPI). A comparison of the elements of the original and modified DLMUD project is shown below in Table 1.

Table 1: Comparison of Originally Proposed and Modified DLMUD Program

Use	Original Project	Modified Project
<i>Residential</i>		
Units	115	104
Bedrooms	182	176
<i>Commercial</i>		
Commercial/Retail	7,250 SF	9,900 SF
Eating/Drinking – Front of House	3,690 SF	7,000 SF
Eating/Drinking – Back of House	2,460 SF	1,000 SF
<i>Total Commercial</i>	<i>13,400 SF</i>	<i>17,900 SF</i>
<i>Parking</i>		
Total Spaces	286	290
Public Spaces	50	50

To address concerns raised by the Planning Board and Zoning Board of Appeals, the DLMUD building has also been reconfigured and reoriented so that a minimum 15-foot setback can be achieved from all property lines to the proposed building. This change has also resulted in a reduction in the DLMUD’s building coverage and an increase in the amount of open space provided on the site. A summary of the modifications to setback, building coverage, and open space is provided in Table 2. The updated site plan, elevations, and renderings of the modified DLMUD are included in Appendix A.

Table 2: Comparison of Originally Proposed and Modified DLMUD Building Massing

	Original Project	Modified Project
North Setback	3.5' (DLMUD)	15.1' (DLMUD)
South Setback	5' (existing PFCM building) 231' (DLMUD)	5' (existing PFCM building) 231' (DLMUD)
East Setback	2' (existing PFCM building) 4' (DLMUD)	2' (existing PFCM building) 15.3' (DLMUD)
West Setback	9' (DLMUD)	19' (DLMUD)
Building Coverage	38,440 SF (32%)	36,800 SF (31%)
Open Space	22,135 SF	22,925 SF

1.2 Procedural History

The Common Council recognized that the DAIP may result in one or more significant impacts on the environment and wished to review the potential impacts of the DAIP taken together rather than separately. The Common Council determined to conduct this comprehensive review of the DAIP through preparation of a Generic Environmental Impact Statement (GEIS) pursuant to SEQRA and Section 617.10 of the implementing Regulations set forth at Title 6 of the New York Compilation of Codes, Rules and Regulations (NYCRR). According to the SEQRA Handbook, “A generic EIS differs from a site or project specific EIS by being more general or conceptual in nature. The broader focus of a generic EIS may aid the lead agency in identifying and broadly analyzing the cumulative impacts of a group of actions, or a combination of impacts from a single action. Generic EISs may identify information gaps to be assessed on a site- or project-specific basis or may address some issues through hypothetical scenarios.” The level of detail in a GEIS is usually provided at a conceptual level and presented in broader

scale/perspective than a site-specific EIS. A GEIS is the appropriate tool for review of potential impacts of the DAIP as it allows for the evaluation of a number of impacts associated with these related projects focusing on the consequences these impacts may have on Plattsburgh's built and natural environment.

The following is a summary of the procedural history of the Common Council's SEQRA review of the DAIP, including the documentation and information relied upon by the Common Council:

- The City of Plattsburgh Common Council was designated as Lead Agency for SEQRA review of the DAIP on June 6, 2019.
- A public scoping session was held on August 22, 2019 at which time the public was given the opportunity to comment on the Draft Scoping Document which outlined the proposed contents of the Draft Generic Environmental Impact Statement (DGEIS). A Final Scoping Document was adopted by the Common Council on September 5, 2019. The DGEIS and associated plans, reports, and studies were prepared based on the Final Scoping Document.
- The Common Council declared the DGEIS complete for public review and circulation on November 21, 2019. The DGEIS and Notice of Completion were duly circulated as required by SEQRA. The DGEIS was also posted on the City's website. A Notice of Acceptance of Draft GEIS and Public Hearing was published in the Environmental Notice Bulletin (ENB) on December 4, 2020.
- A public hearing allowing for public comment on the DGEIS was held by the Common Council on December 9, 2019. The public comment period remained

open through December 23, 2019. Copies of the transcript from the public hearing and the written comments received on the DGEIS are provided in the Final Generic Environmental Impact Statement (FGEIS).

- The Common Council accepted the FGEIS as complete on January 30, 2020. In accordance with Section 617.9(b)(7) of the SEQRA regulations, the FGEIS incorporated by reference the DGEIS dated November 21, 2019, and all supporting appendices. The FGEIS and Notice of Completion were duly circulated as required by SEQRA and a Notice of Acceptance of the FGEIS was published in the Environmental Notice Bulletin (ENB) on February 12, 2020.
- The Common Council adopted the Statement of Findings (SOF) on February 20, 2020. The SOF was duly circulated as required by SEQRA.
- The DGEIS, FGEIS, and SOF are available on the City's website at <https://www.cityofplattsburgh-ny.gov/604/DRI-Environmental-Impact-GEIS>.

Subsequent to the Common Council's adoption of the SOF, the project sponsors of the DLMUD presented detailed project plans to the Planning Board and Zoning Board of Appeals seeking their input as the project required approval of these agencies. The project sponsors and their consultants appeared before the Planning Board and the Zoning Board of Appeals during multiple meetings of each board between February and June of 2020. During those meetings, Board Members provided valuable feedback to the project sponsors.

In response to comments received from the City of Plattsburgh Planning Board and the ZBA, the project sponsor revised the DLMUD project plans, as outlined in Section 1.1,

above. The proposed changes were deemed by the Common Council to warrant consideration of amendment of the SOF, but not so substantial as to require a Supplemental GEIS. Therefore, pursuant to Article 8 of the New York State Environmental Conservation Law (the State Environmental Quality Review Act) and 6 NYCRR Part 617, the City of Plattsburgh Common Council, as Lead Agency, makes the following amendments to the Statement of Findings. All provisions of the initial Statement of Findings which are not specifically amended remain unchanged.

2.0 FINDINGS CONCERNING ENVIRONMENTAL IMPACTS

The modifications to the DLMUD would not affect any additional or new sites and, therefore, would not affect the Findings related to Aquatic and Natural Resources, Recreation and Open Space, or Environmental Contamination.

Based on the above, the Amendments to the Section 2.0 Findings Concerning Environmental Impacts of the SEQRA Statement of Findings focus on the Modified DLMUD and revisions to Section 2.1 Land Use, Community Character, Zoning and Public Policy, Section 2.3 Municipal Utilities, Section 2.4 Traffic and Transportation, Section 2.5 Parking, Section 2.6 Fiscal and Economic Resources, Section 2.7, Historic and Cultural Resources, and Section 2.10, Visual Resources. **(The following sections are labeled/numbered consistent with the February 20, 2020 Statement of Findings)**

2.1 Land Use, Zoning, Community Character and Public Policy

The modified DLMUD project will not introduce any new uses that were not contemplated in the FGEIS and will not alter the project's impacts to land use, community character, or public policy.

The modified DLMUD, like the original project, will require some deviations from the underlying C Zoning District requirements, which act as guidelines for the design of a PUD. The Planning Board is authorized to vary these guidelines in pursuit of a desirable project.

Appendix B includes a summary of the deviations from the underlying C Zoning District requirements that are being requested by the project sponsor for the modified DLMUD. A summary of the changes to the requested zoning deviations is provided in Table 3. As indicated in the table, the modified DLMUD no longer requires a front setback waiver; a parking lot aisle width waiver is now required, as the modified DLMUD’s parking garage would have 22-foot-wide aisles and the DLMUD’s surface and open parking lots would have 24-foot-wide aisles.

Table 3: Comparison of Originally Proposed and Modified DLMUD Zoning Waivers

	Zoning Requirement	Original Project	Modified Project	Change
Front Setback	12 FT for Lot 2A; 15 FT for Lot 2B	<i>Waiver Required for Lot 2B: 9 FT – Durkee St & 3 FT – Bridge St</i>	19 FT – Durkee St & 15.1 FT – Bridge St (No Waiver Required)	Waiver No Longer Required
Side Setback	12 FT for Lot 2A; 15 FT for Lot 2B	<i>Waiver Required for Lot 2A: 3 FT (north)</i> <i>Waiver Required for Lot 2B: 2 FT (east – existing PFCM building)</i>	<i>Waiver Required for Lot 2A: 3 FT (north)</i> <i>Waiver Required for Lot 2B: 2 FT (east – existing PFCM building)</i>	No Change
Rear Setback	12 FT for Lot 2A; 15 FT for Lot 2B	<i>Waiver Required for Lot 2B: 5 FT (south)</i>	<i>Waiver Required for Lot 2B: 5 FT (south)</i>	No Change
Height	48 FT for Lot 2A; 60 FT for Lot 2B	<i>Waiver Required for Lot 2B: 65 FT</i>	<i>Waiver Required for Lot 2B: 65 FT</i>	No Change

Parking Lot Aisle Width	25 FT	No Waiver Required	Waiver Required for Lot 2B: 24 FT (surface and open lots) & 22 FT (basement garage)	New Waiver Required
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The zoning deviations reflect the unique circumstances of the project site and feedback provided by the Planning Board and Zoning Board of Appeals. For these reasons, the bulk deviations are justified.

Based on the foregoing, the DGEIS, FGEIS, and related documents, the Common Council finds that the DAIP (including the DLMUD modifications) will not create any significant adverse environmental impacts on land use, zoning, community character, and public policy and will avoid or minimize adverse environmental impacts to the maximum extent practicable. No mitigation is required.

2.3 Municipal Utilities

The modified DLMUD project will not alter the project’s impacts to stormwater.

The estimated water usage and sewer flow for the modified DLMUD project will increase to 37,085 gallons per day (gpd) from 29,355 gpd. The DLMUD will connect to the existing municipal water and sewer system. The City has adequate capacity to accommodate this use. Refer to Appendix C for the will serve statements issues by the Plattsburgh Department of Public Works (DPW), Municipal Lighting Department, Fire Department, and Police Department.

Based on the foregoing, the DGEIS, FGEIS, and will serve statements, the Common Council finds that the DAIP (including the DLMUD modifications) will not create any significant adverse environmental impacts on municipal utilities and will avoid or minimize

adverse environmental impacts to the maximum extent practicable. No mitigation is required.

2.4 Traffic and Transportation

The DAIP projects include improvements to parking, streetscapes and traffic configuration, riverfront and open space resources, and redevelopment projects. The Draft/Final GEIS evaluated the impacts to traffic and transportation and included a Traffic Impact Study (November 2019 TIS). The November 2019 TIS concluded that the DAIP will not have a significant adverse impact on traffic operating conditions on the roadway system.

An update to the TIS was completed in August 2020 (August 2020 TIS) that evaluated the impacts of the modified DLMUD. The methodology and conclusions of the August 2020 TIS are provided below. The full August 2020 TIS is appended to this document in Appendix D.

Seven intersections surrounding the project area were analyzed in both the November 2019 TIS and the August 2020 TIS. These seven intersections are identified as follows:

- Margaret Street and Bridge Street
- Margaret Street and Brinkerhoff Street
- Margaret Street and Broad Street/Pine Street
- Durkee Street and Bridge Street
- Durkee Street and Broad Street
- Peru Street and Bridge Street/Green Street
- Peru Street and Broad Street/Hamilton Street

Traffic volumes at the existing seven locations were documented with turning movement counts during three weekday peak periods: AM, Midday, and PM¹. The August 2020 TIS considered other projects in the area that may affect traffic flows; obtained historical traffic volume data for area roadways from the NYSDOT website, and applied a representative growth rate (0.5%) to the existing conditions to establish horizon year (2022) conditions to determine "No-Build" conditions; conducted a trip generation analysis for the proposed projects; assigned the project generated trips to the roadway system; added the project generated trips to the "No-Build" conditions to establish the "Build" condition traffic volumes using a build year of 2022; conducted intersection capacity analyses for the "Existing", "No-Build," and "Build" conditions during the weekday AM, Midday, and PM peak hours to evaluate existing and future operating conditions; and reviewed the available accident data for the most recent three years at the study intersections. The traffic analyses also examined Durkee Street remaining as two-way, and Durkee Street reconfigured into one-way travel in the northbound direction.

The August 2020 TIS concluded that the proposed modifications to the DLMUD will not result in any new or significant impacts on traffic operating conditions and that the modified DLMUD is generally consistent with the DLMUD analyzed in the DGEIS and FGEIS. Therefore, the DAIP will not have a significant adverse impact on traffic operating conditions on the roadway system. The August 2020 TIS revealed that the proposed conversion of Durkee Street from two-way to one-way would result in twelve instances of

¹ A review of the traffic data revealed the peak hours of traffic activity in the project area to generally be: AM Peak Hour: 7:30 AM to 8:30 AM; Midday Peak Hour: 12:15 PM to 1:15 PM; and PM Peak Hour: 3:45 PM to 4:45 PM.

minor (no greater than 11 seconds) level-of-service (LOS)² delays requiring no mitigation. The reconfiguration will result in four instances of LOS improvements, including improvement at the southbound approach of Durkee Street at Bridge Street during the AM peak hour.

Based on the foregoing, the DGEIS, FGEIS, August 2020 TIS, and related documents, the Common Council finds that the DAIP (including the DLMUD modifications) will not create any significant adverse environmental impacts on traffic and transportation and will avoid or minimize adverse environmental impacts to the maximum extent practicable. No mitigation is required.

2.5 Parking

Per the City's current zoning requirements, the modified DLMUD would be required to provide 369 parking spaces on-site. This represents an increase of 52 spaces from that required of the original DLMUD. The modified DLMUD is providing 290 parking spaces on-site, which is an increase of 4 parking spaces in contrast to the original DLMUD.

The DGEIS and FGEIS recognized that the City's off-street parking requirements have not been amended in some time, and do not currently reflect parking requirements in an urban setting. The City also acknowledged its authority to allow relief from the Zoning Code's parking requirements. Per City Code § 360-21, the Common Council established that the Planning Board is authorized to allow deviations from parking requirements established in § 360-26 for a PUD where the applicant can demonstrate

² Levels of Service (LOS) range from "A" through "F," with LOS "A" representing the least delays and LOS "F" representing longer delays or capacity deficient operations.

that another method of computation will adequately serve the proposed mixed or multiple uses.

The DGEIS and FGEIS relied on the Institute of Traffic Engineers (ITE) parking generation manual for calculating off-street parking requirements. The August 2020 TIS also used the ITE parking generation manual to evaluate the modified projects' impacts on parking. The total number of spaces required to meet the ITE's 85th percentile parking demand for the modified DLMUD is 300, which represents an increase of 28 spaces from the original DLMUD. This parking demand estimate is conservative and assumes a worst-case scenario in which the parking demand created by the individual uses within the DLMUD (residential, restaurant, and retail) all peak at the same time. If the varying peaking patterns were considered in the analysis, the modified program's total peak parking demand would be lower than the worst-case scenario of 300 spaces.

The conservative approach utilized in the August 2020 TIS results in a worst-case peak parking demand for the modified DLMUD that is 10 spaces greater than the 290 spaces provided within the modified DLMUD. It is possible that a total of ten vehicles could not be accommodated on-site and would rely on overflow parking within the SAD. However, and as noted below, the City finds that sufficient parking capacity is available within the SAD for any overflow parking resulting from the worst-case scenario analysis, and the peak parking demand could be met by on-site parking and off-site public parking within walking distance which is consistent with the analysis contained in the DGEIS and FGEIS.

Prime has submitted documentation to the City in support of its request that an alternate method of calculating parking demand be used for the DLMUD. That method is based on a similar mixed-use development owned and operated by Prime in Saratoga Springs called the “The Hamlet” and the associated documentation is included in Appendix E. The method stipulates that parking be provided according to the following schedule:

- 1.5 spaces be provided for each dwelling unit
- 1 space per 300 SF of commercial space
(Regardless of retail or restaurant use)
- ½ space per employee per 900 SF of commercial space
(Regardless of retail or restaurant use)

This alternative method results in a parking demand of 226 spaces for the uses on-site. The inclusion of the 50 publicly available parking spaces to be provided on-site results in a total parking demand for the DLMUD of 276 spaces. This alternative parking calculation better reflects modern off-street parking requirements that are designed to facilitate a walkable downtown.

We find that such parking deviations may be based on support that examines a totality of the circumstances to ensure that the appropriate amount of off-street parking is provided in accordance with these findings. An overabundance of vacant parking areas within an urban setting can disrupt achieving a walkable community and commercial development in a downtown core. Furthermore, vacant parking areas are an eyesore that can obstruct commercial tenants from bringing their business to a downtown area.

As noted above, an alternative method of calculating parking demand for the DLMUD has been requested that is based on data that supports parking occupancy levels that will lessen vehicle dependency in the City's downtown area and promote a walkable downtown core, which is the objective of this revitalization project. Thus, depending on the proposed uses in such a mixed-use development, among other factors that may be considered, support shall be provided for each development project to demonstrate that the proposed alternate parking computation would be in accordance with these Findings [e.g. reliance on the Parking Study, the industry's generally accepted parking standards (ITE Standards), similar development examples, etc.]. Regardless of how such an alternate method parking computation is demonstrated, the proposed off-street parking shall avoid an abundance of vacant parking areas, which can disrupt the purpose of this downtown revitalization which is to achieve a more walkable community and commercial development in Plattsburgh's downtown core.

Notwithstanding, as part of the DLMUD, 50 parking spaces in the surface lot will be made available for use by the public. This will ensure that the members of the public will be able to park in this core downtown area and will result in increased visitation to this revitalized downtown, in accordance with the purpose of this revitalization effort. The DRSI project will create additional on-street parking on Durkee Street. The BSPI project, the APMPP and the BSMPL will all result in additional public parking capacity.

Although the DAIP will eliminate all but 50 of the parking spaces currently available at the DSMPL and certain other parking spaces, the remaining DAIP will provide sufficient on-street parking and parking spaces in multiple lots which will be closer to many of the uses

within the downtown area. This will mitigate any loss of parking spaces and advance the revitalization goals of the City. The Common Council is currently considering the recommendations of the PPAC for various parking management strategies, but no specific changes have been adopted. Impacts to parking during construction of the DLMUD will be temporary and will be adequately mitigated by the measures described above.

Based on the foregoing, the DGEIS, FGEIS, August 2020 TIS, and related documents, the Common Council finds that the DAIP (including the modified DLMUD) will not create any significant adverse environmental impacts on parking and will avoid or minimize adverse environmental impacts to the maximum extent practicable. No mitigation is required.

2.6 Fiscal and Economic Conditions

It is estimated that the modified DLMUD will require \$66,056.18 annually in municipal service expenditures; this is a decrease from the estimated cost of \$71,509 for the original project. Prime has requested a tax abatement from Clinton County Industrial Development Agency (CCIDA). Based on application materials provided by CCIDA, no PILOT payments are proposed in years 1 through 7 (from the date of issuance of a certificate of occupancy). The application to the Clinton County IDA also requests further incentives including sales tax abatement on project construction and acquisition estimated at \$680,000 as well as relief from the Mortgage Recording Tax (estimated at \$165,000). These abatements are standard incentives provided by Clinton County IDA. Prime and the DLMUD must meet the CCIDA's requirements to receive these incentives.

The City's average PILOT revenue for the modified DLMUD over the ten-year period once payments begin (Years 8-17) is projected to be \$55,693.06 annually (see Appendix G); this is an increase over the average PILOT revenue for the original DLMUD (\$43,912.13). When added to the additional municipal revenues (e.g. public safety fees, transportation, licenses and permits, and fines and forfeitures) the total new DLMUD – related revenue from the PILOT and additional municipal revenues is anticipated to equal approximately \$60,204.72; this is an increase from the total estimated new revenue of \$50,961.53 for the original DLMUD. With municipal costs estimated at approximately \$66,056.18, this results in a negative net fiscal impact of \$5,851.46 annually ($\$66,056.18 - 60,204.72 = \$5,851.46$) to the City. Compared to the original DLMUD, the modified project would result in *less* of a negative fiscal impact (-\$5,851.46 vs. -\$20,547.71).

Based on data provided by ESRI's Retail Marketplace Profile and Business Mapping capabilities, it was determined that it is reasonable to assume that 25% of Annual per Unit Spending (APUS) will occur within the City. The new household spending in the City of Plattsburgh is estimated to be \$761,020 per year; this compares to \$841,513 for the original DLMUD. This reduction is principally a result of fewer residential units. Based on the \$761,020 in new household spending per year, additional sales (\$237,925) and new jobs (10) and wages (\$337,362) will be created, including 8 new jobs at retailers within the City, along with \$254,021 in new earnings. As these retailers and their employees make additional purchases, 2 indirect jobs, \$83,342 in earnings, and \$237,925 in sales are anticipated to occur.

In bringing new commercial space and residential units to the area, this project is contributing to making the City a place where residents and visitors want to spend their

time. Direct impacts will result from on-site operations (employment and spending) as well as from new household spending by tenants. It is anticipated that approximately 75 new jobs³ will be present on-site with wages totaling nearly \$1.7 million and new expenditures of nearly \$6.7 million occurring; this compares to approximately \$1 million and \$2.6 million, respectively, for the original DLMUD. This increase is principally a result of the expansion of space for commercial uses. As the businesses make purchases from suppliers and employees spend their earnings, a portion of this will also occur within the City. This is referred to as the indirect impact and is anticipated to result in an additional 16 jobs, \$663,967 in earnings, and \$1.9 million in sales; this is a larger, positive indirect impact than the original DLMUD.

Investment of this scale tends to attract additional investment, as the City becomes a more desirable place to live, work, and visit. The addition of 104 new households creates a new market for existing retailers within the City, and creates opportunities for additional retailers to move in. The result will be a more vibrant downtown area, which will yield dividends for the community for years to come.

As noted previously, all other DAIP will be located on City-owned lands and will be owned and maintained by the City and will remain wholly tax exempt; no tax revenues would be generated, consistent with the existing condition.

According to the DLMUD developer (Prime), rents on the market rate apartment units are expected to start around \$1,200/month. Using a widely accepted methodology

³ Note that when calculating economic impacts of the commercial space, the impacts are adjusted to account for the portion of demand that results from new household spending. This adjustment means that 75 of the 77 jobs are considered to be net new and that 75 new jobs are used as the direct impact in the economic impact model.

and demographic multipliers for New York State from Rutgers University⁴, the total number of new school age children will be approximately 20 or an average increase of 1.5 students per grade.

