

PLAN REVIEW COMMENTS AND RESPONSES

TO: Village of Nyack
Building Department
9 North Broadway
Nyack, NY 10960

PROJECT: 80 S. Broadway
Nyack, NY 10960

DATE: 4/10/2026

DRP REF NO: 22-143

In response to comments received from the Village Engineer, Weston & Sampson, dated February 27, 2026 our responses are as follows.

All the comments according to our knowledge were satisfactorily resolved.

- 1. The response letter has indicated a SOE, Support of Excavation Plan and calculations will be submitted. We are in receipt of the plan but not any calculations. Review will be performed to support the building department if requested.*

DRPILLA response: Calculations for SOE can be provided upon building department request.
- 2. A Grading Plan has been submitted indicating proposed grades. Overlap of grading with spot grades onto the sidewalk along the property frontage remains to be addressed as the proposed grades shown indicate the cross slope of the sidewalk is excessive. Re-evaluation of the grading is needed to ensure a smooth transition from the property to and across the sidewalk area to S Broadway.*

DRPILLA response: The grading at the front of the property has been adjusted to ensure a smooth transition.
- 3. The roof drains have been added to the plan but the connection of these drains to the discharge point into the stormwater system remains unclear.*

DRPILLA response: Labels have been added to the plan to show what each pipe is for.
- 4. It appears a Planimetric or Layout Plan is missing from the plan set. A Layout Plan indicating all dimensions and offsets shall be provided.*

DRPILLA response: Please see civil set for all dimensions and offsets of the parking areas and sidewalk. Please see architectural set for dimensions and offsets of the building.
- 5. The limits of the on-site sidewalk remain unclear. Sidewalk widths have been shown on the plan. When the doors to the businesses are open, the plan indicates there is not sufficient clear access across the sidewalk. Recessed doors should be considered.*

DRPILLA response: Please see A-101 for clearances.
- 6. The design and grading of the ADA ramp from the surface parking lot to the building entry has been shown. The connection from the curb towards S Broadway is unclear as the ramp seems to end and no connection of the curb is shown.*

DRPILLA response: A drop curb has been added for ADA access.

7. *The limits of the on-site curb, sidewalk and pavement shall be clearly shown.*

DRPILLA response: All dimensions are shown on the plan.

8. *The dimensions and layout shown on Sheet A-001.00 is not sufficient for the backing up of vehicles. The aisle width of 13 feet shown on sheet A-001.00 and A-101.00 conflict with sheet C-101.00. The aisle width of 13 feet shown on sheet A-101.00 is not sufficient for the backing up of vehicles. The aisle width shall be clearly labeled on the corrected plan.*

DRPILLA response:

According to *Architectural Graphic Standards* published by the American Institute of Architects, the minimum required aisle width for 55-degree angled parking is 11.5 feet. The proposed 13-foot aisle width exceeds this standard and is therefore adequate to accommodate vehicle backing and maneuvering. The corrected plans clearly label the aisle width for consistency across all sheets.

9. *The label of the proposed storm drainage pipe on sheet C-100.00 and C-102.00 shall be 12-inch diameter, consistent with the detail provided in the profile. The limits of the 12-inch HDPE are unclear. Is this 12-inch HDPE intended as the roof leader connection from the roof drains? If so, it should be labeled as such.*

DRPILLA response: Labels have been added to each pipe to indicate what each is for.

10. *The response letter has noted that all proposed parking, including the ADA parking stalls will be assigned to residents. This appears to contradict the requirement to provide ADA parking and access to those with ADA parking tags.*

DRPILLA response:

Please clarify which specific requirement is being referenced as unmet. All ADA-accessible parking spaces are designated for residents, consistent with zoning requirements for the DMU-1 district, which mandate parking provisions exclusively for residential uses. The zoning code does not require parking to be provided for commercial uses within this district.

11. *The response letter indicates the dimensions of the parking stalls within the garage have been added to the plan to demonstrate compliance with the parking stall size per code. The parking stall layout plan has been provided indicating a number of stalls are impeded by the structural column support, and measure 8' - 6" at the column face rather than a clear 9'-0".*

DRPILLA response:

The parking layout has been revised to address this issue. All parking stalls have been adjusted to provide a minimum clear width of 9'-0", free of obstructions.

12. *The response letter has indicated the vehicle entering the garage will have priority over the vehicle exiting the garage. A red light/green light system is proposed to regulate this. The concern remains regarding the logistics of a one-way access / egress lane from the lower-level garage, and the potential to adversely impact traffic flows along S Broadway.*

DRPILLA response:

Please clarify what specific concerns must be addressed in order to resolve this issue.

Please note that the red/green signal system will be programmed to prioritize vehicles entering the parking garage from South Broadway. Vehicles exiting the garage will be held within the cellar level until all inbound vehicles have cleared the garage entrance. This operational strategy is intended to prevent blockage of the sidewalk and minimizing any impediment to traffic flow along South Broadway. Short-duration, occasional vehicle delays associated with garage access are consistent with existing traffic conditions along South Broadway, where brief pauses in traffic regularly occur due to vehicles

maneuvering into and out of on-street parallel parking spaces. Such conditions are typical of the downtown Nyack streetscape. Accordingly, the proposed garage access operations are not anticipated to result in a significant adverse impact on traffic flow along South Broadway.

