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Planning Board, Town of Stony Point
74 East Main Street
Stony Point, NY 10980

Re: Ba Mar MHC – final site plan review

Dear Members:

We are in receipt of Max Stach's review memo dated April 8, 2020, and have the following responses:

Comments on Submission

1. *The February 13 transmittal references a plan set labelled Revision 11 dated January 20, but we received a plan set marked as received February 14 and still showing Revision 10 dated January 15. It seems to be identical to the January 17 submission.*

The plan set received February 14, 2020 should have been Revision 12, dated February 12, 2020 (attached). The most recent set of plans are Revision 13 dated April 21, 2020 and a separate narrative will be provided outlining changes made for Revision 13.

2. *Ownership of on-site marina should be verified.*

The ownership of the on-site marina was addressed by the addition of map note 26 on Drawing 3. The marina use will continue for residents of the Ba Mar community. There are no proposed buildings on the site plan to serve the marina use. The parking provided on the Ba Mar site includes the parking required for the number of boat slips shown.

3. *The parking calculations indicate 6 spaces to serve the on-site boatslips, but no calculation of the required parking is provided. There is no requirement for boatslips in the MHC District which the landside portion of the parcel is located in, and no requirement for boatslips in the SR District,*

which the water side portion of the parcel is located. The Building Inspector should advise upon the requirement and the requirement added to the map, so it is clear that a certain number of spaces should be designated for the slips. The requirement for the PW district is one per two slips, which would require 17 parking spaces, four of which are double-length. Ten spots, four of which are double length are provided.

This was previously discussed at TAC. While it is true that there are no requirements for parking for the boatslips, we believe that such parking should be provided for those using the slips. Even though usage will be limited to park residents, those residents will still have to transport their boats by trailer to the slips for launching and removal. Parking in proximity to the slips will help to avoid unnecessary congestion on Ba Mar Drive. In addition, these parking spaces can double as guest parking.

4. *On each sheet that it appears, or in a map legend, the area identified as "100' NYSDEC Wetland Adjacent Area" on Sheet 5 should also be identified as Town of Stony Point 100' Wetland Buffer.*

Agreed.

5. *Applicant should identify the shoreline type for the entire subject site, specifically identifying the limits of bulkheads, rip rap, wetland grass, mowed lawn, beach, or forested areas. Proposed areas have been identified, but existing areas are still not clear.*

Agreed.

6. *Map note 12 on sheet 3. Did the Town adopt new advisory base flood elevations? Is this the correct verbiage? I believe it may be more accurate to state that, "Floodplain information based on maps entitled, "Revised Base Flood Elevation Map." dated March 27, 2018, prepared by Brooker Engineering PLLC and adopted by the Town Board August 14, 2019"*

The map note will be corrected.

7. *Details of proposed lighting fixture should be provided, notably the proposed color temperature of the LED lighting. The warmest color temperature possible is recommended preferably 3000K or less. Cooler (bluer) light, can impact the sleep of residents, impact night vision and result in glare, especially in wet conditions.*

The lighting design and details of the proposed lighting fixture were approved by the ARB. The street lights will be mounted on 16-foot high poles to provide safety and security lighting for the park. The approved plans include a

proposed color temperature of 4000K (see chart, “LED Engine Information”). A copy of the approved plan is attached as Exhibit A.

Temperatures of 3000K or below are appropriate for uses such as pendants, coach lanterns, ambient lighting and residential interior lighting. Work environments and security lighting require temperatures well above 3000K, with 4600K-6500K recommended for security lighting. Temperatures in the 3100K-4500K range are referred to as “cool white” or “soft white”. The approved 4000K fits the standards. Attached as Exhibit B is a chart from Westinghouse Electric showing lighting temperature standards.

Based on the industry standard and the ARB approval, the proposed lighting temperature of 3000K or less is inappropriate for this use.