The addition of 20 new students would result in \$220,820 in new expenses to the PCSD⁵ with a corresponding increase of \$221,220 in annual state aid. Accordingly, the revenue per pupil from state aid covers the anticipated expenses per pupil. Beginning in year 8, the school district will receive \$73,547.98 in PILOT revenue under the most recent schedule- a positive net impact of \$73,948.

Although application of models to calculate projected costs and revenues can be subject to discrepancies depending on specific circumstances, it can reasonably be expected that the addition of the DLMUD to the tax rolls will offset costs to the City. In addition, the contribution of the DLMUD to attracting additional residential and commercial uses will advance the City's efforts to revitalize the City.

Based on the foregoing, the DGEIS, FGEIS and related documents, the Common Council finds that the DAIP (including the modified DLMUD) will not create any significant adverse environmental impacts on fiscal and economic conditions and will avoid or minimize adverse environmental impacts to the maximum extent practicable. No mitigation is required.

2.7 Historic and Cultural Resources

⁴ "Residential Demographic Multipliers for NY," Rutgers University, June 2006. All multipliers are based on multifamily developments with 5+ units in NYS. Multipliers for 1-bedroom units are based on rent of \$1,000+, 2-bedroom units are based on rent of \$1,100+, and 3-bedroom units are based on rent of \$1,250+.

⁵ Fixed costs such as administrative and facilities costs that are not impacted by the number of students are not included in this analysis.

The modifications to the DLMUD would not affect any additional or new sites and, therefore, would not affect the Findings related to archaeological resources.

As the modifications would change the building form and include changes to the building's façade treatment, a consultation request was submitted to the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). Based on their review, the proposed project will continue to have No Adverse Effect to historic and cultural resources (refer to Appendix F).

Based on the foregoing, the DGEIS, FGEIS, SHPO updated findings letter, and related documents, the Common Council finds that the DAIP (including the modified DLMUD) will not create any significant adverse environmental impacts on historic and cultural resources and will avoid or minimize adverse environmental impacts to the maximum extent practicable. No mitigation is required.

2.10 Visual Resources

The modified DLMUD building will be articulated in five sections in keeping with the neighborhood scale of varied and clustered building facades: two corner sections that will be clad in a stone masonry aesthetic (Sto Granitex) and metal paneling with bracketed cornices to differentiate them from the Bridge Street and midblock Durkee Street sections, and three end/midblock sections that will have a brick aesthetic (Sto Creativ Brick), and hardipanel spandrels and balcony cladding. All sections will have punched or recessed balcony openings to create a more unified and sympathetic façade scale for the neighborhood and minimize the visibility of the balconies. The sidewalk level base will be clad in a stone veneer.

The modified DLMUD building will employ a variety of visual elements sympathetic to many other downtown buildings, including similarly scaled and articulated volumes, a varied mix of building materials and colors, punched balcony openings, a stone sill/lintel aesthetic, similar window proportions, larger ground level glazing for commercial uses, and a strong cornice expression. The DLMUD will not impact or obstruct views of the Saranac River, and lighting will be installed consistent with City code and addressed during site plan review.

Based on the foregoing, the DGEIS, FGEIS and related documents, the Common Council finds that the DAIP (including the modified DLMUD) will not create any significant adverse environmental impacts on visual resources and will avoid or minimize adverse environmental impacts to the maximum extent practicable. No mitigation is required.

8.0 FUTURE SEQRA ACTIONS

Future development proposals should be consistent with the criteria specified in this Findings Statement and the GEIS. These criteria include the mitigation measures discussed for each environmental issue. Failure to provide mitigation for potential adverse impacts may require further SEQRA action to address lack of mitigation.

As future development of the DAIP proceeds, the Lead Agency will be responsible for carrying out the requirements of SEQRA. This will require the Lead Agency to review the Statement of Findings as it specifically relates to the development being proposed. To provide the Lead Agency with sufficient documentation to compare the parameters and

impacts of a site-specific project with the Findings Statement, any project that requires approval(s) may require preparation of a Full Environmental Assessment Form.

In the event subsequent proposed actions were adequately addressed in the GEIS, but not adequately addressed in the Findings Statement, an amended Findings Statement may be required. If subsequent proposed actions were not addressed or not adequately addressed in the GEIS and the subsequent actions will not result in any significant environmental impacts, then SEQRA only requires that a Negative Declaration be prepared.

9.0 CERTIFICATION

The Common Council recognizes the essential need to revitalize the Downtown and Harborside areas of the City and has been advancing efforts to do so for some time. It also respects the importance of doing so in an environmentally responsible manner. In reviewing the potential environmental impacts of the proposed DAIP, the Common Council has followed the mandates of SEQRA and prepared an extensive GEIS and received comments both at a Public Hearing and in writing. The Common Council has reviewed all of the information provided for the proposed DAIP in the GEIS, including comments on the potential environmental impacts of the DAIP made by the public and other Involved and Interested Agencies and the responses to those comments. These Findings give due consideration to, and represent a reasonable and proper balancing of, potential environmental impacts with social, economic and other relevant considerations in confirming the demonstrated public need and benefit of the DAIP, its lack of significant adverse environmental impacts and its avoidance of impacts by project design, location and mitigation. As discussed above, the proposed modifications of the DLMUD do not

alter the essential findings relating to the impact of the DAIP.

Upon consideration of the foregoing and the Draft and Final Generic Environmental Impact Statements, the Common Council of the City of Plattsburgh hereby ratifies and affirms its certification that:

- A. It has considered the relevant environmental impacts, facts and conclusions disclosed in the Draft and Final Generic Environmental Impact Statements prepared in connection with the proposed action.
- B. It has weighed and balanced the relevant environmental impacts with the social, economic, and other essential considerations relating to the proposed action.
- C. The requirements of 6 NYCCR Part 617 have been met.
- D. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable in the Draft and Final Generic Impact Statements and this Findings Statement.



Mayor Colin L. Read

APPENDIX A
Modified DLMUD Site Plan, Elevations, and
Renderings



McFarland Johnson
 60 RAILROAD PLACE
 SUITE 402
 SARATOGA SPRINGS, NEW YORK 12866
 P: 518-580-9380 F: 518-580-9383
 mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION
▲	04/16/20	CITY COMMENTS
▲	05/05/20	CLARIFICATIONS
▲	05/11/20	ZBA COMMENTS
▲	05/21/20	ADDED DIMENSIONS
▲	06/05/20	ADDED SIGNAGE
▲	08/10/20	BUILDING REVISION

CLIENT: **PRIME PLATTSBURGH, LLC**
 CITY OF PLATTSBURGH, NEW YORK
 PROJECT: **DURKEE STREET MIXED USE DEVELOPMENT**

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	FEBRUARY 2020
PROJECT	18491.00

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE
SITE PLAN

DRAWING NUMBER
C-01



LEGEND

	CONCRETE SIDEWALK
	LANDSCAPING
	AMENITY SPACE
	LIGHT DUTY ASPHALT PAVEMENT
	HEAVY DUTY ASPHALT PAVEMENT
	BUILDING
	BUILDING OVERHANG
	STONE RIP-RAP
	PROPOSED PROPERTY LINE
	EXISTING PROPERTY LINE
	BUILDING OVERHANG



GENERAL NOTES:

- 1. THE UNDERGROUND STRUCTURES AND UTILITIES SHOWN ON THESE PLANS HAVE BEEN PLOTTED FROM A SURVEY PREPARED BY ROBERT M. SUTHERLAND P.C. 11 MACDONOUGH STREET, PLATTSBURGH, NY 12091, DATED JULY 25, 2019 AND AVAILABLE SURVEYS AND RECORD MAPS BY OTHERS. MCFARLAND JOHNSON DOES NOT CERTIFY TO THE ACCURACY OF THEIR LOCATION AND/OR COMPLETENESS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND EXTENT OF ALL UNDERGROUND STRUCTURES AND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION ACTIVITIES IN THEIR VICINITY. THE CONTRACTOR SHALL HAVE ALL EXISTING UTILITIES FIELD STAKED BEFORE STARTING WORK BY CALLING 1-800-962-7962.
2. THE CONTRACTOR SHALL PERFORM ALL WORK IN COMPLIANCE WITH TITLE 29 OF FEDERAL REGULATIONS, PART 1926, SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION (OSHA).
3. HIGHWAY DRAINAGE ALONG ALL ROADS AND PRIVATE DRIVES SHALL BE KEPT CLEAN OF MUD, DEBRIS ETC. AT ALL TIMES. ALL CATCH BASINS AND STORM SEWER MANHOLES SHALL BE CLEANED PRIOR TO ACCEPTANCE BY THE TOWN.
4. REFER TO ARCHITECTURAL DRAWINGS FOR PRECISE BUILDING DIMENSIONS AND BUILDING UTILITY LOCATIONS.
5. THE CONTRACTOR SHALL CONSULT THE DESIGN ENGINEER BEFORE DEVIATING FROM THESE PLANS.
6. IN ALL TRENCH EXCAVATIONS, CONTRACTOR MUST LAY THE TRENCH SIDE SLOPES BACK TO A SAFE SLOPE. USE A TRENCH SHIELD OR PROVIDE SHEETING AND BRACING. THE MEANS AND METHODS SHALL BE CERTIFIED BY A PROFESSIONAL ENGINEER.
7. EXCAVATED WASTE MATERIAL REMOVED FROM THE SITE SHALL BE PLACED AT A LOCATION ACCEPTABLE TO THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION.
8. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO MAINTAIN A MINIMUM OF 2' OF COVER OVER ALL EXISTING AND NEW STORM SEWER PIPES AND 4' OF COVER OVER ALL SANITARY PIPES DURING CONSTRUCTION.
9. ALL EXISTING SURFACE APPURTENANCES (I.E. WATER VALVES, CATCH BASIN FRAMES AND GRATES, MANHOLE COVERS) WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO FINISHED GRADE. (NO SEPARATE PAYMENT).
10. AREAS DISTURBED OR DAMAGED AS PART OF THIS PROJECT'S CONSTRUCTION THAT ARE OUTSIDE OF THE PRIMARY WORK AREA SHALL BE RESTORED, AT THE CONTRACTORS EXPENSE, TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
11. UNLESS COVERED BY THE CONTRACT SPECIFICATIONS OR AS NOTED ON THE PLANS, ALL WORK SHALL CONFORM TO THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED JANUARY 8, 2015 AND ANY SUBSEQUENT REVISIONS.
12. CONTRACTOR SHALL COORDINATE PROVISION OF TEMPORARY UTILITY SERVICE AS REQUIRED DURING CONSTRUCTION TO ENSURE UNINTERRUPTED SERVICE TO OCCUPIED BUILDINGS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE TO SECURE ALL PERMITS AND PROVIDE ALL BONDS REQUIRED FOR THIS WORK, INCLUDING BUT NOT LIMITED TO UTILITY CONNECTIONS, BUILDING AND SITE CONSTRUCTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODE AND/OR UTILITY SERVICE COMPANIES. THIS SHALL BE COMPLETED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
15. MAINTENANCE AND PROTECTION OF TRAFFIC ALONG WITH SECURING THE WORK AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. THE CONTRACTOR SHALL LOCATE, MAKE, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND ROW MONUMENTS IN THE AREAS OF CONSTRUCTION.
17. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND SAFETY PROCEDURES. THE OWNER AND/OR ARCHITECT/ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUB CONTRACTOR OR THEIR AGENTS, EMPLOYEES OR ANY OTHER PERSON PERFORMING ANY OF THE WORK.
18. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATION ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATION OR APPLICABLE CODES, IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE OWNERS REP. IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE OWNERS REP. SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.
19. SNOW STORAGE WILL OCCUR AT MULTIPLE LOCATIONS THROUGHOUT ALL PAVED SURFACES.
20. THE CONTRACTOR SHALL CONTACT THE CITY DPW IF THEY DISCOVER ANY UTILITY LINE NOT NOTED ON THE SURVEY, TO DETERMINE IF THE LINE IS ACTIVE.
21. THE PROJECT SITE HAS A HISTORY OF VARIED USES INCLUDING COMMERCIAL, RESIDENTIAL, MANUFACTURING, AUTO REPAIR STEAM LAUNDERING, SIGN PAINTING AND MILLING. THE CITY OF PLATTSBURGH APPLIED FOR THE PROPERTY'S INCLUSION IN THE NEW YORK STATE ENVIRONMENTAL RESTORATION PROGRAM, AS A RESULT C.T. MALE CREATED A SITE MANAGEMENT PLAN (SMP) THAT WAS ADOPTED BY THE NEW YORK STATE DEC. ALL CONSTRUCTION ACTIVITIES MUST BE IN COMPLIANCE WITH THE SMP. IT SHOULD BE NOTED, SECTION 7 OF THE SMP STATES THAT THERE SHALL BE NO DISTURBANCE OF THE SITE NYSDEC NOTIFICATION 60 DAYS PRIOR. THE FULL SMP AND ENVIRONMENTAL EASEMENT ARE INCLUDED AS APPENDIX J OF THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
22. NO ROAD OR LANE CLOSURES ARE ALLOWED UNLESS THE CONTRACTOR PROVIDES A TRAFFIC CONTROL PLAN IN ACCORDANCE WITH THE CURRENT EDITION OF MUTCD FOR APPROVAL BY THE CITY OF PLATTSBURGH, EMERGENCY SERVICES, AND SCHOOL DISTRICT

SEQUENCE OF CONSTRUCTION

- 1. HOLD A PRE-CONSTRUCTION MEETING WITH PROJECT MANAGER, OPERATOR'S ENGINEER, CONTRACTORS & SUB-CONTRACTORS, AND REPRESENTATIVES OF THE CITY OF PLATTSBURGH PRIOR TO LAND DISTURBING ACTIVITIES. REVIEW NYSDEC APPROVED SMP.
2. HAVE A QUALIFIED PROFESSIONAL CONDUCT AN ASSESSMENT OF THE SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND CERTIFY IN AN INSPECTION REPORT THAT THE APPROPRIATE EROSION AND SEDIMENT CONTROLS DESCRIBED IN THE SWPPP AS REQUIRED BY THE GP-0-15-002 HAVE BEEN ADEQUATELY INSTALLED OR IMPLEMENTED TO ENSURE OVERALL PREPAREDNESS OF THE SITE FOR THE COMMENCEMENT OF CONSTRUCTION.
3. CONSTRUCT TEMPORARY STABILIZED CONSTRUCTION ENTRANCE AT LOCATION SHOWN ON THE DRAWINGS.
4. INSTALL PERIMETER CONTROLS AND INLET PROTECTION AT THE LOCATIONS SHOWN ON THE DRAWINGS.
5. CONSULT A QUALIFIED PROFESSIONAL TO PERFORM A SITE INSPECTION AND VERIFY THAT THE INITIAL PHASE OF EROSION CONTROL DEVICES HAVE BEEN INSTALLED PER THE DRAWINGS PRIOR TO COMMENCEMENT OF GROUND DISTURBANCE.
6. BEGIN EARTHWORK OPERATIONS.
7. COMMENCE EARTHWORK CUTS AND FILLS. WORK SHALL BE PROGRESSED TO ALLOW A REASONABLE TRANSFER OF CUT AND FILL FOR ROUGH GRADING AND EARTH MOVING FOR BULK SITE GRADING.
8. STABILIZE ALL AREAS IDLE IN EXCESS OF 7 DAYS IN WHICH CONSTRUCTION WILL NOT COMMENCE WITHIN 7 DAYS.

SEQUENCE OF CONSTRUCTION CONTINUED:

- 9. ADJUST THE EROSION AND SEDIMENT CONTROL PRACTICES AS REQUIRED FOR CONTINUING CONSTRUCTION AS SHOWN ON THE EROSION & SEDIMENT CONTROL PLAN. THIS SHALL BE A PHASED ADJUSTMENT IN ORDER TO ENSURE THAT RUNOFF FROM ALL DISTURBED AREAS IS TREATED BY APPROPRIATE EROSION AND SEDIMENT CONTROL DEVICES.
10. BEGIN UTILITY INSTALLATION AND BACKFILL. UTILITY INSTALLATION AREA SHALL BE STABILIZED WITH SEED AND MULCH PROGRESSIVELY AT THE END OF EACH WORK DAY.
11. CONSTRUCT CATCH BASINS, AREA INLETS AND STORM SEWER MANHOLES, AS SHOWN ON THE PLANS.
12. INSTALL INLET/OUTLET PROTECTION PROGRESSIVELY AS THE STORM SEWER IS INSTALLED.
13. AS LANDSCAPED AREAS ARE BROUGHT TO GRADE, STABILIZE WITH TOPSOIL, SEED AND MULCH PER SPECIFICATIONS.
14. FINALIZE BUILDING AND PAVEMENT SUB-GRADE PREPARATION.
15. CONSTRUCT CURB
16. INSTALL ASPHALT SUB-BASE MATERIAL AS REQUIRED FOR PAVEMENT.
17. CARRY OUT ALL FINAL GRADING, STABILIZE SLOPES GREATER THAN 3D:1V WITH HEIGHTS EXCEEDING 5 FEET WITH EROSION CONTROL MATTING/BLANKETS, AND SEED AND MULCH ALL DISTURBED AREAS.
18. A QUALIFIED PROFESSIONAL SHALL PERFORM A SITE ASSESSMENT TO CONFIRM THAT ALL PERMANENT STORMWATER DEVICES HAVE BEEN INSTALLED PER PLANS AND 80% UNIFORM GERMINATION/STABILIZATION HAS BEEN ACHIEVED PRIOR TO THE REMOVAL OF ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL.

STORM SEWER:

- 1. ALL HDPE PIPES SHALL FOLLOW NYS DOT SECTION 603-2 AND 706-12, BE SMOOTH INTERIOR.
2. PLACE RIP-RAP AROUND ALL END SECTIONS.
3. IN INSTANCES WHERE THE STORM SEWER CROSSES THE SANITARY SEWER A CRUSHED STONE ENCASEMENT SHALL BE PROVIDED AROUND THE SANITARY SEWER UP TO THE STORM SEWER-COMPACT WITH APPROVED EQUIPMENT.
4. ALL CATCH BASINS AND STORM MANHOLES WITHIN PAVEMENT TO BE CONSTRUCTED TO WITHSTAND HS-20 LOADING.

SANITARY SEWER NOTES:

- 1. ONLY DOMESTIC WASTE FROM THE PROJECT SHALL BE DISCHARGED INTO THE SANITARY SEWER.
2. ALL SANITARY LATERALS SHALL BE 6" PVC SDR-21 ASTM D2241 UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. A MINIMUM OF 4 FEET OF COVER SHALL BE PROVIDED OVER ENTIRE LENGTH OF ALL SANITARY LATERALS. IN ANY PLACE THE MINIMUM COVER CANNOT BE MET, THE PIPE SHALL BE INSULATED.
5. THE CITY OF PLATTSBURGH DPW SHALL BE NOTIFIED SEVENTY-TWO HOURS IN ADVANCE OF CONNECTION OR TAP. [518-536-7453].
6. SANITARY SEWER LATERAL(S) AND APPURTENANCES SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE REQUIREMENTS OF THE CITY OF PLATTSBURGH.
7. FLOOR DRAINS, IF CONSTRUCTED, SHALL BE CONNECTED TO THE SANITARY SEWER. FLOOR DRAINS DO NOT INCLUDE FOUNDATION/FOOTER DRAINS. NOTE: ALL DISCHARGES TO THE SANITARY SEWER MUST COMPLY WITH THE EFFLUENT LIMITS OF THE LOCAL AND/OR CLINTON COUNTY SEWER USE LAW.
8. MAXIMUM SPACING BETWEEN CLEANOUTS ON SANITARY LATERALS MAY NOT EXCEED SEVENTY-FIVE (75) FEET.
9. MAXIMUM SPACING BETWEEN SANITARY MANHOLES MAY NOT EXCEED FOUR-HUNDRED (400) FEET.
10. EXFILTRATION AND/OR INFILTRATION FOR SANITARY SEWERS SHALL BE LIMITED TO 100 GALLONS PER DAY, PER MILE OF PIPE, PER INCH DIAMETER, AND SHALL BE PERFORMED IN ACCORDANCE WITH DISTRICT PROCEDURES. AIR TESTS, INCLUDING VACUUM TESTS, SHALL NOT BE ALLOWED ON SANITARY MANHOLES.
11. UPON COMPLETING CONSTRUCTION AND AFTER THE PIPE BACKFILL HAS BEEN IN PLACE FOR A PERIOD OF 30 DAYS, THE NEW SANITARY SEWER SHALL BE SUBJECT TO THE FOLLOWING TESTS AND PROCEDURES: FLUSH AND CLEAN THE SYSTEM, SEWER MAIN AIR PRESSURE/ EXFILTRATION TESTING, SEWER MANHOLE VACUUM/INFILTRATION TESTING (PERFORMED ONLY AFTER INVERTS AND BENCHES ARE FORMED), AND SEWER MAIN DEFLECTION TEST. DEFLECTION TESTS SHALL BE PERFORMED ON ALL FLEXIBLE PIPE. THE TEST SHALL BE CONDUCTED AFTER ALL FINAL BACKFILL HAS BEEN IN PLACE AT LEAST THIRTY (30) DAYS. NO PIPE SHALL EXCEED A DEFLECTION OF FIVE PERCENT (5%). IF THE DEFLECTION TEST IS RUN USING A RIGID BALL OR MANDREL, IT SHALL HAVE A MINIMUM DIAMETER EQUAL TO NINETY-FIVE PERCENT (95%) OF THE INSIDE DIAMETER OF THE PIPE. TEST SHALL BE PERFORMED WITHOUT MECHANICAL PULLING DEVICES.
12. MANHOLES SHALL BE 4' INSIDE DIAMETER UNLESS OTHERWISE SPECIFIED ON PLANS. MANHOLE FRAMES AND COVERS SHALL BE E.J. PRODUCT NO. 00120715, OR APPROVED EQUAL PER THE CITY OF PLATTSBURGH WATER AND SEWER DEPARTMENT STANDARDS.
13. MINIMUM DEFLECTION OF 3" PVC SDR21 ASTM D2241 FORCE MAIN SEWER LINE IS 0.7" FOR 20' LENGTHS.
14. ALL SEWER LINES ARE PRIVATE UNLESS OTHERWISE NOTED.