13. *The response narrative states deliveries will be staged from curbside on South Broadway, by the loading area in front of 76-78 South Broadway. The narrative states the clear height of the street level parking lot is 8 feet which will handle passenger vehicles and small vans.*

DRPILLA response:

Confirmed. Deliveries are intended to occur from the curbside along South Broadway in the designated loading area serving 76-78 South Broadway. The street-level parking area provides a clear height of 8 feet, which is sufficient to accommodate typical passenger vehicles and small delivery vans. Larger delivery vehicles are not anticipated on-site

14. *The response letter indicates the building and plan re-design accommodates firefighting and emergency access. Review and approval are needed from the Fire Department. Any required Fire Zones/ No Parking Zones shall be added to the plan. This remains to be addressed.*

DRPILLA response:

Based on our coordination with the Building Department, the project plans were transmitted directly to the Fire Department for review by both the Fire Inspector and Building Inspector. To date, no comments have been received from the Fire Department. Any Fire Department-required Fire Zones and/or No Parking Zones will be incorporated into the plan upon receipt of their review comments and approval.

15. *The response letter indicates flow tests have not been performed to verify pressure for firefighting purposes. This remains to be addressed.*

DRPILLA response: This will be addressed.

16. *The Erosion Control Plan has been revised to add an additional access/ egress point for easier on-site circulation during construction.*

DRPILLA response: Closed.

17. *The response letter indicates erosion control measures will be installed within the catch basins on SBroadway. The revised detail provided is not appropriate in this application and shall be revised. There shall be no obstruction within the roadway.*

DRPILLA response: The type of inlet protection has been revised to remain out of the roadway. The spec has been added to the plan.

18. *The connection of the stormwater system from the proposed development to the Nyack Creek has been amended to reflect a connection to the existing catch basin. Field verification of this catch basin is needed prior to any work commencing. This remains to be performed.*

DRPILLA response: Please provide specifics as to what information needs to be verified and submitted to the reviewing engineer.

19. *Some proposed signage has been indicated. Stop signs and "do not enter" sign is shown. Location of the property ID sign shall be shown. Will there be "reserved parking for residents only" signs? Signage remains to be addressed and shown on the plan.*

DRPILLA response:

The location of the property identification signage is indicated on the building elevations on Sheet A-200. The building address sign is proposed to be installed above the main parking garage entrance as well as

above the primary residential entrance to ensure clear visibility.

We remain open to adjusting the location and quantity of property identification signage as required by the Building Department and/or Fire Department to ensure compliance with applicable regulations.

“Reserved Parking – Residents Only” signage is anticipated to be provided; however, the final determination and placement will be coordinated with the building ownership during a subsequent phase of the project.

20. *A Stop sign has been added at the garage exit to avoid conflict with pedestrians. Sight lines from the parking garage to the sidewalk area, and S Broadway shall be provided.*

DRPILLA response:

Please refer to the architectural building section on Sheet A-300. A level landing is provided at the top of the parking garage ramp, adjacent to the exit, specifically designed to ensure clear and unobstructed sight lines to the sidewalk and South Broadway. This flat transition area allows drivers to safely observe pedestrian and vehicular activity prior to exiting the garage.

The design eliminates potential visibility constraints that could otherwise be caused by the ramp slope, thereby reducing conflicts with pedestrians and improving overall safety at the garage exit.

21. *A Lighting Plan has been re-submitted. The lighting levels provided are too high and in conflict with the Village code. Re-evaluation and resubmission is required.*

DRPILLA response:

Lighting plan was revised per Village Code requirements.

22. *The ADA ramp detail has been revised to conform with the most recent design standards 7.5% maximum slope for the ramp, and a 1.5% maximum slope of the landing area. Detail 17 on sheet C-202.00 is in conflict with the design standard stated in Note 27. Redesign of the ramp landing is needed.*

DRPILLA response:

The ramp landing has been updated to 5'-0" in width instead of 4'-0" to match the standard stated in Note 27.

23. *The concrete sidewalk and concrete driveway apron are within the ROW of South Broadway not over the structure. The concrete driveway apron shall be 6-inch minimum thickness, concrete sidewalk shall be 5-inch minimum thickness, and both 4000 psi concrete with WWW reinforcement.*

DRPILLA response:

The driveway apron detail has been added to C-201. Please see detail 11.

24. *Documentation will be required to be submitted to confirm that any contaminants discovered on site from the current use have been appropriately mitigated. This remains to be submitted.*

DRPILLA response:

Acknowledged. Documentation confirming that any on-site contaminants have been properly identified and remediated in accordance with applicable environmental regulations will be provided. This information will be submitted prior to permit issuance.

Sincerely,



Dominick R. Pilla, P.E., C.E., S.E., R.A., LEED AP