Planning

8. *Based on the applicant’s own flood modelling, between 1982 and 2017 flood elevations have risen by approximately 3 feet and now are at elevation 10 for the majority of the site. How does the proposed design account for the fact that flood elevations are likely to continue to rise in the future, and provide for future adaptation and resiliency?*

We have provided flood elevations and site grading that is appropriate based on available engineering modelling. Anything beyond that is speculative, and also inconsistent with the Town’s current regulations.

We are concerned that this issue is still being brought up at this very late hour. We have worked with Mr. Stach and with the Town’s engineer, building inspector, fire inspector, and the board to increase the resiliency of this site in direct response to the impacts of Superstorm Sandy and general sea level rise. The entire site design is based on storm impact mitigation and emergency responsiveness.

This work was validated by the adoption of the Revised Base Flood Elevations referred to in #6, above, and, especially, in the adoption of negative declarations for both the RBFs and this site plan. With respect to the latter, this Board expressly found that the plan adequately mitigates against the impacts of both 100- and 500-year storm events. (Negative Declaration, Sept. 26, 2019, # 7g, h.)

9. *The proposed office building is located in the revised V zone. The Floodplain Administrator should advise to the requirements relevant to this particular building. Also, units 58 and 59 may be located in the advisory V*

zone (elevation 11). First floor at 12' may not provide adequate freeboard for these units. It would be helpful to have a plan that overlays the V zones with this map.

According to our mapping, the proposed office building is located in the revised V zone, but units 58 and 59 are not. When building permits are sought, we will abide by the requirements of the Town's Floodplain Administrator to set first floor elevations at the appropriate heights. We will provide such mapping as the Floodplain Administrator requires, upon his request. However, this is not a site plan issue. Rather, it is an individual building permit issue.

10. *We note that, while the two feet of freeboard required under New York State building code will provide a degree of resiliency against future sea level rise, the proposed road elevations that are currently proposed one and one-half feet beneath flood elevations will likely become impassible by emergency vehicles by the as an additional 10" sea level rise is anticipated over the next 30 years based on DEC projections. Applicant should address how accessibility will be maintained in the future. Additionally, the Planning Board may wish to require signage throughout the development indicating "Road may flood."*

This issue has driven the site plan process from its inception. Our first meetings were with the Building Inspector and the Fire Inspector to assure that the eventual site plan would be safe for residents and emergency providers. The site, and its accessibility, have been designed to respond to reasonably predictable flood elevations based upon engineering modelling.

While there is one segment of Ba Mar Drive that may be susceptible to periodic flooding during storm events, the site design provides alternative routes that are at higher elevations. These alternative routes, and their elevations, have been approved by the relevant emergency services providers – particularly the fire services. It is these alternatives that are the mitigation to potential periodic flooding of Ba Mar Drive.

In order to provide improved drainage we have also elevated portions of the road to elevation 9.2, higher than the 9.0 discussed at TAC. We also note that, when the road needs to be resurfaced in the future, additional elevations can be achieved by installing a thicker depth of new pavement over the existing pavement. The design is meant to be adaptive in response to unknown results from sea level rise.

There is no need for signage.

11. *With regard to the applicant's wetland and stream protection permit requirement, we do not think the disturbance of the wetland adjacent areas*

should be tied to the disturbance area of proposed piers. The function of the wetland adjacent area is to treat stormwater and provide a buffer to habitat disturbance. The entire home impacts this, not just the ground disturbance. Otherwise we believe that the applicant has made a proper case for issuance of permits.

No objection. This comment was previously discussed at TAC.

12. *With regard to the applicant's response to Rockland County Planning, I think it makes sense to add an initial statement in the Planning Board's report that the County review exceeds the jurisdiction of the GML and goes beyond areas of countywide concern, and that the rationale for the local determination on areas that are not of countywide concern are being provided as a courtesy.*

Agreed.