WATER MAIN INSTALLATION:

- 1. WATER SERVICE LINE (LATERALS) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND SPECIFICATIONS OF THE CLINTON COUNTY HEALTH DEPARTMENT, AND THE LOCAL WATER AUTHORITY.
2. ALL EROSION CONTROL MEASURES SHALL BE EMPLOYED DURING ALL PHASES OF CONSTRUCTION IN ACCORDANCE WITH ALL APPROPRIATE STANDARDS AND REQUIREMENTS. BEST MANAGEMENT PRACTICES ARE TO BE FOLLOWED.
3. WATER MAINS AND ALL WATER SERVICE LINES SHALL HAVE A MINIMUM OF 5 FEET OF COVER FROM FINISH GRADE TO TOP OF PIPE.
4. THE MINIMUM VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWER MAINS SHALL BE 18" MEASURED FROM THE OUTSIDE OF THE PIPES AT THE POINT OF CROSSING. THE MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SEWER MAINS SHALL BE 10 FEET MEASURED FROM THE OUTSIDE OF THE PIPES. ONE FULL LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE, WHERE A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (COMPACTED SELECT FILL) SHALL BE PROVIDED FOR THE SEWERS TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING ON AND BREAKING THE WATER MAINS.
5. HYDRANT TYPE SHALL BE AS NOTED ON THE PLANS OR AS REQUIRED BY THE CITY OF PLATTSBURGH. GUARD VALVES SHALL BE USED AND ALL HYDRANT STUB PIPING SHALL BE MECHANICAL JOINT. FIRE HYDRANT WEEP HOLES (DRAINS) SHALL BE PLUGGED WHEN GROUND WATER IS ENCOUNTERED WITHIN 7 FEET OF THE FINISHED GRADE. ALL PLUGS SHALL BE MECHANICAL METAL PLUGS. ALL HYDRANTS WITH PLUGGED WEEP HOLES SHALL BE APPROPRIATELY TAGGED.

WATER MAIN INSTALLATION CONTINUED:

- 6. ALL MECHANICAL JOINTS, FITTINGS (TEES, BENDS, PLUGS), ETC. SHALL BE BACKED WITH 3,000 PSI CONCRETE THRUST BLOCKS OR APPROVED MECHANICAL RESTRAINTS.
7. WHERE PIPING IS TO BE PLACED WITHIN FILL AREAS, THE FILL SHALL BE PLACED AND COMPACTED TO AT LEAST 95% MODIFIED PROCTOR PRIOR TO TRENCH EXCAVATION.
8. SHUTDOWN OF EXISTING WATER MAINS SHALL BE IN ACCORDANCE WITH THE LOCAL WATER AUTHORITY. THE CITY OF PLATTSBURGH DPW MANAGER MUST BE NOTIFIED IN ADVANCE OF ALL PROPOSED SHUTDOWNS IN ACCORDANCE WITH THEIR DIRECTION. WATER MUST BE TURNED BACK ON AS SOON AS POSSIBLE. ALL ENDS OF WATER MAINS MUST BE PROVIDED WITH ADEQUATE PLUG, BLOCK AND BLOW-OFF AS INDICATED ON THE PLANS.
9. WATER SERVICE LINES SHALL BE SEPARATED AT LEAST TEN (10) FEET, MEASURED FROM THE OUTSIDE OF THE PIPES, FROM SEWER MAINS AND SEPTIC SYSTEMS.
10. BACKFLOW PREVENTION SHALL BE PROVIDED IN THE BUILDING.
11. BACKFLOW PREVENTION APPLICATION MUST BE SUBMITTED TO AND APPROVED BY THE SUPPLIER WHO WILL FORWARD PLANS TO THE NYS DEPARTMENT OF HEALTH FOR THEIR APPROVAL. THE APPROVAL PROCESS MUST BE COMPLETED PRIOR TO INSTALLATION. THE APPROVAL PROCESS SHOULD BE STARTED EARLY TO AVOID UNNECESSARY DELAYS OR CONFLICTS WITH OTHER HEALTH DEPARTMENT APPROVALS.
12. ALL WATER LINES ARE PRIVATE UNLESS OTHERWISE NOTED.

WATER MAIN MATERIALS:

- 1. POLYVINYL CHLORIDE (PVC) PIPE MUST BE WITH INTEGRAL BELL AND SPIGOT JOINTS; CLASS 150, DR 18, CONFORMING WITH THE LATEST REVISION OF ANSIAWWA C900 (FOR 4"-12" PIPE) OR C905 (FOR LARGER PIPE) STANDARD. MAXIMUM DEFLECTION OF 12" POLYVINYL CHLORIDE (PVC) AWWA C900 WATER LINE IS 0.7" FOR 20' LENGTHS. INSTALLATION TO INCLUDE TRACER TAPE AS PER MANUFACTURER'S INSTRUCTIONS.
2. CEMENT-LINED DUCTILE-IRON (DI) PIPE MUST BE CLASS 52 MINIMUM CONFORMING WITH THE LATEST REVISION OF ANSIAWWA C151 STANDARD. IF REQUIRED BY WATER SUPPLIER THE PIPE SHALL BE ENCASED WITH A MINIMUM 8 MIL. POLYETHYLENE WRAP AS PER LATEST REVISION OF ANSIAWWA C105 STANDARD.
3. POLYETHYLENE (PE) PRESSURE PIPE MUST BE PE 3408 MATERIAL MINIMUM. CONFORMING TO THE LATEST REVISION OF AWWA C901 AND C906.

WATER SYSTEM TESTS:

- 1. SOIL TEST. THE CONTRACTOR SHALL PROVIDE A SOIL TEST EVALUATION TO DETERMINE THE NEED FOR POLYETHYLENE ENCASEMENT PER ANSIAWWWS C105/AZ1.5-82 PRIOR TO WATER MAIN INSTALLATION. SOIL TESTING SHALL BE CONDUCTED BY AN APPROVED SOIL TESTING LABORATORY IN ACCORDANCE WITH LOCAL WATER AUTHORITY STANDARDS.
2. WATER PIPING SHALL BE FLUSHED AND TESTED IN CONFORMANCE WITH THE LATEST REVISION OF ANSIAWWA C600 STANDARD FOR DUCTILE IRON PIPE, C605 FOR PVC PIPE, OR EQUIVALENT OF C600 AND/OR C605 FOR PE PIPE.
3. WATER SERVICE LINES SIZED 4-INCHES OR GREATER SHALL BE:
- PRESSURE TESTED IN ACCORDANCE WITH THE LATEST SPECIFICATIONS OF THE LOCAL WATER AUTHORITY. THE PRESSURE TEST SHALL BE WITNESSED BY A REPRESENTATIVE FROM THE LOCAL WATER AUTHORITY.
- DISINFECTION BY USING THE CONTINUOUS FEED METHOD ACCORDING TO AWWA STANDARD SPECIFICATIONS. AFTER FLUSHING AND DISINFECTING THE SERVICE LINE, WATER SAMPLES SHALL BE COLLECTED BY THE CLINTON COUNTY HEALTH DEPARTMENT. APPROVAL AND NOTIFICATION BY THE HEALTH DEPARTMENT MUST BE RECEIVED BEFORE THE LATER IS PLACED IN SERVICE.
4. THE COMPLETED WORKS SHALL BE VERIFIED WITH CLINTON COUNTY HEALTH DEPARTMENT. PRIOR TO ISSUANCE, A NYS-LICENCED PROFESSIONAL ENGINEER MUST SUBMIT CERTIFICATION TO THE HEALTH DEPARTMENT THAT: THEY OR THEIR DESIGNATED REPRESENTATIVE WITNESSED THAT CONSTRUCTION WAS IN CONFORMANCE WITH THE PLANS AS APPROVED; FLUSHING, TESTING, AND DISINFECTION PROCEDURES NOTED HEREIN HAD BEEN PROPERLY PERFORMED; AND, MICROBACTERIAL SAMPLE RESULTS FROM THE COMPLETED WORKS WERE ACCEPTABLE. COPIES OF THE OFFICIAL LABORATORY RESULTS ARE TO BE INCLUDED WITH THE CERTIFICATION.
5. FIRE HYDRANTS ARE NOT ACCEPTABLE TESTING/SAMPLING POINTS.

GRADING NOTES:

- 1. REMOVE AND STOCKPILE TOPSOIL AS DIRECTED BY THE CONSTRUCTION MANAGER. REPLACE TOPSOIL TO A MINIMUM 4" DEPTH. ALL DISTURBED AREAS TO BE HYDROSEEDDED AS DIRECTED BY THE CONSTRUCTION MANAGER.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS, INCLUDING INLET PROTECTION AND SILT FENCE. EROSION CONTROL MEASURES SHALL NOT BE REMOVED BEFORE VEGETATION HAS OCCURRED COMPLETELY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF TOPSOIL TO ALL DISTURBED AREAS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN EROSION CONTROL MEASURES AT ALL TIMES.
4. EROSION CONTROL MEASURES WILL BE IMPLEMENTED IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, CLINTON COUNTY HEALTH DEPARTMENT, AND THE CITY OF PLATTSBURGH REQUIREMENTS.
5. ALL INLETS TO THE STORM SEWER SHALL HAVE STONE DROP INLET PROTECTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BEST MANAGEMENT PRACTICES (BMP'S) UNTIL GROUND COVER IS ESTABLISHED.
6. SILT FENCE, JUTE MESH, AND/OR EROSION CONTROL BLANKETS WILL BE USED ON STEEP SLOPES AND WHEREVER NECESSARY TO CONTROL EROSION AND SILTATION OF EXISTING DRAINAGE SYSTEMS AS ORDERED BY THE ENGINEER OR SPECIFIED ON PLANS.
8. THE CONTRACTOR SHALL DESIGNATE A MEMBER OF HIS/HER FIRM TO BE RESPONSIBLE TO MONITOR EROSION CONTROL, EROSION CONTROL STRUCTURES, TREE PROTECTION AND PRESERVATION THROUGHOUT CONSTRUCTION.
9. ALL GRADING AND EARTHWORK SHALL BE IN CONFORMANCE WITH NEW YORK STATE STANDARD SPECIFICATIONS SECTION 203 - EXCAVATION AND EMBANKMENT, WHICH INCLUDES MAXIMUM EMBANKMENT LIFT THICKNESS ALLOWED BASED ON THE COMPACTION EQUIPMENT USED.
10. ALL PROPOSED ELEVATIONS SHOWN HEREON ARE FINISHED GRADE ELEVATION.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING RIM ELEVATIONS IN RELATION TO PROPOSED GRADE PRIOR TO INSTALLATION.

PROJECT DATA:

Table with columns: APPLICANT, EXISTING ZONING, LOT AREA, PROPOSED ZONING, GROSS COMMERCIAL AREA, GROSS RESTAURANT AREA, CUSTOMER AREA, OTHER AREA, TOTAL APARTMENT UNITS.

PARKING DEMAND PER CITY CODE table with columns: USE, CALCULATION, NO. OF SPACES. Includes Residential, Commercial, Restaurant, Customer Area, Other Area, Public Parking for City Use, and Total Demand.

PARKING DEMAND PER PUD table with columns: USE, CALCULATION, NO. OF SPACES. Includes Residential, Commercial, Employee Parking, Public Parking for City Use, and Total Demand.

PARKING PROVIDED table with columns: LOCATION, NO. OF SPACES. Includes Surface Parking Lot, Courtyard Parking Lot, Underground Parking Lot, and Total Parking Provided.

*PARKING SPACES WILL BE STRIPED TO INDICATE SPACE. AVAILABLE FOR PUBLIC USE

COMPACT/SUBCOMPACT PARKING (PER CITY CODE):

Table showing Compact Spaces Allowed (58) and Compact Spaces Provided (52), and Subcompact Spaces Allowed (58) and Subcompact Spaces Provided (49).

ADA PARKING (PER NYS 2016 UNIFORM CODE SUPPLEMENT):

Table showing Accessible Spaces Required (4 Surface, 2 Courtyard, 6 Underground) and Accessible Spaces Provided (4 Surface, 2 Courtyard, 6 Underground).

ZONING CHART

Zoning Chart table with columns: FEATURES, CALCULATION, UNDERLYING CITY ZONING, PROPOSED. Shows Parcel Size (50,000 SF), Min. Lot Dimension (232' x 216'), Max. Height in Stories (14), Max. Bldg Height (60'), Minimum Building Setbacks (15' North, 2' East, 19' West, 5' South), Max. Bldg Coverage (82%), and Min. Open Space (22,105 SF).

LEGEND

Legend table listing symbols for Proposed Major/Minor Contour, Existing Major/Minor Contour, Underground Electric, Storm Sewer, Underground Gas Service, Water, Sanitary Sewer, Limits of Disturbance, Silt Fence, Chainlink Fence, Concrete Sidewalk, Proposed Curb, Proposed Traffic Flow Arrows, Proposed Drainage Flow Arrow, Number of Parking Spaces, Light Pole, Light Pole (Double Head), One Post Sign, Water Gate Valve, Sanitary Sewer Manhole, Storm Sewer Catch Basin, Storm Sewer Manhole, High Density Polyethylene Pipe, Top of Curb, Bottom of Curb, Utility Pole.



PROJECT MILESTONE SITE PLAN SUBMISSION

Table with columns: NO., DATE, DESCRIPTION. Shows milestones for City Comments, Clarifications, Building Revision, and Correction.

Client and Project information: CLIENT: PRIME PLATTSBURGH, LLC; CITY OF PLATTSBURGH, NEW YORK; PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

Table with columns: DRAWN, DESIGNED, CHECKED, SCALE, DATE, PROJECT. Lists NSO, TCB, N.T.S., FEBRUARY 2020, 18491.00.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE

GENERAL NOTES

DRAWING NUMBER

GN-01



1

Bridge Street Elevation

SCALE: 1" = 20'



MACKENZIE ARCHITECTS P.C.

162 Battery Street, Burlington, Vermont 05401 802.863.7177 (T) www.mackenziearchitects.com

Plattsburgh Mixed Use Development
Building Elevations

The City of Plattsburgh
Plattsburgh, NY
8/10/2020



2

Durkee Street Elevation

SCALE: 1" = 20'



MACKENZIE ARCHITECTS P.C.

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Plattsburgh Mixed Use Development
Building Elevations

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8/10/2020



MACKENZIE ARCHITECTS P.C.

162 Battery Street, Burlington, Vermont 05401 802.863.7177 (T) www.mackenziearchitects.com

Plattsburgh Mixed Use Development
View from Bridge St. & Durkee St.

The City of Plattsburgh
Plattsburgh, NY
8/10/2020

1



Note: Glass storefront at housing entry subject to cost impact confirmation.

MACKENZIE ARCHITECTS P.C.

162 Battery Street, Burlington, Vermont 05401 802.863.7177 (T) www.mackenziearchitects.com

**Plattsburgh Mixed Use Development
View on Bridge St**

The City of Plattsburgh
Plattsburgh, NY
8/10/2020

APPENDIX B
Modified DLMUD PUD Zoning Deviations Table

Plattsburgh Durkee Street Project

List of Deviations for PUD Subdivision - UPDATED

September 1, 2020

Requirement	Central Business Zoning District - High Rise	PUD Requirement	Lot 2A: City Owned (Gateway Complex)	Deviation Requested per § 360-21(D)	Lot 2B: Prime Lot	Deviation Requested per § 360-21(D)
Minimum Lot Area	50,000 sq. ft.		82,965 sq. ft.	Not applicable	120,119 sq. ft.	Not applicable
Minimum Land Area	Not applicable	3 acres for entire PUD area	1.9 acres (totals 4.66 acres with Lot 2)	Not applicable	2.76 acres (totals 4.66 acres with Lot 1)	Not applicable
Minimum Lot Dimension	202 FT for Lot 2A 233 FT for Lot 2B		Previously approved	No	573 FT	No
Width	70 FT for Lot 2A 70 FT for Lot 2B		Previously approved	No	> 500 FT	No
Depth	100 FT for Lot 2A 100 for Lot 2B		Previously approved	No	265 FT	No
Front Setback (Durkee and Bridge Streets)	12 FT for Lot 2A 15 FT for Lot 2B		Previously approved	No	19 FT Durkee Street 15.1 FT Bridge Street	No
Side Setback	12 FT for Lot 2A 15 FT for Lot 2B		3 FT (north)	Yes	2 FT (east - existing farmers market building)	Yes
Rear Setback	12 FT for Lot 2A 15 FT for Lot 2B		Previously approved	No	5 FT (south - existing farmers market building)	Yes
Height (FT)	48 FT for Lot 2A 60 FT for Lot 2B		Previously approved	No	65 FT	Yes
Height (Stories)	5 stories for Lot 2A 14 stories for Lot 2B		Previously approved	No	5 stories	No
Minimum Distance Between Buildings		The minimum distance between any two buildings, other than buildings containing common walls, shall be not less than as computed under the following formula: $S=(LA+LB+2(HA+HB))/6$ Where: S = Required minimum horizontal distance between any wall of Building A at any given level and any wall of Building B at any given level or the vertical prolongation of either; LA = Total length of Building A. Building A shall be that structure which is of equal or greater length of the two buildings selected; LB = Length of Building B; HA = Height of Building A. The height of Building A is the average height above the finished grade of the structure; HB = Height of Building B.	Previously approved	No	Minimum distance between buildings is as follows: LA = 250 ft, LB = 106 ft, HA = 65 ft, HB = 18 ft, S = 87 ft Actual Distance: 117 FT	No
Maximum Building Coverage	Previously approved for Lot 2A 84% for Lot 2B		Previously approved	No	31%	No
Minimum Open Space	Previously approved for Lot 2A 16% for Lot 2B		Previously approved	No	22,925 SF or 19%	No
Parking Lot Aisle Width	25 FT	The Planning Board has the authority to approve alternate off street parking design standards within a PUD as stipulated in Section 360-21-C-1 and through the site plan review process per Section 360-38.-E-4-b of the City Zoning Code.	Previously approved	No	24 FT (surface and open lots) 22 FT (basement garage)	Yes

Plattsburgh Durkee Street Project

List of Deviations for PUD Subdivision - UPDATED

September 1, 2020

Requirement	Central Business Zoning District - High Rise	PUD Requirement	Lot 2A: City Owned (Gateway Complex)	Deviation Requested per § 360-21(D)	Lot 2B: Prime Lot	Deviation Requested per § 360-21(D)
Minimum Number of Parking Spaces	See City parking requirements in Notes below	The Planning Board can approve an alternative calculation for parking demand, as stipulated in Section 360-21.-D-5-d-5 of the City Zoning Code. The Planning Board has the authority to approve an alternate method of parking calculation if the applicant can provide sufficient justification for the calculation. Instead of the methods stipulated in Section 360-26, the applicant is requesting an alternative method for calculating the residential/commercial/restaurant parking demand. The applicant has based this demand on another similarly sized project in the region that they have constructed and operated for multiple years with similar uses, layout, and construction. The project has operated without any parking issues.	Previously approved	No	<i>Residential:</i> 1.5 / dwelling unit x 104 units (156 spaces) <i>Commercial/Retail/Restaurant:</i> 1 / 300 sf x 17,900 sf (60 spaces) <i>Employee:</i> 1/2 space per employee per 900 sf of commercial space (10 spaces) <i>Public Parking for City Use:</i> 50 spaces (50 spaces) Total 276 spaces	Yes

City Parking Requirements Notes:

Residential:

- 2 / dwelling unit for first 10 units x 10 units (Lot 2B - 20 spaces)
- 1.75 / dwelling unit over 10 x 94 units (Lot 2B - 165 spaces)
- +1 for each adult occupying the unit over 2 (0 spaces)

Commercial:

- 1 / 250 sf x 9900 sf (Lot 2B - 40 spaces)

Restaurant:

- 1 / 50 sf customer area x 7,000 sf (Lot 2B - 140 spaces)
- 1 / 250 sf other area x 1,000 sf (Lot 2B - 4 spaces)

Public Parking for City use (Lot 2B - 50 spaces)

Total 419 spaces

APPENDIX C
Updated Will Serve Letters



Plattsburgh, New York

Scott Lawliss
Fire Chief

Plattsburgh Fire Department
65 Cornelia Street
Plattsburgh, NY 12901
Tel: 518-536-7542
Fax: 518-561-8236
lawliss@cityofplattsburgh-ny.gov

July 27, 2020

**Acting Chair Derek Rosenbaum and
Members of the Planning Board**
41 City Hall Place
Plattsburgh, NY 12901

RE: City of Plattsburgh Fire Department – Durkee Street Findings

Dear Acting Chair Derek Rosebaum and Members of the Planning Board:

The City of Plattsburgh has requested my opinion and findings related to the Durkee Street development project proposed by Prime Plattsburgh, LLC. On February 20, 2020 I provided correspondence to this Board stating that **“I have no concerns and the Fire Department will be able to provide Fire Protection to the building.”** I have reviewed the most recent site plan, dated July 2020 (the “Site Plan”) and confirm that prior statement. Please note the following:

- 1) **A review of the Site Plan and other application materials demonstrates that the City of Plattsburgh Fire Department will be able to provide Fire Protection to the proposed buildings and pedestrian areas.**
- 2) **It will be required that the buildings and related improvements be constructed in accordance with the NYS Fire Code.**

Regards,

Scott Lawliss



Plattsburgh
NEW YORK

Department of Public Works

Arsene M. Brodi
Superintendent

Michael M. Bessette
Assistant Superintendent

August 28, 2020

McFarland-Johnson, Inc.
60 Railroad Place, Suite 402
Saratoga Springs, NY 12866

Attn: Mr. Turner Bradford

Re: Prime Plattsburgh, LLC – Durkee Street Mixed-Use Development
Durkee Street, City of Plattsburgh (Tax ID 207.20-7-15)

Dear Mr. Bradford,

We have reviewed the materials provided in regard to the above referenced project. Based on existing infrastructure and anticipated demand and output, the City's water supply and wastewater collection/treatment systems should be sufficient to handle the design flows as represented in your letter of August 6, 2020.

Sincerely,

Arsene M. Brodi
Public Works Superintendent
City of Plattsburgh

Cc: Deb Osterhoudt – Prime Plattsburgh, LLC



MUNICIPAL LIGHTING DEPARTMENT
(A Municipally Owned and Operated Power System)

Plattsburgh, New York

DISCOVER

Plattsburgh

William J. Treacy, P.E.
Manager

217 Sharron Ave.
Plattsburgh, NY 12901
P: (518)-563-2200
F: (518)-563-2748
www.cityofplattsburgh-ny.gov

August 10, 2020

McFarland - Johnson, Inc.
60 Railroad Place, Suite 402
Saratoga Springs, NY 12866

Attn: Mr. Turner Bradford,

Re: Prime Plattsburgh, LLC - Durkee Street Mixed-Use Development
Durkee Street, City of Plattsburgh (Tax ID 207.20-7-15)

Dear Mr. Bradford,

We have reviewed the material provided in regard to the above referenced project. Based upon this information the City of Plattsburgh has sufficient capacity within its electrical supply and distribution system to service the project.

Sincerely,

William Treacy, PE
Municipal Lighting Department Manager
City of Plattsburgh

cc: Deb Osterhoudt - Prime Plattsburgh, LLC

Turner C. Bradford

From: Natalie S. Olivieri
Sent: Thursday, July 23, 2020 1:47 PM
To: Deborah Osterhoudt
Cc: 'Charles Gottlieb '; Turner C. Bradford
Subject: FW: Durkee Street Project

Deb,

See below for email follow up from Police Chief Ritter.

Thanks,
Natalie

From: Ritter, Levi <ritterl@cityofplattsburgh-ny.gov>
Sent: Thursday, July 23, 2020 1:21 PM
To: Natalie S. Olivieri <nolivieri@mjinc.com>
Subject: RE: Durkee Street Project

Hi Natalie,

I wanted to follow up from our call yesterday. Based on our conversation about the changes to the Durkee St site plan, I felt any concerns I had were adequately addressed. I have no further concerns or questions.

Levi Ritter
Chief of Police
Plattsburgh Police Department
45 Pine St
Plattsburgh, NY 12901
Dispatch: (518) 563-3411

From: Natalie S. Olivieri <nolivieri@mjinc.com>
Sent: Tuesday, July 21, 2020 3:25 PM
To: Ritter, Levi <ritterl@cityofplattsburgh-ny.gov>
Cc: Turner C. Bradford <tbradford@mjinc.com>; Deborah Osterhoudt <dosterhoudt@theprimecompanies.com>; Tamer, Malana <TamerM@cityofplattsburgh-ny.gov>; Miller, Matthew <MillerMa@cityofplattsburgh-ny.gov>
Subject: Durkee Street Project

Good afternoon Chief Ritter,

Regarding the Durkee Street Project, we have updated the building layout to address board comments (see attached). We're hoping to get your input as to any questions or concerns you have about the revised design. If you'd like, we'd be happy to set up a call to go through the changes with you.

It is our intent to be on the August board meeting agendas, so if you could take a look and send over any concerns by August 5th it would be greatly appreciated.

Thank you,
Natalie

Natalie Olivieri, EIT • Junior Engineer
McFarland Johnson
60 Railroad Place, Suite 402 • Saratoga Springs, NY 12866
Office: 518-580-9380 Ext. 3620 • Fax: 518-580-9383
www.mjinc.com

APPENDIX D
August 2020 Traffic Impact Study

DRAFT MEMORANDUM

To: Matthew Miller, Director of Community Development

From: Tom Johnson, P.E., PTOE, Norabelle Greenberger, AICP

cc: Chris Round, AICP

Date: August 17, 2020

Re: Proposed Modifications to the Durkee Lot Mixed-Use Development – Parking & Traffic Analysis

Job #: 91922.00

A. INTRODUCTION

The purpose of this memorandum is to assess the implications of the proposed modifications to the Durkee Lot Mixed-Use Development (DLMUD) on the traffic and parking analysis and conclusions presented in the January 30, 2020 *City of Plattsburgh Downtown Area Improvement Projects Final Generic Environmental Impact Statement (FGEIS)*. The DLMUD Final Site Plan Application (dated August 10, 2020) reflects the proposed modifications (the “modified program”) and formed the basis of this analysis.

B. PROPOSED MODIFICATIONS

The January FGEIS describes the DLMUD program as follows:

“a five-story, approximately 200,000 square foot (SF) mixed-use development including approximately 115 apartments (comprised of 52 one-bedroom units, 59 two-bedroom units, and 4 three-bedroom units), 10,000 SF of commercial space, an 86-space surface parking lot featuring approximately 50 spaces to be made available for use by the public, a 35-space surface parking lot for tenants, and a 165-space underground parking garage for tenants only. Additionally, the project proposes the rehabilitation of the existing Plattsburgh Farmers’ and Crafters’ Market (PFCM) building for use as a 3,400 SF commercial space and a 2,400 SF, publicly-accessible civic space in an open-air pavilion with access from the new pedestrian walkway to be constructed as part of the DLMUD.”

For purposes of this memorandum, the DLMUD program outlined above is referred to as the “previous program” herein.

The DLMUD developer, Prime Plattsburgh, LLC (“Prime”) has since modified the proposed program to include a total of 104 apartments with a combined 176 bedrooms, 17,900 SF of commercial space, and 290 parking spaces, 50 of which would be made available for use by the public. A summary of the changes to the proposed DLMUD program is provided in Table 1, on the following page.

Table 1: Comparison of Previously Proposed and Modified DLMUD Program

Use	Previous Program	Modified Program	Incremental Change
Residential			
Units	115	104	-11
Bedrooms	182	176	-6
Commercial			
Commercial/Retail	7,250 SF	9,900 SF	+2,650 SF
Eating/Drinking – Front of House	3,690 SF	7,000 SF	+3,310 SF
Eating/Drinking – Back of House	2,460 SF	1,000 SF	-1,460 SF
<i>Total Commercial</i>	<i>13,400 SF</i>	<i>17,900 SF</i>	<i>+ 4,500 SF</i>
Parking			
Total Spaces	286	290	+ 4
Public Spaces	50	50	No Change

The proposed modifications will also eliminate one previously contemplated DLMUD vehicular entrance along Bridge Street, allowing one additional on-street public parking space to be provided along this thoroughfare.

C. PARKING ANALYSIS IMPLICATIONS

1. DLMUD Parking Demand Analysis

The FGEIS noted that the DLMUD would provide fewer spaces than required per zoning, but that the proposed capacity would exceed the projected peak parking demand. The program analyzed in the FGEIS had a total parking requirement of 317 spaces, which was 31 spaces more than proposed (refer to Table 2). With the proposed modifications, the total (City) parking requirement is 369, which is 52 more required spaces than the program analyzed in the FGEIS. The proposed modified project would provide 290 spaces, which is 79 spaces less than the zoning requirement.

Table 2: Off-Street Parking Requirements – Previously Proposed and Modified DLMUD Program

Use	Unit	Requirement		
		Previous Program	Modified Program	Incremental Change
Commercial (Retail sales, service, banks, office and government buildings)	1 space per 250 SF of space open to public	29	40	+11
Commercial (Restaurant)	1 space per 50 SF of customer area	74	140	+66
	1 space per 250 SF of other area	10	4	-6
Residential	2 spaces per DU for first 10, 1.75 spaces for each additional DU per dwelling unit over 10	204	185	-19
Total Required		317	369	+52
Total Proposed		286	290	+4
Difference		-31	-79	-48

In terms of parking demand, using ITE 85th percentile peak parking demand estimates, the FGEIS determined that the DLMUD would have a peak parking demand of 272 spaces, less than the 286 spaces that were proposed. Table 3 presents the anticipated peak parking demand for the previous DLMUD program and the proposed modified project using the same parking demand factors. As presented in the table, conservatively assuming that all three proposed DLMUD uses peak at the same time, the proposed modified project would have a peak parking demand of 300, which is 28 spaces more than the previously proposed program and 10 spaces more than the proposed parking supply of 290 spaces.

However, as indicated in the DGEIS, this parking demand estimate conservatively assumes all three proposed DLMUD uses peak at the same time. In reality, the peak demand periods of the uses are not necessarily concurrent: retail parking demand peaks from 12:00 PM – 6:00 PM on weekdays, while restaurant uses peak from 12:00 PM – 1:00 PM and 6:00 PM – 8:00 PM on weekdays, and residential uses peak overnight. If the varying peaking patterns were considered in the analysis, the modified program’s total peak parking demand would be lower than the worst-case scenario 300 presented in Table 3. This is consistent with evidence from similarly programmed developments developed by the applicant, which formed the basis of the modified program’s parking supply and indicates that no overflow parking demand would occur.

Table 3: ITE Peak Parking Demand – Previously Proposed and Modified DLMUD Program

Use	85 th Percentile Parking Demand Ratio (for Restaurant and Retail uses, ratio is per 1,000 SF of gross floor area)	Previous Program		Modified Program		Incremental Change in 85 th Percentile Parking Demand
		Dwelling Units/Gross Floor Area	85 th Percentile Parking Demand	Dwelling Units/Gross Floor Area	85 th Percentile Parking Demand	
Residential	1.20	115	138	104	125	-13
Restaurant	17.40	6,150 SF	107	8,000 SF	139	+32
Retail	3.68	7,250 SF	27	9,900 SF	36	+9
Total Number of Spaces Required to Meet 85 th Percentile Parking Demand		272		300		+28

It should also be noted that Prime has developed their proposed parking supply based on the demand exhibited at other comparable projects they have completed and anticipate peak demand to be less than indicated in Table 3 and would not result in any overflow parking. However, for conservative analysis purposes it is assumed that all three uses would peak concurrently and that demand would be in line with the ITE 85th percentile estimates. Using this framework, it is possible that a total of ten vehicles could not be accommodated on-site and would be considered overflow public parking demand within the Special Assessment District (SAD). However, and as noted below, sufficient parking is available in the SAD for any overflow parking resulting from the worst-case scenario analysis, and the peak parking demand could be accommodated by on-site parking, and off-site public parking within walking distance; consistent with the analysis contained in the D/FGEIS and City’s SEQR Findings.

2. SAD Parking Demand Analysis

The FGEIS included an analysis of existing and projected future public parking demand within the SAD. As presented in Table 3 of the FGEIS, the proposed projects (including the DLMUD and Bridge Street improvements) were projected to result in a net decrease of 20 public parking spaces within the SAD. With the proposed changes to the DLMUD outlined above, the number of public parking spaces (50) would remain unchanged from the FGEIS. Therefore, the only change to the future parking supply presented in the FGEIS would be the one additional on-street parking space to be provided in Bridge Street.

In terms of future parking demand within the SAD, using the conservative approach outlined above, the modified program would result in a public parking demand that is 10 spaces more than presented in the FGEIS. Table 4, below, summarizes the resultant anticipated future parking supply, demand, and utilization rates within the SAD. As indicated in the table, the proposed modified program would result in a future SAD

parking utilization rate of 68.9% with 249 available spaces. Thus, as identified above, the SAD has available parking to accommodate the worse-case scenario overflow parking, to the extent that it occurs.

Table 4: Off-Existing & Future SAD Parking Utilization – Previously Proposed and Modified DLMUD Program

	Existing	Future		
		Previous Program	Modified Program	Incremental Change
Public Parking Supply	820	800	801	+1
Peak Public Parking Demand	542	542	552	+10
Available Public Parking Spaces	278	258	249	-9
Public Parking Utilization	66.1%	67.8%	68.9%	+1.1%

3. Parking Summary

Both the original DLMUD proposal and proposed modified project would provide fewer spaces than required per zoning. While the proposed modified project’s projected demand (utilizing conservative ITE estimates) may exceed the proposed on-site supply, it is anticipated that there would be sufficient available public parking capacity with the SAD to accommodate overflow demand.

D. TRAFFIC ANALYSIS IMPLICATIONS

1. Project-Generated Traffic Volumes

The trip generation rates were revised to reflect the proposed modifications to include 9,900 square feet (SF) of retail space; 8,000 SF of restaurant space; and 104 residential units. The amount of public parking spaces remained at 50. Table 5 presents the trip generation estimates for the updated analysis. It is noted that no credits were taken for transit trips, pass-by trips, or internal trips.

As compared to the previous program, the modified program generates 28 additional trips in the AM peak hour, 49 additional trips in the Midday time period, and 37 additional trips in the PM peak hour. Without access to Bridge Street, the site trips all enter and exit from Durkee Street. The attached modified trip assignments are shown on Figures C5-M through C7-M for Durkee Street remaining as two-way and Figures C13-M through C15-M with Durkee Street changed to one-way northbound. The Build modified traffic volumes for the study intersections are also attached and are shown on Figures 8-M through 10-M for Durkee Street as two-way, and Figures 11-M through 13-M for Durkee Street as one-way.

Table 5: Durkee Lot Mixed-Use Generated Trips

Component	Land Use Code	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Retail 9,900 SF	820	16	14	30	25	20	45	21	21	42
Restaurant 8,000 SF	932	64	48	112	94	93	187	72	67	139
Residential 104 units	220	16	42	58	28	36	64	41	29	70
Public Parking 50 Spaces	90	18	4	22	25	25	50	7	21	28
Total New Trips		114	108	222	172	174	346	141	138	279

2. Capacity Analyses

The Build capacity analyses for the modified program were completed and the results are summarized in Tables 6, 7, and 8 for the AM, Midday, and PM peak hours, respectively.

As compared to No-Build conditions, there are six instances of level of service drops (**bold**) for Build conditions with Durkee Street as two-way. All delay increases are 13 seconds or less and no mitigation is needed. There are three instances of level of service improvements (*italics*), including the southbound approach of Durkee Street at Bridge Street that improves from “f” to “e” in the AM peak hour.

There are twelve instances of level of service drops for Build conditions with Durkee Street as one-way. All delay increases are 11 seconds or less and no mitigation is needed. There are four instances of level of service improvements (*italics*), including the southbound approach of Durkee Street at Bridge Street that improves from “f” to “d” in the AM peak hour.

As noted earlier, the project is considered a mixed-use development and as such there will be some trips that will be made that are internal to the development and some trips that are pass-by trips. The internal trips and pass-by trips will reduce the amount of traffic added to the roadway network. To be conservative, no credits were for taken for the analysis and the results represent a worse-case scenario.

3. Traffic Summary

For both the previous DLMU program and proposed modified program the traffic impacts are minimal and there are no impacts that require mitigation measures.

E. CLOSING

Our opinion is the modified project is generally consistent with the project analyzed in the Draft/Final Generic Environmental Impact Statement. The modified project will not result in any new or significant impacts to the parking supply or transportation system not previously analyzed and no mitigation is required.

Table 6: 2022 AM Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/11.1	b/11.5	c/16.1
	WB r	a/9.3	a/9.4	a/9.4
Margaret St at Brinkerhoff St	EB l/r	A/8.5	A/8.3	A/8.3
	NB l/t	A/7.1	A/7.3	A/7.3
	SB t/r	A/7.8	A/8.2	B/14.0
	Overall	A/7.7	A/7.9	B/11.8
Margaret St at Broad St	EB l	D/41.6	C/32.1	D/38.7
	EB t/r	C/26.6	C/21.8	C/27.7
	WB l/t/r	C/29.3	C/24.7	C/25.0
	NB l/t/r	B/10.4	B/11.9	B/10.5
	SB l/t/r	B/15.8	B/19.5	C/24.4
	Overall	C/25.2	C/22.6	C/25.7
Durkee St at Bridge St	WB l/t	b/10.2	b/10.4	a/10.0
	WB r	c/16.7	c/16.8	c/17.1
	NB t/r	b/10.3	b/11.5	b/12.4
	SB l/t	f/50.6	e/45.1	d/32.3
Durkee St at Broad St	EB l	a/8.4	a/8.5	a/9.1
	WB l	a/8.0	a/8.0	a/8.1
	NB l/t/r	c/21.1	c/23.4	d/32.2
	SB l	d/25.5	d/32.6	---
	SB t/r	b/11.7	b/12.1	---
Peru St at Bridge St	EB l/t	B/17.3	B/17.4	B/17.4
	EB r	A/0.9	A/0.9	A/0.9
	WB l	B/17.3	B/17.3	B/17.5
	WB t/r	B/17.2	B/17.3	B/17.1
	NB l/t	B/19.1	B/19.0	B/19.0
	NB r	A/0.0	A/0.0	A/0.0
	SB l/t/r	B/10.7	B/10.7	B/10.7
	Overall	B/11.7	B/11.7	B/10.8
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.3	D/52.3
	EB t/r	F/82.4	F/81.3	F/85.8
	WB l/t/r	C/22.4	C/22.4	C/22.4
	NB l	A/7.0	A/8.1	B/11.5
	NB t/r	B/11.4	B/11.4	B/11.5
	SB l/t/r	C/31.1	C/31.1	D/36.2
	Overall	C/28.2	C/30.8	C/29.0

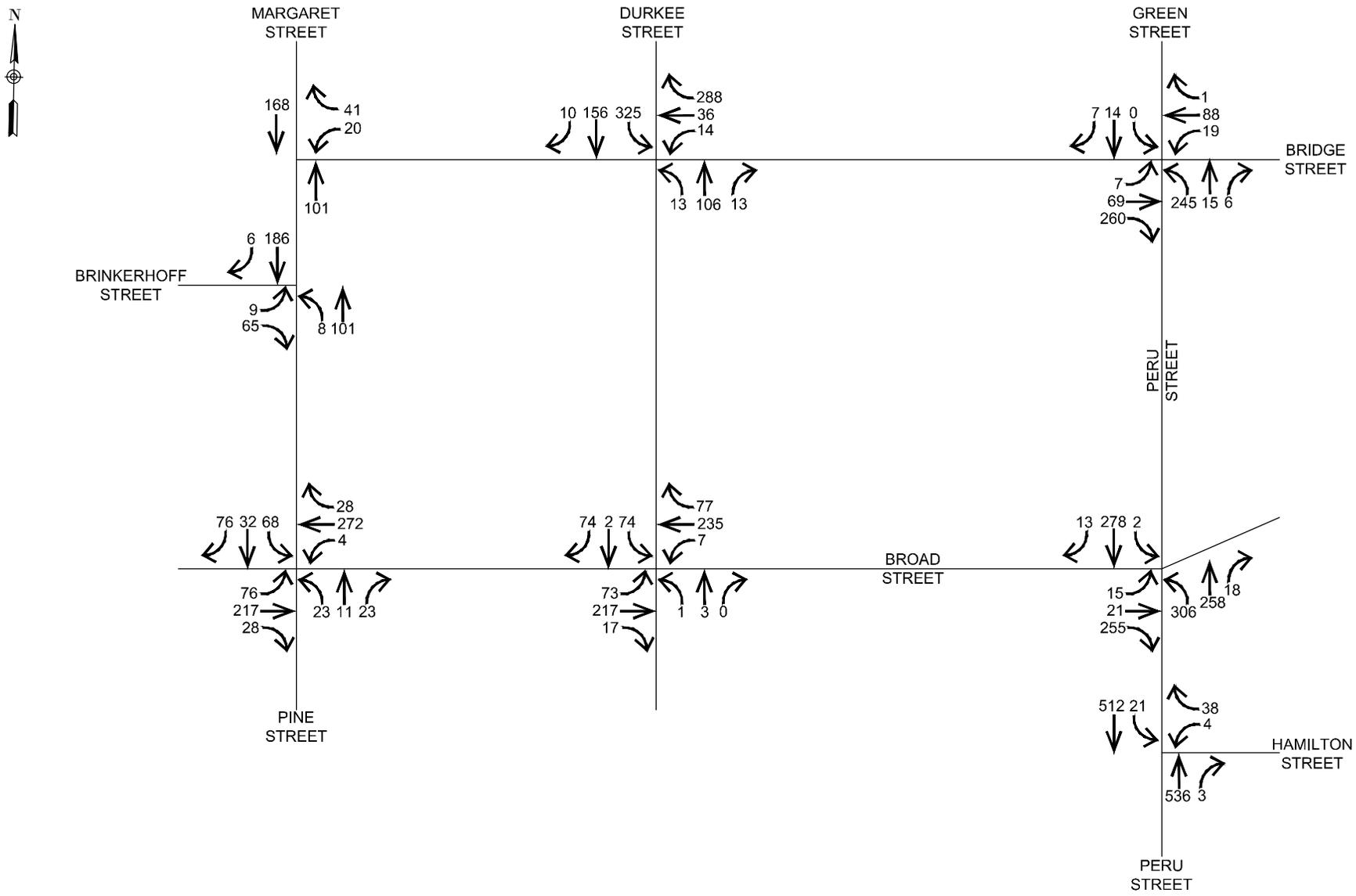
Table 7: 2022 MIDDAY Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/12.0	b/13.2	c/22.0
	WB r	a/9.6	a/9.9	a/9.9
Margaret St at Brinkerhoff St	EB l/r	B/11.4	B/11.2	B/11.2
	NB l/t	A/6.8	A/7.0	A/7.1
	SB t/r	A/6.7	A/7.2	B/10.7
	Overall	A/7.7	A/7.9	B/10.1
Margaret St at Broad St	EB l	C/29.9	C/34.5	C/29.9
	EB t/r	C/22.2	C/22.5	C/24.7
	WB l/t/r	C/27.7	C/29.2	C/24.3
	NB l/t/r	B/10.5	B/10.6	A/9.7
	SB l/t/r	B/11.9	B/12.3	B/17.0
	Overall	C/21.7	C/23.0	C/21.2
Durkee St at Bridge St	WB l/t	a/9.9	b/10.7	a/9.8
	WB r	b/13.2	c/14.7	b/14.6
	NB t/r	b/10.1	b/12.3	b/13.8
	SB l	c/19.2	d/31.7	c/20.5
Durkee St at Broad St	EB l	a/8.1	a/8.3	a/8.8
	WB l	a/7.7	a/7.8	a/7.8
	NB l/t/r	c/15.9	c/18.4	c/22.9
	SB l	c/20.3	d/27.7	---
	SB t/r	b/11.3	b/11.7	---
Peru St at Bridge St	EB l/t	B/17.3	B/17.3	B/17.3
	EB r	A/1.0	A/1.0	A/1.1
	WB l	B/17.2	B/17.2	B/17.5
	WB t/r	B/17.1	B/17.2	B/16.4
	NB l/t	B/16.4	B/16.3	B/16.3
	NB r	A/0.1	A/0.1	A/0.1
	SB l/t/r	A/8.9	A/8.9	A/8.9
	Overall	B/11.7	B/11.8	B/10.3
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.8	D/53.0
	EB t/r	F/88.7	F/84.7	F/94.0
	WB l/t/r	C/26.7	C/26.8	C/26.8
	NB l	A/4.9	A/5.2	A/7.0
	NB t/r	B/10.6	B/10.6	B/10.6
	SB l/t/r	C/25.2	C/25.6	C/30.8
	Overall	C/28.7	C/31.6	C/29.8