13. *The Coastal Assessment Form does provide the necessary information, but not the rationale for consistency based on the LWRP. We believe that the proposed project is consistent with the Town of Stony Point LWRP for the following reasons:*

a. *The LWRP does not make specific recommendations with regard to the project site;*

b. *By inference, the LWRP does suggest that existing mobile home parks could be appropriate to coastal lands so long as they are not located in area of high velocity waters or "storm wave wash." The applicant should remove all mobile homes from any advisory V zones, which will be easier to determine once the ABFE zones are designated on the proposed layout.*

c. *The project is the redevelopment of an existing mobile home park at a less intensive and more resilient fashion, which is generally consistent with the State's coastal zone policies and the policies of the LWRP.*

Agreed.

14. *The applicant appears to be proposing four white oaks to be planted in the rip rap revetment south of the grasscrete emergency access drive. Landscape Architect should verify that this is feasible or relocate these trees further south outside of the rip-rap. The four white oaks will be relocated to south of the revetment area.*

15. *Four white spruce appear to be proposed northwest of Road A, outside the property boundaries of the site. This should be verified, and permission indicated from the owner of the adjacent parcel, or the plantings relocated.*

There will be no off-site plantings on private property. These trees will be relocated within the site boundary.

16. *The row of eastern red cedar north of unit 136 appears to be proposed within the Rockland County right-of-way. Authorization should be provided by Rockland County Highway Department, or these trees should be relocated inside of the property boundary, or an alternative screen provided.*

Unit 136 is an existing unit that will remain in place after redevelopment of the park. There is currently some landscape screening between this unit and the road. This screening appears to be located within the road right of way, not within the park boundary.

We have offered additional screening as an added benefit to the unit owner. We will coordinate the planting plan with Rockland County Highway Department and request the required approval for planting at this location. However, if the Highway Department denies this request, there is no room on the site for this screening, and it will not be provided. The existing condition and screening will therefore continue.

SEQR and Procedure

17. *This application received a Negative Declaration of Environmental Significance on September 26, 2019.*

Comment noted.

Very truly yours,



Ira M. Emanuel

Encls.
Cc: Client

[Home](#) > [light bulbs](#) > [bulb tips and advice](#) > [what color temperature is right for me](#)



What is color temperature?

- Color temperature is a way to describe the light appearance provided by a light bulb. It is measured in degrees of Kelvin (K) on a scale from 1,000 to 10,000.
- Typically, Kelvin temperatures for commercial and residential lighting applications fall somewhere on a scale from 2000K to 6500K.
- A light bulb's color temperature lets us know what the look and feel of the light produced will be.
- The color temperature of a light bulb is assigned using the basis of correlated color temperature (CCT).

For example, if you heat up a metal object, the object appears to glow. Depending on the Kelvin temperature that the metal object is being heated at, the glow will be various colors, such as orange, yellow or blue. The color temperature of light bulbs is meant to replicate the Kelvin temperature of the metal object.

What color temperature is right for me?

Understanding Kelvin temperature (K) makes it easier to choose lighting that gives you the look and feel you want.



EXHIBIT B

Color Temperature (KELVIN)	2000K - 3000K	3100K - 4500K	4600K - 6500K
Light Appearance	Warm White	Cool White	Daylight
Ambience	Cozy, calm, inviting, intimate	Bright, vibrant	Crisp, invigorating
Best for	Pendants, wall/coach lanterns, restaurant/commercial ambient lighting, residential recessed lighting, table & floor lamps	Basements, garages, work environments, task lighting	Display areas, security lighting, garages, task lighting

- At the lower end of the scale, from 2000K to 3000K, the light produced is called "warm white" and ranges from orange to yellow-white in appearance.
- Color temperatures between 3100K and 4500K are referred to as "cool white" or "bright white." Light bulbs within this range will emit a more neutral white light and may even have a slightly blue tint.
- Above 4500K brings us into the "daylight" color temperature of light. Light bulbs with color temperatures of 4500K and above will give off a blue-white light that mimics daylight.