Table 8: 2022 PM Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/11.2	b/12.2	c/15.9
	WB r	a/9.4	a/9.6	a/9.6
Margaret St at Brinkerhoff St	EB l/r	B/10.2	A/10.0	A/10.0
	NB l/t	A/6.6	A/6.6	A/6.6
	SB t/r	A/6.8	A/6.9	A/9.6
	Overall	A/7.3	A/7.3	A/9.0
Margaret St at Broad St	EB l	C/34.5	C/31.2	C/27.7
	EB t/r	C/22.3	C/22.8	C/25.0
	WB l/t/r	C/29.5	C/29.8	C/25.7
	NB l/t/r	B/12.1	B/12.2	B/11.1
	SB l/t/r	B/12.6	B/13.4	B/16.1
	Overall	C/23.1	C/23.1	C/21.1
Durkee St at Bridge St	WB l/t	b/10.2	b/10.7	b/10.1
	WB r	c/21.7	c/21.9	c/21.3
	NB t/r	b/12.4	b/14.1	c/16.8
	SB l	c/23.1	d/31.0	c/22.8
Durkee St at Broad St	EB l	a/8.1	a/8.3	a/8.5
	WB l	a/7.7	a/7.9	a/7.9
	NB l/t/r	c/15.8	c/19.2	c/17.9
	SB l	c/22.4	d/27.4	---
	SB t/r	b/11.1	b/11.4	---
Peru St at Bridge St	EB l/t	B/17.0	B/17.0	B/17.0
	EB r	A/1.0	A/1.0	A/1.0
	WB l	B/17.2	B/17.2	B/17.7
	WB t/r	B/17.5	B/17.7	B/17.2
	NB l/t	B/19.3	B/19.1	B/19.1
	NB r	A/0.0	A/0.1	A/0.1
	SB l/t/r	A/8.5	A/8.5	A/8.5
	Overall	B/13.1	B/13.1	B/12.0
Peru St at Broad St/Hamilton St	EB l	D/52.2	D/52.7	D/52.7
	EB t/r	F/93.2	F/90.8	F/96.2
	WB l/t/r	C/21.9	C/22.0	C/22.0
	NB l	A/5.6	A/6.0	A/7.3
	NB t/r	B/11.8	B/11.8	B/11.8
	SB l/t/r	C/27.6	C/27.8	C/32.2
	Overall	C/30.3	C/32.4	C/29.7

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CITY OF PLATTSBURGH GEIS

2022 AM BUILD

(DURKEE STREET 2-WAY)

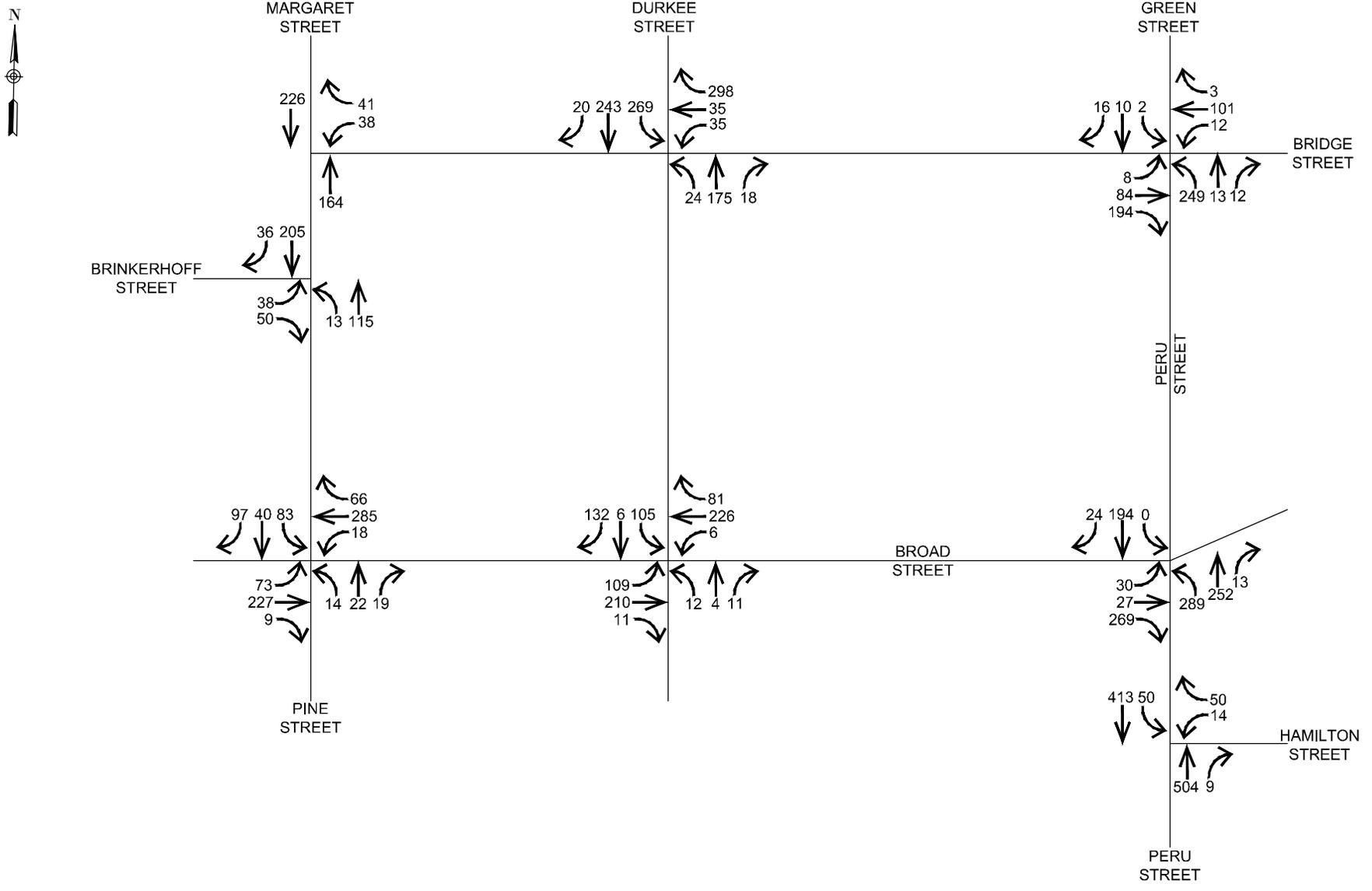
INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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CITY OF PLATTSBURGH GEIS

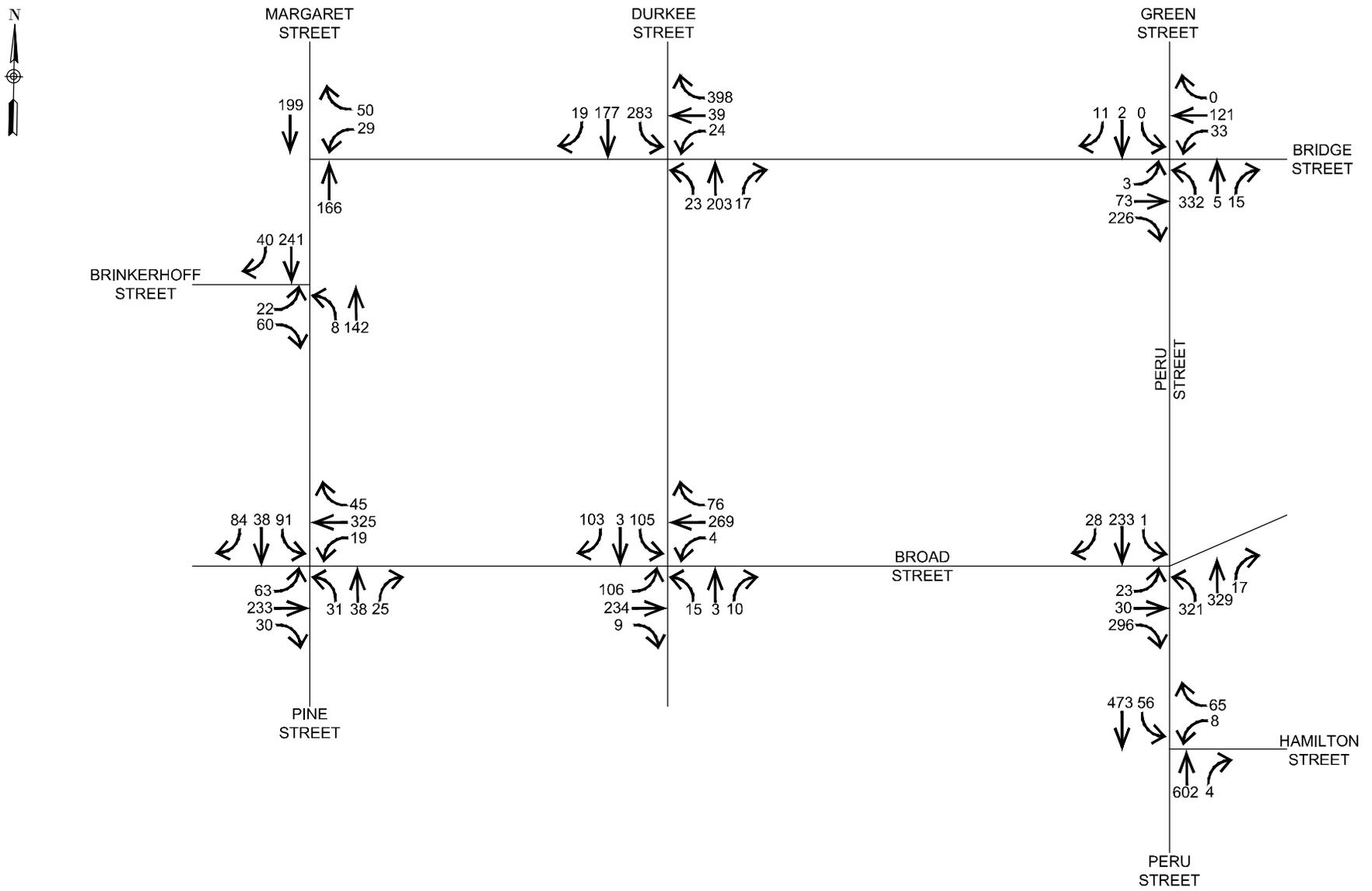
**2022 MIDDAY BUILD
(DURKEE STREET 2-WAY)
INTERSECTION VOLUMES**

CITY OF PLATTSBURGH, CLINTON COUNTY

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CITY OF PLATTSBURGH GEIS

2022 PM BUILD

(DURKEE STREET 2-WAY)

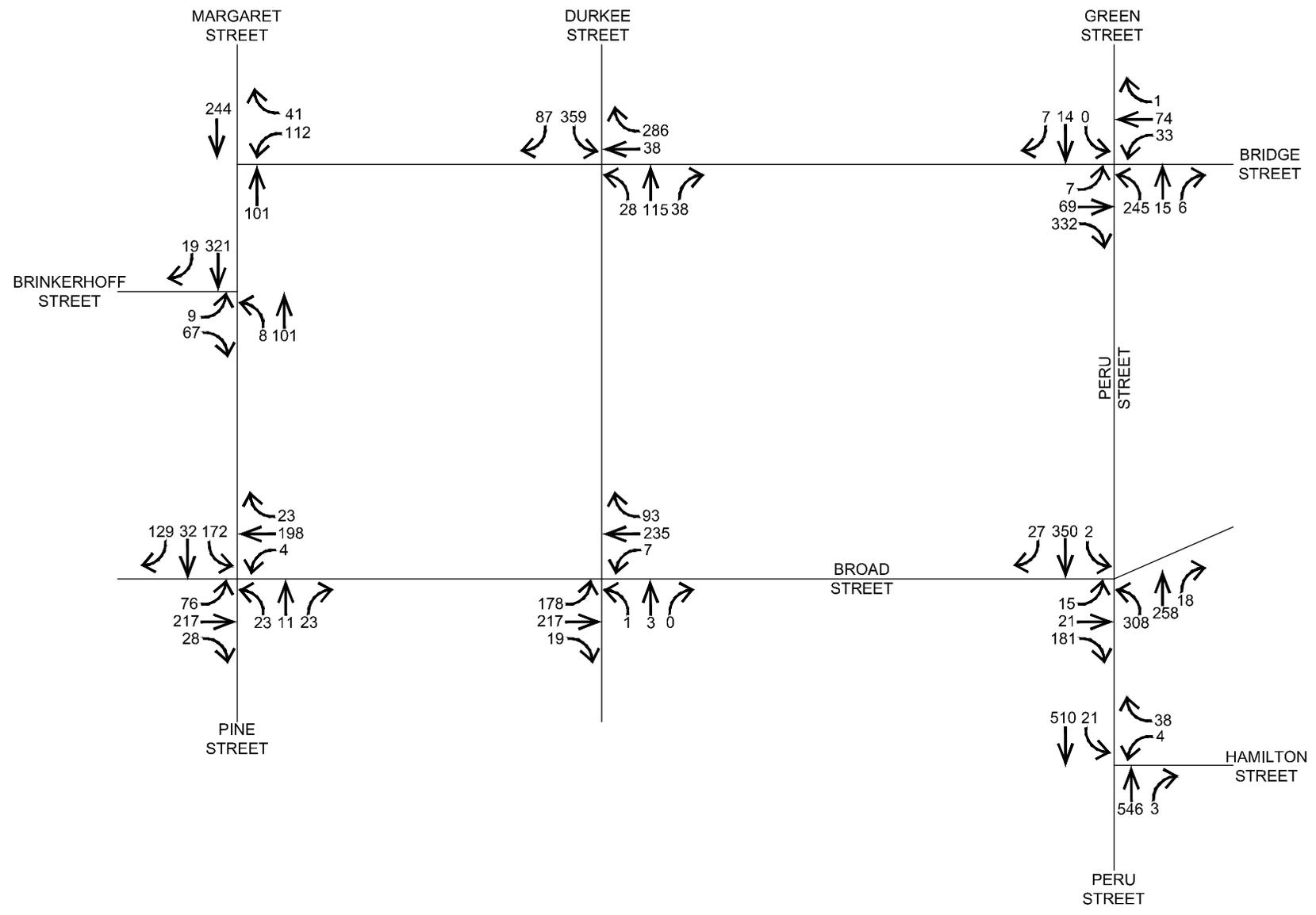
INTERSECTION VOLUMES

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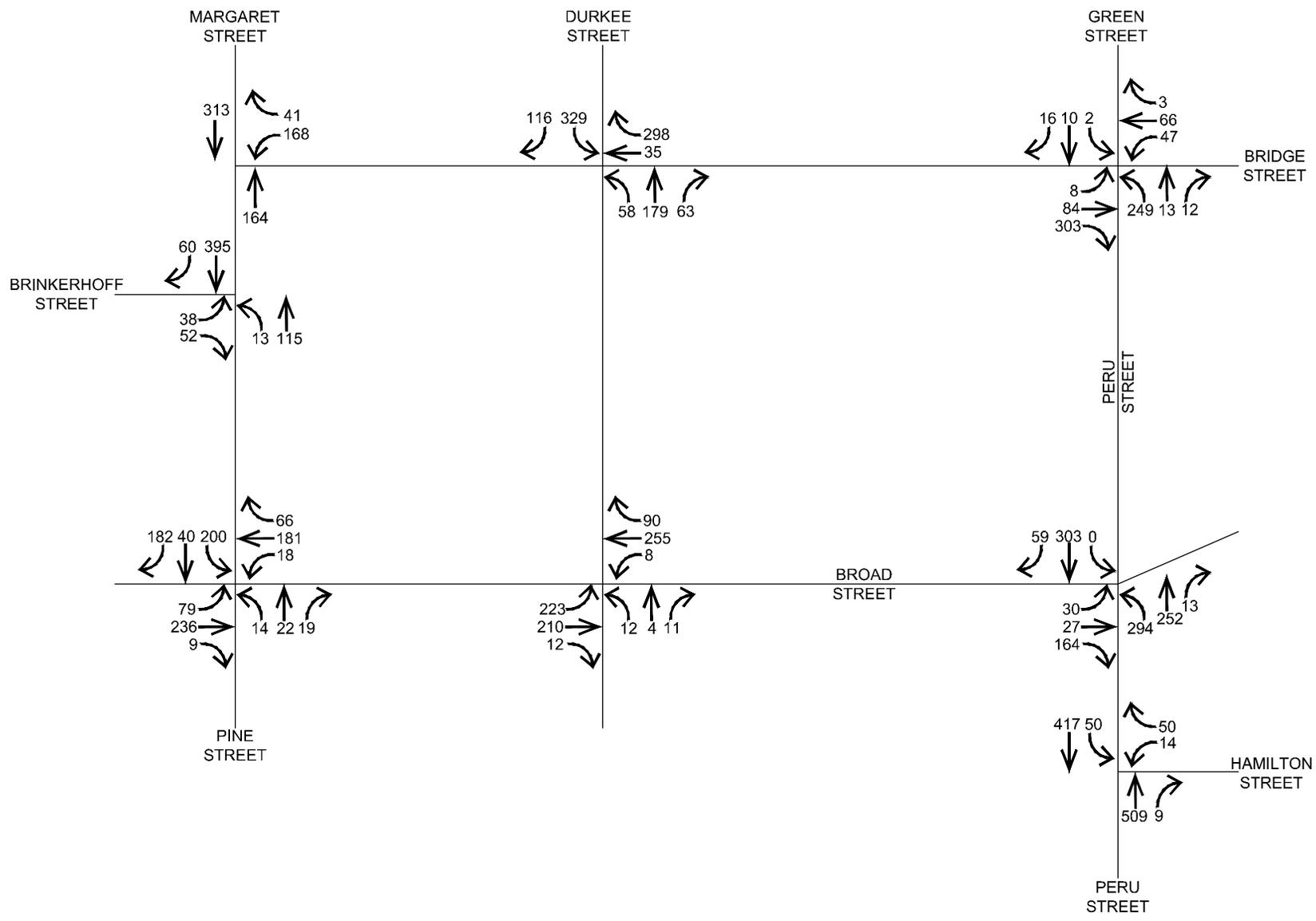
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CITY OF PLATTSBURGH GEIS
2022 AM BUILD
(DURKEE STREET 1-WAY)
INTERSECTION VOLUMES
 CITY OF PLATTSBURGH, CLINTON COUNTY

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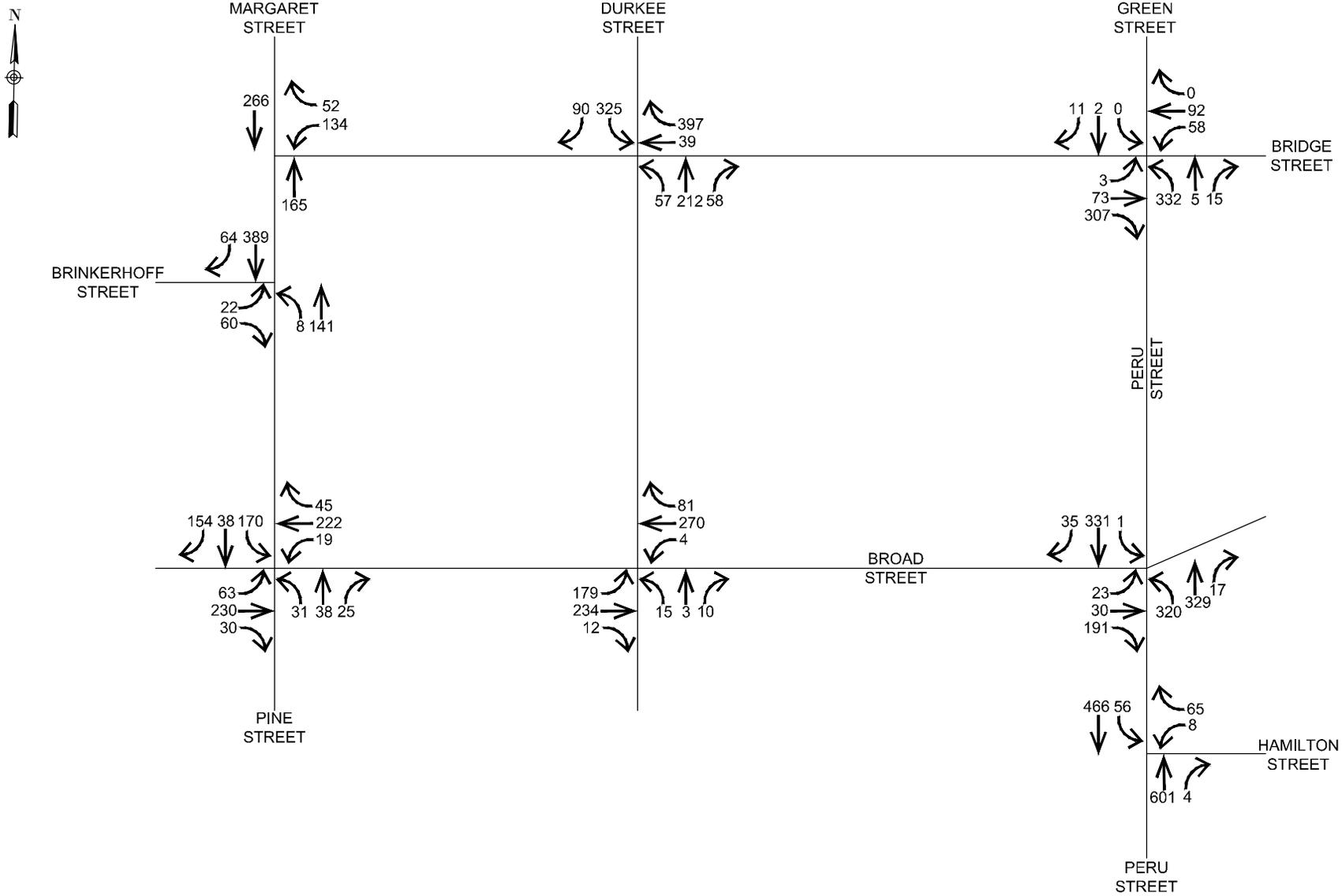
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CITY OF PLATTSBURGH GEIS
2022 MIDDAY BUILD
(DURKEE STREET 1-WAY)
INTERSECTION VOLUMES
 CITY OF PLATTSBURGH, CLINTON COUNTY

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date 08/07/20	scale NTS
project no. 91922.01	
sheet no. FIG. 12-M	

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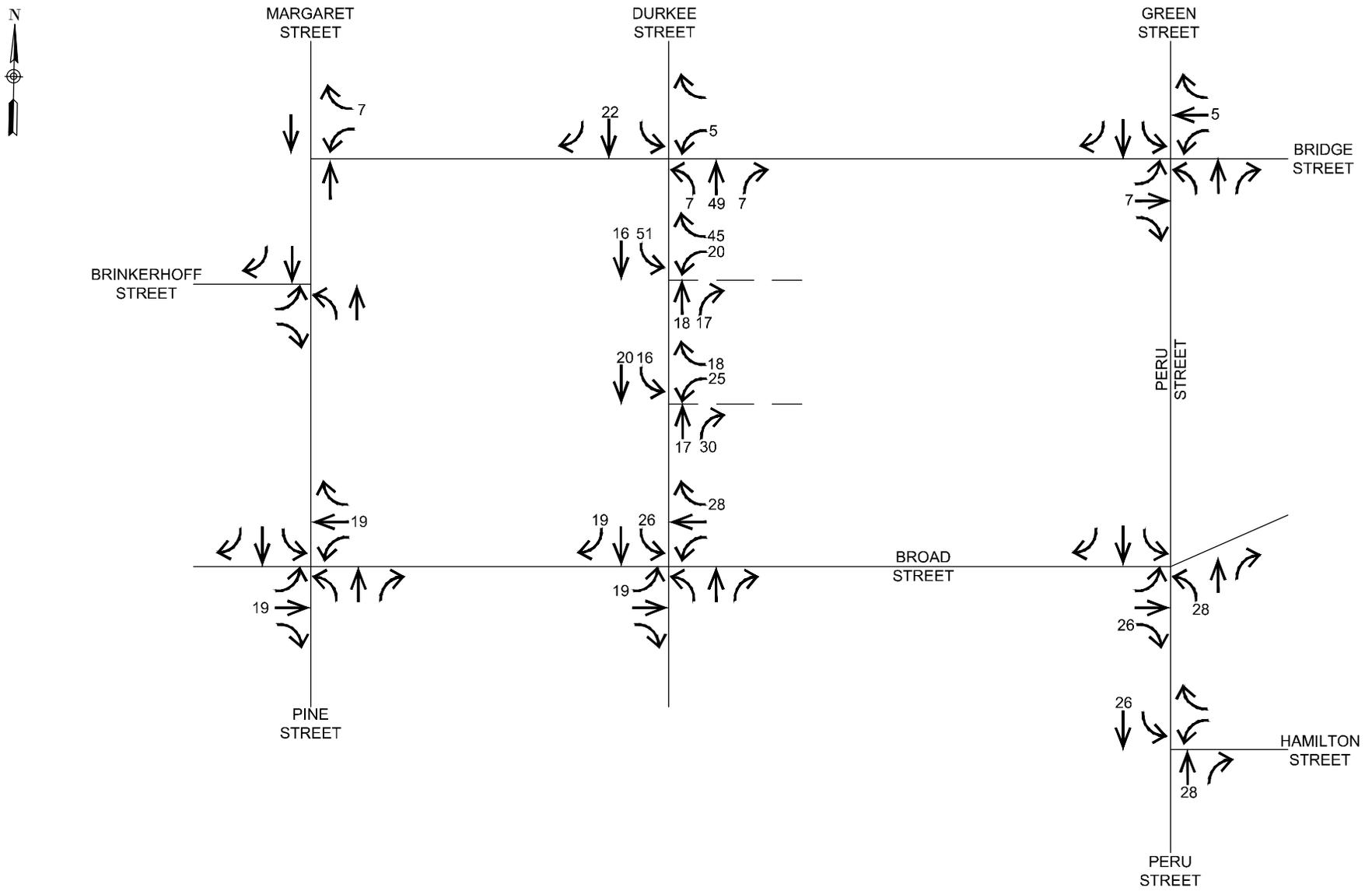
CITY OF PLATTSBURGH GEIS
2022 PM BUILD
(DURKEE STREET 1-WAY)
INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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date 08/07/20	scale NTS
project no. 91922.01	
sheet no. FIG. 13-M	

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Phone: (518) 273-0055
- Westchester NY Office:
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White Plains, New York 10601
Phone: (914) 997-8510
- Nashville Tennessee Office:
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Phone: (615) 380-1359
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Phone: (423) 241-6575

CITY OF PLATTSBURGH GEIS

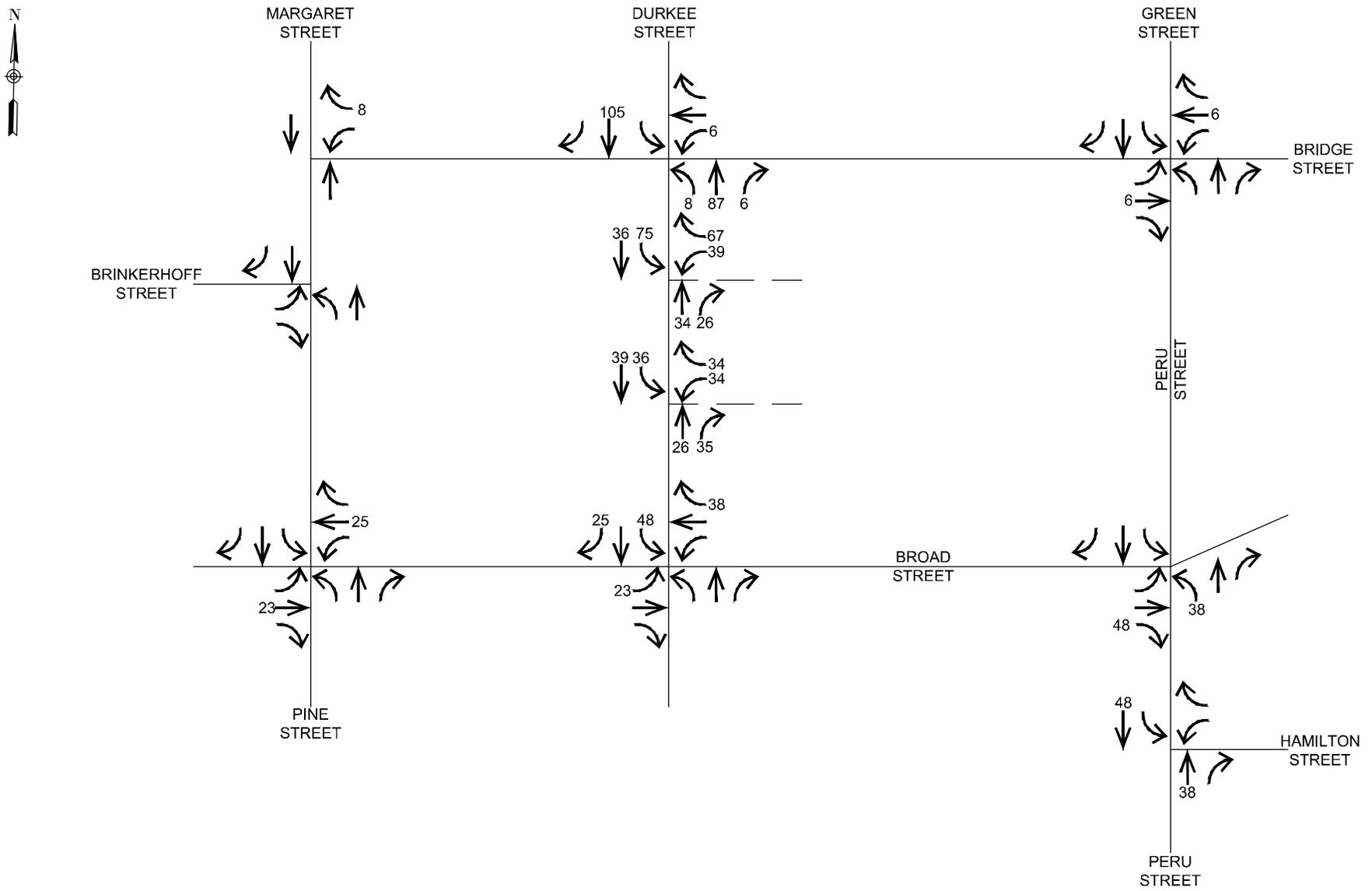
**TRIP ASSIGNMENT - AM PEAK
DURKEE LOT MIXED-USE DEV.
(2-WAY DURKEE STREET)**

CITY OF PLATTSBURGH, CLINTON COUNTY

design CR	chkd TJ
date 08/07/20	scale NTS
project no. 91922.01	
sheet no. FIG. C5-M	

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Phone: (423) 241-6575

CITY OF PLATTSBURGH GEIS

TRIP ASSIGNMENT - MIDDAY PEAK

DURKEE LOT MIXED-USE DEV.

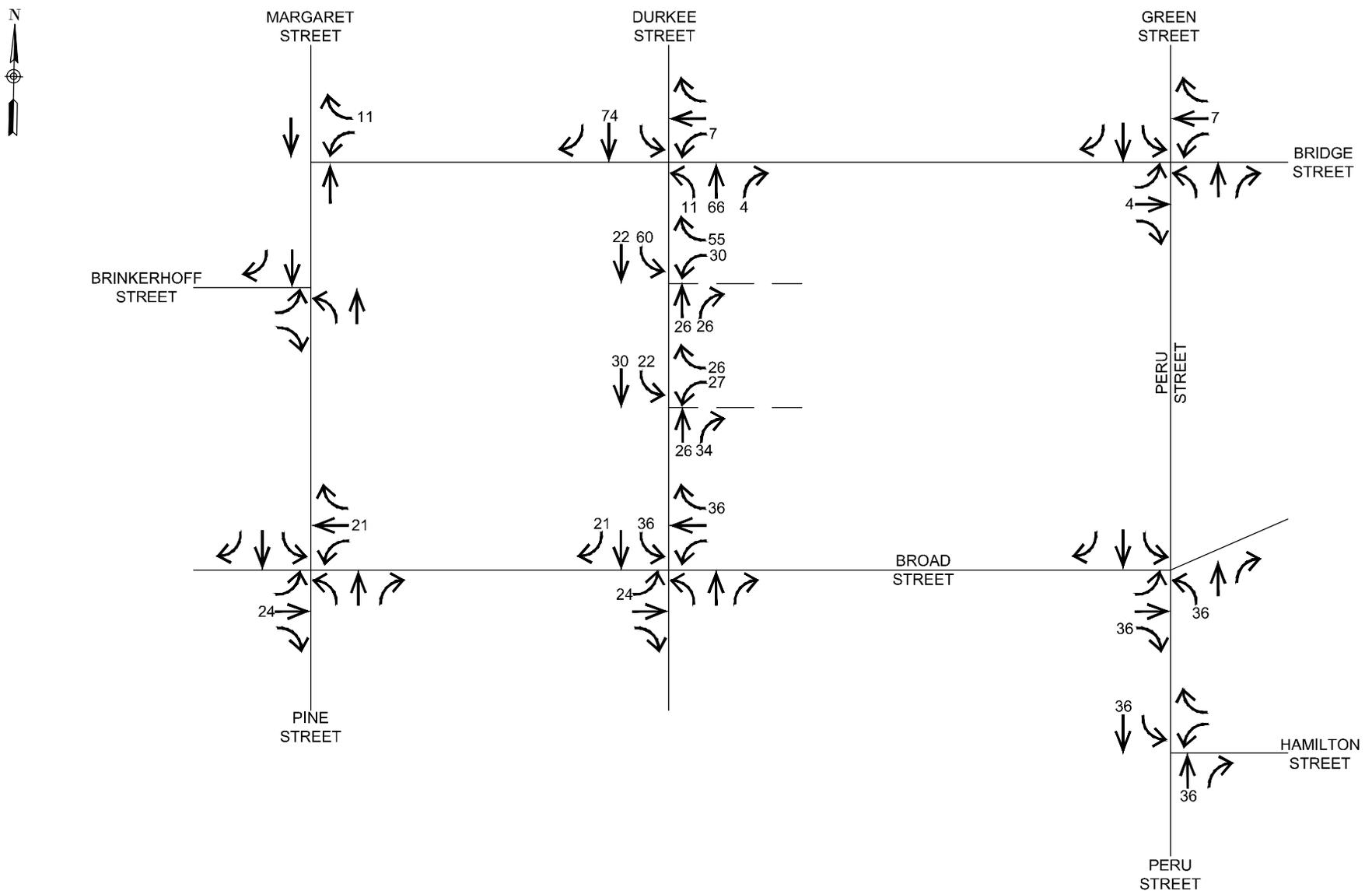
(2-WAY DURKEE STREET)

CITY OF PLATTSBURGH, CLINTON COUNTY

design CR	chkd TJ
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project no. 91922.01	
sheet no. FIG. C6-M	

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<input checked="" type="checkbox"/> North Country Office: 20 Elm Street (Suite 110) Glens Falls, New York 12801 Phone: (518) 812-0513	<input type="checkbox"/> Westchester NY Office: 1 North Broadway, Suite 803 White Plains, New York 10601 Phone: (914) 997-8510	<input type="checkbox"/> Chattanooga Tennessee Office: 1426 Williams Street (Suite 12) Chattanooga, Tennessee 37408 Phone: (423) 241-6575

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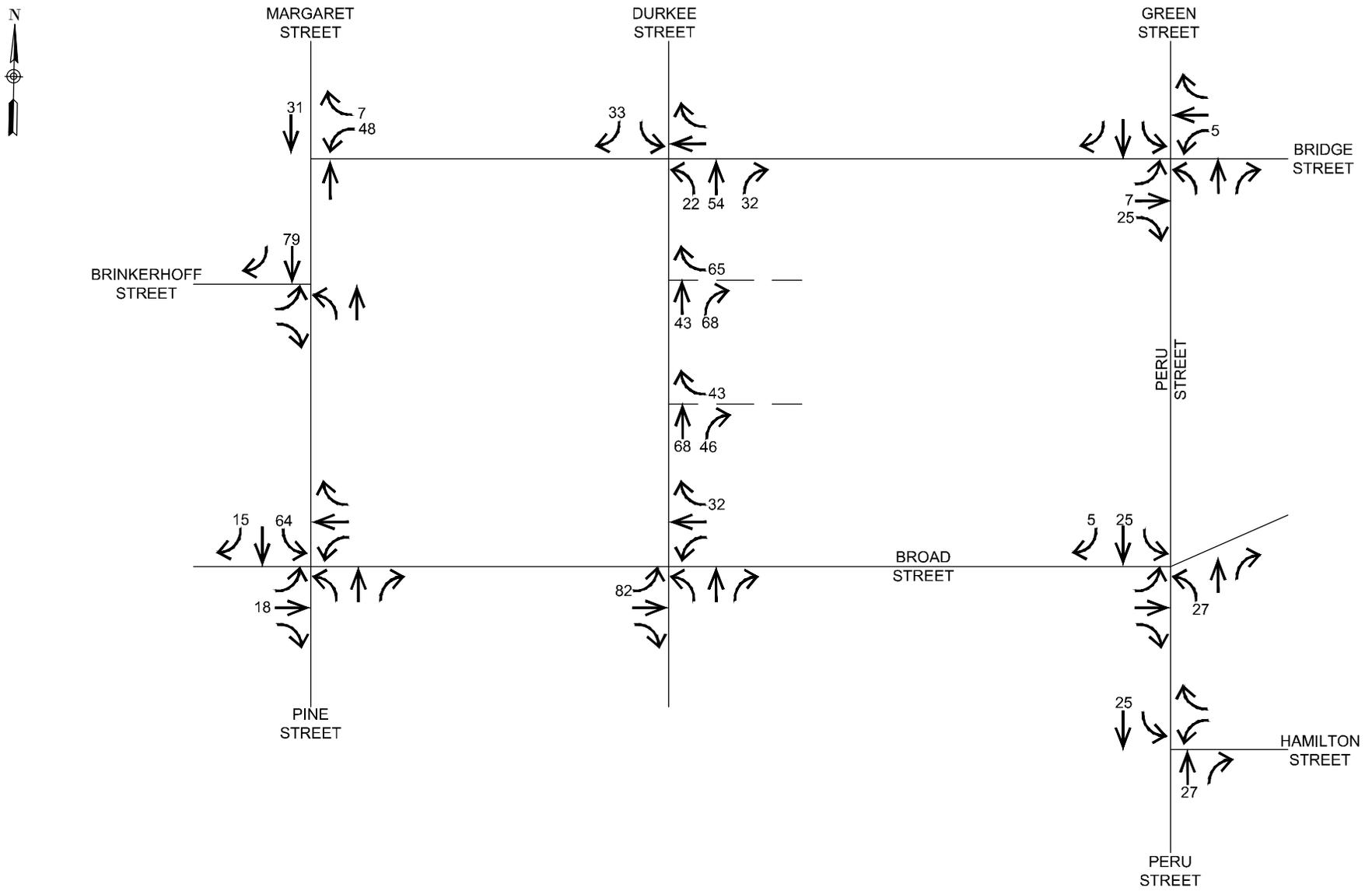
TRIP ASSIGNMENT - PM PEAK
DURKEE LOT MIXED-USE DEV.
(2-WAY DURKEE STREET)

CITY OF PLATTSBURGH, CLINTON COUNTY

design CR	chked TJ
date 08/07/20	scale NTS
project no. 91922.01	
sheet no. FIG. C7-M	

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CITY OF PLATTSBURGH GEIS

TRIP ASSIGNMENT - AM PEAK

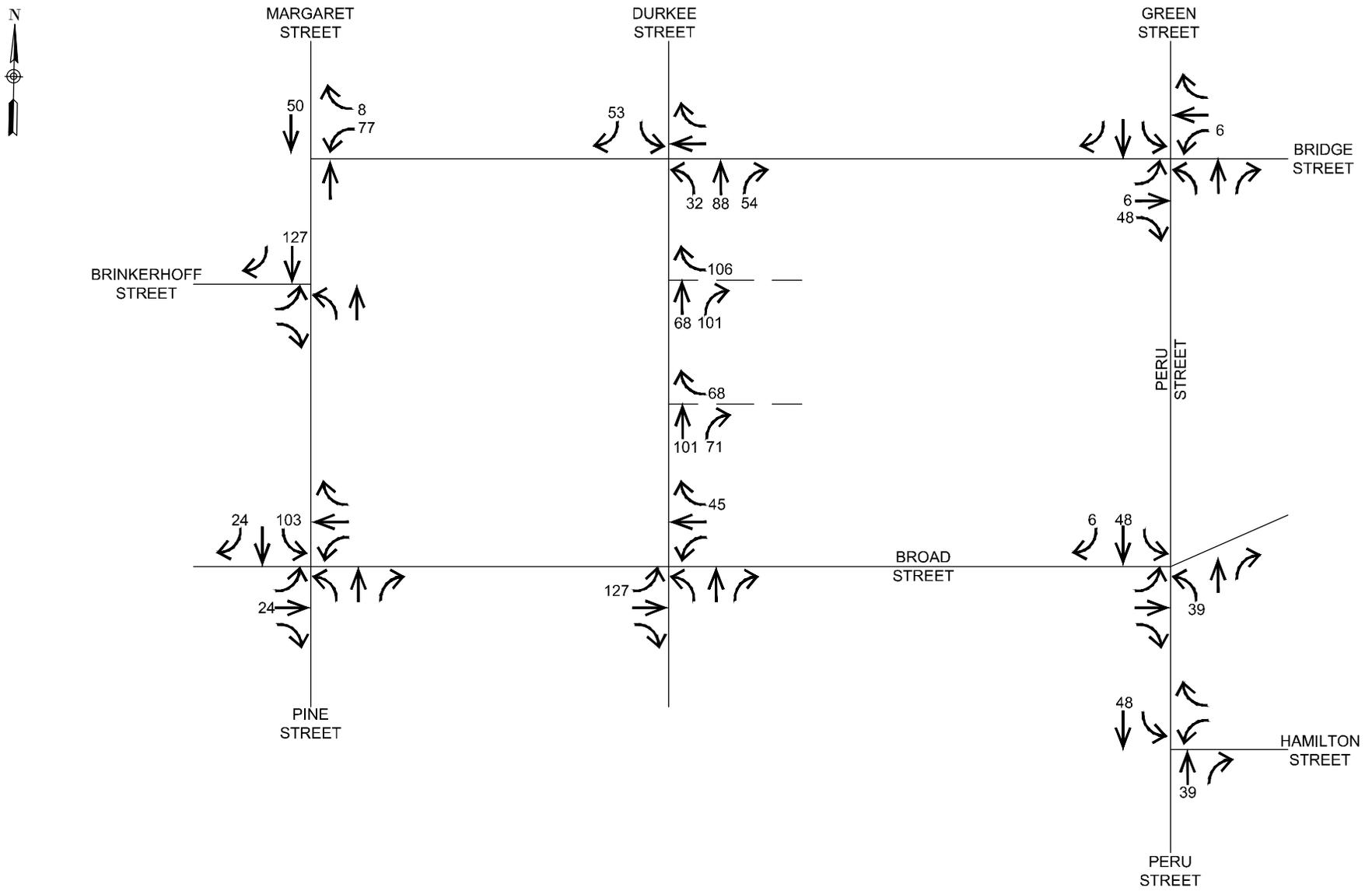
DURKEE LOT MIXED-USE DEV. (1-WAY DURKEE STREET)

CITY OF PLATTSBURGH, CLINTON COUNTY

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date 08/07/20	scale NTS
project no. 91922.01	
sheet no. FIG. C13-M	

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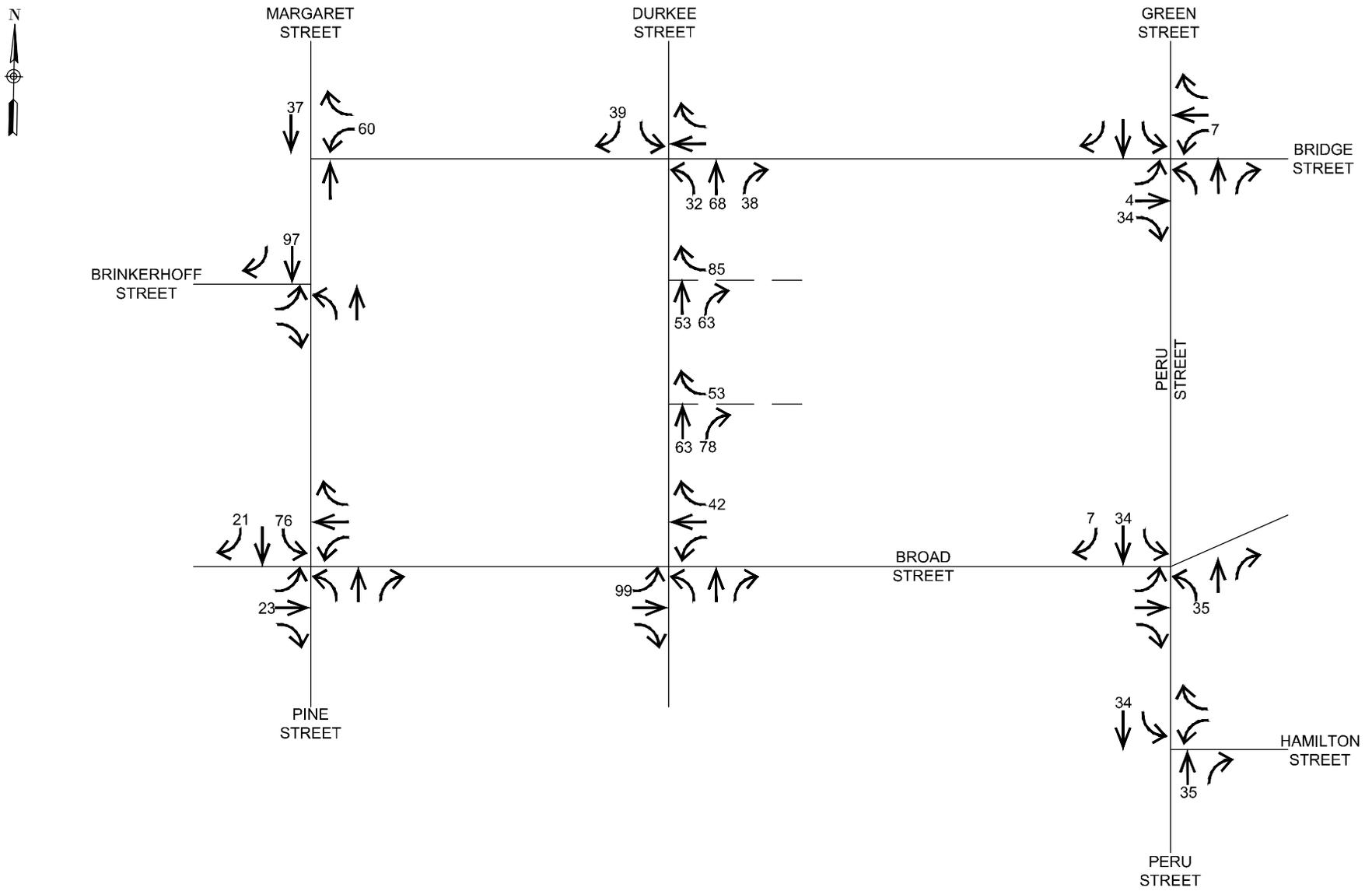
TRIP ASSIGNMENT - MIDDAY PEAK
DURKEE LOT MIXED USED DEV.
(1-WAY DURKEE STREET)

CITY OF PLATTSBURGH, CLINTON COUNTY

design CR	chkd TJ
date 08/07/20	scale NTS
project no. 91922.01	
sheet no. FIG. C14-M	

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Chattanooga, Tennessee 37408
Phone: (423) 241-6575

CITY OF PLATTSBURGH GEIS
TRIP ASSIGNMENT - PM PEAK
DURKEE LOT MIXED USE DEV.
(1-WAY DURKEE STREET)

CITY OF PLATTSBURGH, CLINTON COUNTY

design CR	chkd TJ
date 08/07/20	scale NTS
project no. 91922.01	
sheet no. FIG. C15-M	

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APPENDIX E
February 2020 Parking Demand Memo



February 4, 2020

Joe McMahon
Building Inspector
City Hall - 1st Floor
41 City Hall Place
Plattsburgh, NY 12901

Re: Durkee Street Mixed Use Development (DSMUD): Parking Demand

Mr. McMahon,

In the DGEIS and FGEIS, it is noted that the City's off-street parking requirements have not been amended in some time. Therefore, as part of the above referenced project, pursuant to the City's Zoning Section 360-21 (D)(5)(d)(5) Planned Unit Development, Prime is requesting an alternate method of calculating parking demand as part of the PUD. As a part of this PUD process, the project would like to respectfully request your concurrence with the parking demand calculations below, which better reflect modern off-street parking requirements that are designed to facilitate a walkable downtown core.

This same alternative parking method was proposed, approved, and constructed by Prime on a project in northern New York State, which project includes the same uses as the DSMUD. This project has been occupied and operated by Prime for multiple years and has never experienced a parking deficiency. The referenced project extremely similar to the proposed DSMUD; It is a mixed used residential, commercial, retail, and restaurant development in Saratoga Springs, NY called "The Hamlet". The project has three buildings surrounding a central surface parking lot. One of the buildings contains 54 residential units with basement parking; and the other two are mixed use commercial, retail, and restaurant. Included in the restaurant space is more than 8,500 square feet of restaurant space including Kru Coffee, Smashburger, and Gennaro's Pizza. The Hamlet's square foot uses are listed below:

BUILDING 1

The Fresh Market 20,105 square feet

BUILDING 2

Kru Coffee (manufacturing and restaurant)	3,232 square feet
Bennington Mattress	2,582 square feet
Smashburger	3,252 square feet
Charles Schwab	1,600 square feet
Gennaro's Pizza	2,093 square feet
Urban Roots	2,285 square feet
The Curtain Exchange	2,700 square feet
Saratoga Springs Nails	1,980 square feet

BUILDING 3

Coldwell Banker	4,807 square feet
Spa Garment Care	1,120 square feet
Trinity Construction	3,801 square feet
Pure Barre	1,504 square feet

The Hamlet’s parking demand was based upon the following demand:

Use	Calculation
Residential	1.5 per unit
Commercial/Retail/Restaurant	1 per 300 sf
Employee Parking	½ per employee 1 employee per 900 sf of comm/retail/restaurant

Based upon this demand, the DSMUD will have the following parking calculation:

Parking Demand Per PUD		
Use	Calculation	No. of Spaces
Residential	(1.5 per unit) x 115	173
Commercial	(1 Space per 300 sf) x 13,400 sf	45
Employee Parking	(1/2 Space per employee) x 15	8
Total Demand		226

This would be compared to the project’s parking demand calculated per the City’s Zoning Code as follows:

Parking Demand Per City Code		
Use	Calculation	No. of Spaces
Residential	(2 per DU for first 10) x 10 + (1.75 per DU over 10) x 105	204
Commercial	(1 Space per 250 sf) x 7,250 sf	29
Restaurant - Customer area	(1 per 50 sf) x 3,690 sf	74
Restaurant - Other Area	(1 per 250 sf) x 2,460 sf	10
Total Demand		367

It should be noted that, aside from limited on street parking available, there is no additional off-site parking near the Hamlet to meet any demand beyond what the site is able to provide. In short, if a visitor cannot park on-site at the Hamlet, they will not be able to park. With this condition, over the course of more than four years, the Hamlet has not had a parking deficiency. This proposed alternative parking

method would meet the suggested parking utilization rate that is discussed in the DGEIS and FGEIS and therefore would not result in any adverse off-street parking impacts.

As part of this request it should be noted that the DSMUD is part of a New York State Downtown Revitalization Initiative (DRI) grant. The purpose of DRI grants in general, the City of Plattsburgh DRI grant, and the DSMUD specifically is to enhance the downtown urban core of the City by promoting modern walkable development that does not revolve around the automobile. To this end, please note that the proposed DSMUD project site is within the City of Plattsburgh's downtown core. Thus, residents and visitors will not be vehicle dependent and will utilize the development and related commercial amenities without vehicle travel. Compare the Hamlet in Saratoga Springs, which was developed outside of the City of Saratoga's downtown core (approximately .7 miles) and is therefore more of a vehicle dependent development. Thus, while the same parking method would be implemented for the DSMUD, because the DSMUD is located in the downtown core and therefore less vehicle dependent than the Hamlet, it can be expected that this parking method will provide more than enough parking for the DSMUD project, without creating unnecessary parking that wastes valuable space in the downtown core.

Based on the above, the proposed parking demand of 226 spaces is sufficient to meet the project's uses. If there is any additional information you need to assess this request, please let us know.

Sincerely,

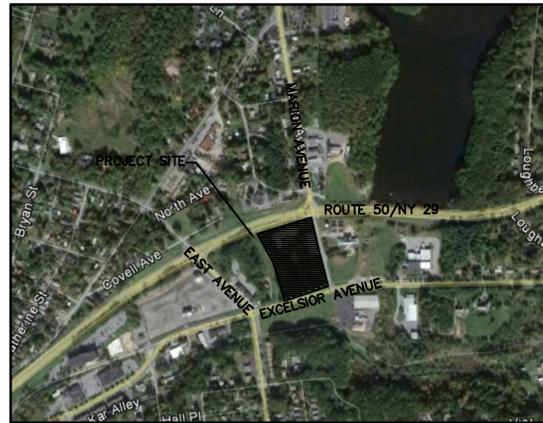


Turner Bradford, PE
Project Engineer

Excelsior Avenue Mixed Use Development Amended Site Plan Application

46, 52, 56 Marion Avenue
Saratoga Springs, New York

October 3, 2013
Revised: November 15, 2013
Revised: September 18, 2014



Vicinity Map:
SCALE: NTS



SITE STATISTICS

PROPOSED USE:	COMMERCIAL UPPER LEVEL (MARION) LOWER LEVEL (EXCELSIOR) RESIDENTIAL APARTMENTS: 54 UNITS
PARCEL SIZE:	4.46 ACRES
TAX MAP PARCEL NUMBER:	(166.30-2-1) - (166.30-2-11)
EXISTING ZONING:	T-5 NEIGHBORHOOD CENTER
FRONTAGE BUILD-OUT:	(MINIMUM 70%) 95% PROPOSED
BUILD-TO LINE ALL BUILDINGS FROM FRONTAGE LINE:	0 FT. TO 12 FT
SIDE SETBACK BUILDING 3:	0 FT MINIMUM
BUILDING HEIGHT:	50 FT MAX. HEIGHT 50 FT PROPOSED (BUILDING 3)

SHEET INDEX:

- COVER SHEET
- SU-1 EXISTING CONDITIONS SURVEY
- SU-2 LOT LINE ADJUSTMENT MAP
- L-1 SITE DEMOLITION & PREPARATION PLAN
- L-2 SITE LAYOUT PLAN
- L-3 SITE GRADING AND DRAINAGE PLAN
- L-4 EROSION AND SEDIMENT CONTROL PLAN (BLDG 1&2)
- L-4.1 EROSION AND SEDIMENT CONTROL PLAN (BLDG 3)
- L-5 SITE UTILITIES PLAN
- L-6 SITE LANDSCAPING PLAN
- L-7 SITE LIGHTING PLAN
- L-8 SITE DETAILS
- L-9 SITE DETAILS
- L-10 SITE DETAILS
- L-11 UTILITY DETAILS
- L-12 STORMWATER DETAILS
- L-13 STORMWATER DETAILS



CITY OF SARATOGA SPRINGS

PLANNING BOARD
CITY HALL - 474 BROADWAY
SARATOGA SPRINGS, NEW YORK 12866
TEL: 518-587-3550 FAX: 518-580-9480
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PHILIP W. ALEEN
DAN GABA
HOWARD PINBLEY
MARESA COPPOLA
BOB BRISTOL

NOTICE OF DECISION

In the matter of the special use permit application # 13.002 of

Excelsior Avenue Mixed Use Development
52 Marion Avenue
Saratoga Springs, NY 12866

Involving the premises at 52 Marion Avenue, in the City of Saratoga Springs, on an application for a permanent special use permit for in a Transect-5 Urban Neighborhood District with the Planning Board who met on March 27, 2013 and made the following decision(s) with a 7-0 vote (In favor: Van Wagner, Lewis, Klein, Gaba, Pinsky, Coppola, Bristol):

- In accordance with SEQRA regulations 6NYCRR Part 617, after review and evaluation of the SEQRA full Environmental Assessment Form Parts I and II, made a motion to approve the issuance of a SEQRA Negative Declaration of environmental significance.
- Following evaluation of the identified six standards for the issuance of special use permits as set forth in Article 240-7.1.3 of the City of Saratoga Springs Zoning Ordinance, moved to approve the permanent special use permit with the following conditions:

1. Uses will be provided within manner of following:

Uses	Maximum Square Footage
Retail	61,000
Bakery/Retail	3,500
Office	30,000
Real Estate Office	5,000
Art Gallery	3,500
Service Establishment	3,500
Financial Institution	3,500
Eating and Drinking Establishment	3,500
Parking Facility	30,000 (per floor)
Outdoor Storage and Display	1,500
Recreational Facility	5,000
Residential Units	41 Units

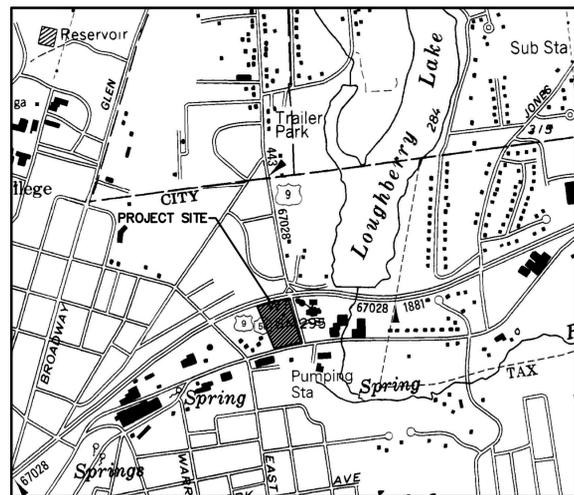
Accessory Uses
Drive In Establishment/Canopy (Building 2 only)

2. Excelsior Avenue will be widened and a center turn lane constructed between East Avenue and Marion Avenue, and will include all necessary tapering to match with existing street conditions on East Avenue. Improvements will be designed by a transportation engineer and approved by the City of Saratoga Springs.
3. Marion Avenue will be widened and provide for a dedicated right turn lane. Work associated with Marion Avenue intersection improvements will be designed by a transportation engineer and approved by the City of Saratoga Springs and NYSDOT prior to construction.
4. Proposed use of Water Works property on Marion Avenue for widening will be subject to City Council approval.

Unless otherwise extended by the Planning Board, this approval shall expire if the applicant fails to comply with any required conditions and start actual construction, or otherwise implemented this approval within 18 months from this date.

March 28, 2013
Date
Chair

cc: Steve Shaw, Bldg Inspector
Tim Wales, City Engineer
Accounts Dept.
Andre Schmid, Applicant
Dave Carr, LA Group
File



Project Location Map:
SCALE: NTS



PARKING DEMAND AREA/USE	APPROVED				PROPOSED AMENDED		
	#UNITS/SEATS	REQUIREMENTS/ZONING	# REQUIRED	# PROVIDED	#UNITS/SEATS (REVISED 10/3/2013)	#REQUIRED (REVISED 10/3/2013)	#PROVIDED (REVISED 10/3/2013)
APARTMENTS	41 UNITS	1.5/UNIT	62		54 UNITS	81	
COMMERCIAL BUILDING 1&2	40,000 SF	1/300 SF	134		40,000 SF	134	
BUILDING 3	13,707 SF	1/300 SF	46		14,267 SF	48	
EMPLOYEES	60±	1/2 EMPLOYEES	30		60±	30	
TOTAL REQUIRED			272			293	
TOTAL ON-SITE				275			286
TOTAL STREET PARKING				11			11
TOTAL PROVIDED				286			297

CITY OF SARATOGA SPRINGS STANDARD NOTES

1. All work must conform to all Federal, State and City Codes, specifications, ordinances, rules and regulations.
2. The elevation base for the contours and benchmarks are based on the National Geodetic Vertical Datum, 1929.
3. All refuse, debris and miscellaneous items to be removed shall be legally disposed of off-site by the Contractor to a location approved by the City Engineer.
4. The Contractor must set up a pre-construction meeting with the City Engineer prior to any construction. Construction inspections by the Design Professional or a designated representative are required. The cost of the construction inspections is the responsibility of the Applicant/Developer. An escrow account to cover the cost of the proposed sitework must be established with the city prior to any construction.
5. The contractor must obtain a blasting permit from the Building Inspector if any blasting is required for the project.
6. The contractor must obtain a street opening permit issued by the Department of Public Works for any work in the street or right-of-way of any city street, road or alley.
7. All points of construction ingress or egress shall be maintained to prevent tracking or flowing of sediment or debris onto a public road.
8. No Certificate of Occupancy will be issued until all site work has been completed in accordance with the approved plans; and an as-built drawing has been prepared in accordance with the requirements of the City Engineer.
9. The applicant must verify that the proposed project can accommodate the turning movements of any fire truck that the fire department so designates.

Approval
Approved under authority of a resolution adopted _____
by the Planning Board of the City of Saratoga Springs.
Date Signed _____ Chairperson

Approved Project Planning Board # 13.006.1

Architect:
balzer tuck architecture pllc
468 Broadway
Saratoga Springs, NY 12866
p 518-580-8818

Applicant/Owner:
Prime Beechwood, LLC
621 Columbia Street
Cohoes, NY 12047

Prepared By:
the LA group
Landscape Architecture
and Engineering, P.C.

40 Long Alley
Saratoga Springs
New York 12866
518/587-8100
Telefax 518/587-0180

Schopfer Architects, LLP
1111 James Street
Syracuse, NY 13023
P: 315-474-6501
F: 315-474-1922

LAYOUT NOTES

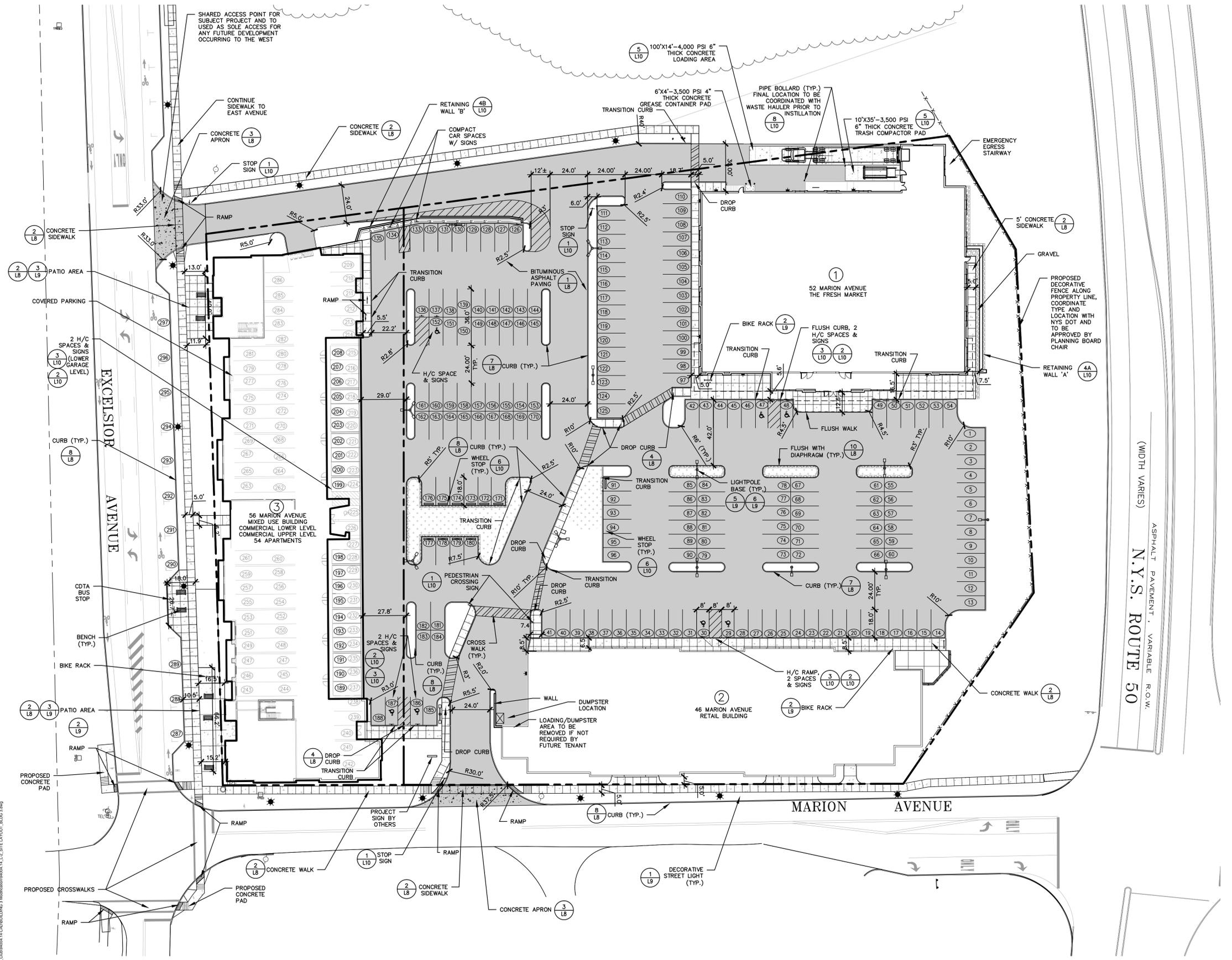
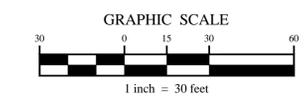
- ALL LINES AND DIMENSIONS ARE PARALLEL OR PERPENDICULAR TO THE LINES FROM WHICH THEY ARE MEASURED UNLESS OTHERWISE INDICATED.
- ALL LINE AND GRADE PER DRAWINGS SHALL BE LAID OUT BY A NEW YORK STATE REGISTERED CIVIL ENGINEER OR SURVEYOR ENGAGED BY THE CONTRACTOR. ALL STAKED LAYOUTS OF PAVEMENTS AND SITE IMPROVEMENTS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- STORAGE AREAS FOR CONTRACTOR'S EQUIPMENT AND MATERIALS SHALL BE ON AND WITHIN PARCEL AS SHOWN ON SHEET L-4 AND AS APPROVED BY THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES IN THE SITE SURVEY TO THE OWNER'S REPRESENTATIVE PRIOR TO STARTING WORK.
- AT ALL LOCATIONS WHERE EXISTING CURBING, BITUMINOUS CONCRETE ROADWAY OR CONCRETE SIDEWALK ABUT NEW CONSTRUCTION, THE EDGE OF THE EXISTING CURB OR PAVEMENT SHALL BE SAW CUT TO A CLEAN, SMOOTH EDGE. PROVIDE PAVEMENT KEY AS DETAILED. TACK COAT EXPOSED EDGES OF EXISTING BITUMINOUS CONCRETE PRIOR TO PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT.
- BITUMINOUS PAVEMENT SHALL NOT BE LAID WHEN GROUND TEMPERATURE IS LESS THAN 40 F. AND AIR TEMPERATURE IS LESS THAN 50 F.
- ALL LIGHT STANDARDS SHALL BE LOCATED AT A MINIMUM OF TWO FEET SIX INCHES (2'-6") FROM BACK OF EOP; VERIFY WITH THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- DIMENSIONS ON PARKING LOTS AND ROADWAYS ARE FROM FACE OR BOTTOM OF CURB TO FACE OR BOTTOM OF CURB.
- ALL NEW WORK SHALL BE STAKED-OUT PRIOR TO CONSTRUCTION. THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED OF ANY DISCREPANCIES.
- FIELD ADJUSTMENTS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE AND APPROPRIATE MUNICIPAL OFFICIALS PRIOR TO CONSTRUCTION.
- ALL EXISTING UTILITIES SHOWN IN THEIR RELATIVE POSITION. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE VERTICAL AND HORIZONTAL POSITION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- WORK ASSOCIATED WITH THE WIDENING OF EXCELSIOR AVENUE AND MARION AVENUE WILL BE DESIGNED BY A TRANSPORTATION ENGINEER AND APPROVED BY THE CITY OF SARATOGA SPRINGS PRIOR TO CONSTRUCTION OF WORK IN THE RIGHT-OF-WAY.

LEGEND

- CONCRETE WALK (2 L8)
- BITUMINOUS ASPHALT PAVING (1 L8)
- CONCRETE APRON (3 L8)
- CONCRETE PAD (5 L10)
- PARKING SPACE NUMBERS
- DECORATIVE STREET LIGHT TYP. (1 L9)
- SIGN
- PROPERTY LINE
- BOLLARD (8 L10)
- TYPE 1 CURB (7 L8, 8 L8)
- FLUSH CURB (9 L8)
- FLUSH CURB WITH STONE DIAPHRAGM (10 L8)
- PROJECT LIMITS

Planning Board # 13.006.1

Approval _____
 Approved under authority of a resolution adopted _____
 by the Planning Board of the City of Saratoga Springs.
 Date Signed _____ Chairperson



Unauthorized alteration or addition to this document is a violation of Section 1209 of the New York State Education Law

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Design **DRC**
 Drawn **CUM**
 Checked **DRC**

PREPARED FOR:
Prime Beechwood, LLC
 621 Columbia Street
 Cohoes, NY 12047

EXCELSIOR AVENUE MIXED USE DEVELOPMENT
MARION AND EXCELSIOR AVENUE
 SARATOGA SPRINGS, NY 12866
 Title **SITE LAYOUT PLAN**

Revisions
 11/15/2013
 PER CITY COMMENTS
 09/18/2014
 FINAL MYLARS

Project: 201391
 Date: 10/03/2013

Drawing **L-2**

Printed By: CORINNA MARTINO
 Date: 10/03/2013 4:28 PM
 File Name: C:\p\2013\201391\0004_14_CAD\BUILDING_3_MARION\0004_14_L2_SITE_LAYOUT_BLDG_3.dwg



Building and Zoning Department
41 City Hall Place
Plattsburgh, NY 12901
Ph: 518-563-7707
Fax: 518-563-6426

February 10, 2020

Mr. Jim Abdallah, Chairman, Planning Board
Mr. Ron Nolland, Chairman, Zoning Board of Appeals

Re: Durkee Lot Mixed Use Development (DLMUD) Parking Requirements

Dear Jim and Ron,

McFarland Johnson, on behalf of Prime Plattsburgh, LLC (Prime), has asked the Building Inspector's Office to review Prime's request that an alternative method of calculating the off-street parking requirements for the proposed DLMUD be utilized by the City's Planning Board and Zoning Board of Appeals during their review of the DLMUD. My office has been provided with documentation in support of Prime's request. As currently proposed and per the City's Zoning Code, the DLMUD would normally be required to provide 317 parking spaces on-site. The proposed DLMUD provides a total of 286 spaces on site. However, the Zoning Code permits the Planning Board to accept an alternative method of calculating a mixed use project's off-street parking requirements within a Planned Unit Development (PUD). The relevant ordinance is found in Section § 360-21(D)(5)(d)(5) and is included in its entirety below:

Mixed or multiple uses. In the case of mixed or multiple uses within a single structure or building or in the use of land, the amount of off-street parking required shall be determined by the sum of the requirements of the various uses computed separately in accordance with § 360-26 of this chapter, except where the applicant can demonstrate to the satisfaction of the Planning Board that another method of computation will adequately serve the proposed mixed or multiple use.

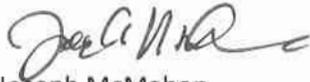
As stated above, Prime has provided detailed information from a mixed use development they have recently constructed and continue to operate in Saratoga Springs, New York known as "The Hamlet". This documentation included that project's approved site plan application, the approved parking calculations based upon the proposed uses, the square footage breakdowns for those uses, a description of the area surrounding The Hamlet, and an analysis of how those surroundings contrast with those of the proposed DLMUD.

Based upon my review of this documentation, I concur with Prime's assessment that the method used to calculate the off-street parking requirements for The Hamlet, a method which has been shown to work effectively during the years since it was originally approved, is adequate for use in calculating the off-

street parking requirements for the DLMUD. Per this method, it is my opinion that the provision of 226 spaces on-site is adequate to meet the parking demand of the proposed DLMUD.

Please distribute this letter to the membership of your respective boards for their consideration.

Thank you,

A handwritten signature in black ink, appearing to read "Joe McMahon", with a stylized flourish at the end.

Joseph McMahon
Building Inspector
City of Plattsburgh

APPENDIX F
August 2020 OPRHP No Adverse Effect Letter



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

August 25, 2020

Mr. Ethan Vinson
Project Coordinator
City of Plattsburgh
41 City Hall Place
Plattsburgh, NY 12901

Re: NYSHCR
City of Plattsburgh Downtown Area Improvement Projects
Plattsburgh, Clinton County, NY
19PR05584

Dear Mr. Vinson:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

We have reviewed your latest submission, dated August 25, 2020, for this project. This submission includes updated building elevations for the proposed Durkee Lot development project.

Based on this review, it is the opinion of the SHPO that the proposed project will continue to have No Adverse Effect to historic and cultural resources.

If you have any questions, I can be reached at (518) 268-2164.

Sincerely,

Weston Davey
Historic Site Restoration Coordinator
Weston.davey@parks.ny.gov

APPENDIX G
Updated Payment in Lieu of Taxes (PILOT)
Information



Renee McFarlin
Executive Director
137 Margaret Street, Suite 208
Plattsburgh, NY 12901
E: renee.mcfarlin@clintoncountygov.com
O: 518.565.4627
C: 908.337.0390
F: 518.565.4616

August 14, 2020

VIA HAND DELIVERY

Mark R. Henry
County Legislative Chairperson
County of Clinton
Clinton County Government Center
137 Margaret Street, Suite 208
Plattsburgh, New York 12901

Jay C. Lebrun, Superintendent of Schools
Plattsburgh City School District
49 Broad Street
Plattsburgh, New York 12901

Colin L. Read, Mayor
City of Plattsburgh
41 City Hall Place
Plattsburgh, New York 12901

Leisa Boise, President
Plattsburgh City School District
49 Broad Street
Plattsburgh, New York 12901

RE: Proposed Deviation from Uniform Tax Exemption Policy by
County of Clinton Industrial Development Agency
in connection with its Proposed Prime Plattsburgh, LLC Project

Dear Ladies and Gentlemen:

This letter is delivered to you pursuant to Section 874(4)(c) of the General Municipal Law.

In July, 2019, County of Clinton Industrial Development Agency (the "Agency") received an application (the "Application") from Prime Plattsburgh, LLC (the "Company"), which Application requested that the Agency consider undertaking a project (the "Project") for the benefit of the Company, said Project to consist of the following: (A) (1) the acquisition of an interest in two (2) parcels of land containing in the aggregate approximately 3.36 acres located at 40 Bridge Street (currently tax map no. 207.20-7-14) and 22 Durkee Street (currently tax map no. 207.20-7-15) in the City of Plattsburgh, Clinton County, New York (collectively, the "Land"), (2) the construction on the Land of an approximately 145,338 square foot building and approximately 55,216 square feet of parking space (collectively, the "Facility") and (3) the acquisition and installation therein and thereon of related fixtures, machinery and equipment (collectively, the "Equipment") (the Land, the Facility and the Equipment hereinafter collectively referred to as the "Project Facility"), all of the foregoing to constitute an approximately 104 unit residential apartment complex with ground level commercial/retail space and parking and other directly and indirectly related activities; (B) the granting of certain "financial assistance" (within the meaning of Section 854(14) of the Act) with respect to the foregoing, including potential exemptions from certain sales and use taxes, real property taxes, real estate transfer taxes and mortgage recording taxes (collectively, the "Financial Assistance"); and (C) the lease (with an obligation to purchase) or sale of the Project Facility to the Company or such other person as

may be designated by the Company and agreed upon by the Agency.

In connection with the Application, the Company has made a request to the Agency enter into a payment in lieu of tax agreement (the "Proposed Pilot Agreement") which terms would deviate from the Agency's Uniform Tax Exemption Policy (the "Policy"). Capitalized terms not otherwise defined herein are defined in the Policy.

The Proposed Pilot Agreement would not provide any abatement for any special assessments levied on the Project Facility, nor for the land upon which the Project Facility would sit. The Proposed Pilot Agreement would be for a term of twenty-one (21) years, with the Company making payments in each year to the Affected Tax Jurisdiction as follows:

PILOT Year	Projected Tax	Prime Proposed PILOT	City Share of PILOT	County Share of PILOT	PCSD Share of PILOT
1	\$15,399.44	\$0.00	\$0.00	\$0.00	\$0.00
2	\$15,630.43	\$0.00	\$0.00	\$0.00	\$0.00
3	\$15,864.89	\$0.00	\$0.00	\$0.00	\$0.00
4	\$381,932.35	\$0.00	\$0.00	\$0.00	\$0.00
5	\$387,661.34	\$0.00	\$0.00	\$0.00	\$0.00
6	\$393,476.26	\$0.00	\$0.00	\$0.00	\$0.00
7	\$399,378.40	\$0.00	\$0.00	\$0.00	\$0.00
8	\$405,369.08	\$114,400.00	\$33,941.63	\$16,470.04	\$63,988.33
9	\$411,449.61	\$114,400.00	\$33,941.63	\$16,470.04	\$63,988.33
10	\$417,621.36	\$150,200.00	\$44,563.23	\$21,624.12	\$84,012.65
11	\$423,885.68	\$150,200.00	\$44,563.23	\$21,624.12	\$84,012.65
12	\$430,243.96	\$150,200.00	\$44,563.23	\$21,624.12	\$84,012.65
13	\$436,697.62	\$150,200.00	\$44,563.23	\$21,624.12	\$84,012.65
14	\$443,248.09	\$188,900.00	\$56,045.23	\$27,195.72	\$105,659.05
15	\$449,896.81	\$188,900.00	\$56,045.23	\$27,195.72	\$105,659.05
16	\$456,645.26	\$209,700.00	\$62,216.44	\$30,190.27	\$117,293.29
17	\$463,494.94	\$209,700.00	\$62,216.44	\$30,190.27	\$117,293.29
18	\$470,447.37	\$240,900.00	\$71,473.25	\$34,682.10	\$134,744.65
19	\$477,504.08	\$240,900.00	\$71,473.25	\$34,682.10	\$134,744.65
20	\$484,666.64	\$281,050.00	\$83,385.46	\$40,462.45	\$157,202.09
21	\$491,936.64	\$281,050.00	\$83,385.46	\$40,462.45	\$157,202.09
	\$7,872,450.25	\$2,670,700.00	\$708,991.49	\$344,035.21	\$1,336,623.30

As previously referenced, the land upon which the Project Facility would sit would subsequently achieve taxable status. Thus, total anticipated revenues to each jurisdiction are as follows:

PILOT Year	Prime Proposed PILOT	Anticipated Property Taxes on Land	Total Revenue per Year	City Share of Revenue	County Share of Revenue	PCSD Share of Revenue
1*	\$0.00	\$15,399.44	\$15,399.44	\$4,568.90	\$2,217.04	\$8,613.50
2*	\$0.00	\$15,630.43	\$15,630.43	\$4,637.43	\$2,250.30	\$8,742.70
3*	\$0.00	\$15,864.89	\$15,864.89	\$4,707.00	\$2,284.05	\$8,873.84
4**	\$0.00	\$16,102.86	\$16,102.86	\$4,777.60	\$2,318.31	\$9,006.95
5	\$0.00	\$16,344.40	\$16,344.40	\$4,849.26	\$2,353.09	\$9,142.05
6	\$0.00	\$16,589.57	\$16,589.57	\$4,922.00	\$2,388.38	\$9,279.19
7	\$0.00	\$16,838.41	\$16,838.41	\$4,995.83	\$2,424.21	\$9,418.37
8	\$114,400.00	\$17,090.99	\$131,490.99	\$39,012.40	\$18,930.61	\$73,547.98
9	\$114,400.00	\$17,347.35	\$131,747.35	\$39,088.47	\$18,967.52	\$73,691.37
10	\$150,200.00	\$17,607.57	\$167,807.57	\$49,787.26	\$24,159.07	\$93,861.24
11	\$150,200.00	\$17,871.68	\$168,071.68	\$49,865.62	\$24,197.09	\$94,008.96
12	\$150,200.00	\$18,139.75	\$168,339.75	\$49,945.16	\$24,235.68	\$94,158.91
13	\$150,200.00	\$18,411.85	\$168,611.85	\$50,025.89	\$24,274.86	\$94,311.10
14	\$188,900.00	\$18,688.03	\$207,588.03	\$61,589.83	\$29,886.21	\$116,111.98
15	\$188,900.00	\$18,968.35	\$207,868.35	\$61,673.00	\$29,926.57	\$116,268.77
16	\$209,700.00	\$19,252.87	\$228,952.87	\$67,928.62	\$32,962.09	\$128,062.16
17	\$209,700.00	\$19,541.67	\$229,241.67	\$68,014.31	\$33,003.66	\$128,223.69
18	\$240,900.00	\$19,834.79	\$260,734.79	\$77,358.09	\$37,537.69	\$145,839.01
19	\$240,900.00	\$20,132.31	\$261,032.31	\$77,446.36	\$37,580.53	\$146,005.43
20	\$281,050.00	\$20,434.30	\$301,484.30	\$89,448.16	\$43,404.35	\$168,631.78
21	\$281,050.00	\$20,740.81	\$301,790.81	\$89,539.10	\$43,448.48	\$168,803.23
TOTALS	\$2,670,700.00	\$376,832.34	\$3,047,532.34	\$904,180.31	\$438,749.79	\$1,704,602.23

*Indicates anticipated construction year

**Indicates anticipated issuance of Certificate of Occupancy

The Policy provides that, for a facility similar to the Project Facility, payments in lieu of taxes will normally be determined as follows: the Company would have the benefit of a 100% abatement in real property taxes on the Facility and any portion of the Equipment assessable as real property pursuant to the New York Real Property Tax Law in years one through five of the payment in lieu of tax agreement followed by a 50% abatement in year six with a five percent per year increase over the remaining term of the fifteen year payment in lieu of tax agreement

The purpose of this letter is to inform you of such Pilot Request and that the Agency is considering whether to grant the Pilot Request and to approve the Proposed Pilot Agreement conforming to the terms of the Pilot Request. The Agency expects to consider whether to approve the terms of the Proposed Pilot Agreement at its meeting scheduled for September 14, 2020 at 12:00 p.m., local time at the offices of the Agency located in the offices of the Agency located at 137 Margaret Street, Suite 209 in the City of Plattsburgh, Clinton County, New York (the "Meeting"). This letter is forwarded to you for purposes of complying with Section 874 of the General Municipal Law of the State of New York, which requires a thirty (30) day notice prior to the Agency taking final action with respect to the Proposed Pilot Agreement (if said Proposed Pilot Agreement may deviate from the provisions of the Agency's Uniform Tax Exemption Policy).

The Agency considered the following factors in considering the proposed deviation:

1. **The nature of the Project:** residential apartment complex with retail/commercial.
2. **The present use of the property:** parking lot and approximately 3,000 square foot three seasons corrugated metal building that currently houses the Plattsburgh Farmers and Crafters Market.
3. **The economic condition of the area at the time of the request of the Company and the economic multiplying effect that the Project will have on the area:** At the time of the filing of the Application, the economic condition of the area in which the Project Facility is to be located is generally average. The area is also surrounded by distressed census tracts. Therefore, the area is strategically targeted for adding commercial/retail/residential development, based on the presence of vacant or underutilized buildings/real estate.
4. **The extent to which the Project will create or retain permanent, private sector jobs and the number of jobs to be created or retained and the salary range of such jobs:** The Project is expected to create four (4) full time jobs at a salary range of \$30,000 and 48 construction jobs with a salary range of \$37,777.96.
5. **The estimated value of new tax exemptions to be provided:** Mortgage recording tax exemption: \$163,400; sales tax exemption \$680,000; and real property tax exemption \$7,872,450.25.
6. **The economic impact of the Proposed Pilot Agreement on affected tax jurisdictions:** The economic impact of the Proposed Pilot Agreement is positive, as development of the Project Facility is expected to spur additional development in the City of Plattsburgh. The Proposed Project site is a parking lot that currently generates revenues via special assessment district taxes, but those funds are dedicated to maintenance and upkeep of said parking lot. If approved, the Project will generate new revenue for two additional taxing jurisdictions via both the Proposed Pilot Agreement and tax on the land itself, as well as serve as an investment in long-term future revenues when the Project is fully taxable. The Proposed Pilot Agreement and revenue anticipated to be generated by the land on which the Project will sit totals \$3,047,532.34 over twenty-one (21) years.
7. **The impact of the Proposed Pilot Agreement on existing and proposed businesses and economic development projects in the vicinity:** The Project will have a positive impact on the community as a new development/private investment in the core downtown of the City of Plattsburgh. The Proposed Pilot Agreement will facilitate this development, a key component of the City of Plattsburgh's Downtown Revitalization Initiative. The addition of new households in the downtown retail district of the City of Plattsburgh will serve as an enhanced consumer base to increase market demand for products and/or services that will both support existing businesses and spur new the establishment of new businesses in the downtown area.
8. **The amount of private sector investment generated or likely to be generated by the Proposed Pilot Agreement:** \$22,700,000.00.

9. **The effect of the Proposed Pilot Agreement on the environment:** City of Plattsburgh Common Council is the “lead agency” for purposes of determining the impact of this Project on the environment.

10. **Project Timing:** expect to be completed in 2023.

11. **The extent to which the Proposed Pilot Agreement will require the provision of additional services including, but not limited to, additional educational, transportation, police, emergency medical or fire services:** It is not anticipated that the Project will have a significant burden upon the educational facilities for any school district within the City of Plattsburgh. The Real Estate Institute at Stony Brook University published a study in May 2019 (attached) that indicates there are likely to be no more than ten (10) students enrolled as a result of this development.

As an infill development, it is not anticipated that additional emergency services will be required to serve the Proposed Project, as the site is within the existing coverage area of emergency services. After the completion of the Project, neither the employees nor residents of the Project are anticipated to generate a substantial or insurmountable burden on the roadways of the City of Plattsburgh.

12. **Anticipated Tax Revenues:** \$3,047,532.34.

13. **The extent to which the Proposed Pilot Agreement will provide a benefit (economic or otherwise) not otherwise available within the municipality in which the Project Facility is located:** The Project aligns with the continuing development of the downtown area of the City of Plattsburgh including: (a) encouraging investment in urban land and buildings for employment and housing; and (b) increasing job opportunities for all residents. While several market rate multi-unit housing projects have developed on the outskirts of, or in the vicinity of the City of Plattsburgh over the last decade, none have developed in the retail/core downtown. Without residential development in the downtown of the City of Plattsburgh, the population will remain car-centric, consumer spending will continue at its current levels, and the municipality will remain limited in its ability to attract and retain younger generations of the workforce.

The Agency will consider the Proposed Pilot Agreement (and the proposed deviation from the Agency’s Uniform Tax Exemption Policy) at the Meeting. The Agency would welcome any written comments that you might have on this proposed deviation from the Agency’s Uniform Tax Exemption Policy. In accordance with Section 874(4)(c) of the General Municipal Law, prior to taking final action at the Meeting, the Agency will review and respond to any written comments received from any affected tax jurisdiction with respect to the proposed deviation. The Agency will also allow any representative of any affected tax jurisdiction present at the Meeting to address the Agency regarding the proposed deviation.

If you have any questions or comments regarding the foregoing, please do not hesitate to contact me at the above telephone number.

Sincerely yours,

Renee McFarlin
Executive Director