



Environmental, Planning, and Engineering Consultants

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ENGINEERING, TRAFFIC, & PLANNING REVIEW

Village of Port Chester, N.Y.

TITLE OF REVIEW: **140-150 WESTCHESTER AVENUE**
SITE PLAN APPLICATION
140-150 WESTCHESTER AVE. (SEC. 142.30, BLOCK 2,
LOTS 17 & 65)

ORIGINAL PLAN DATE: October 5, 2021

LATEST REVISION DATE: June 3 and June 6,
2022

DATE RECEIVED FROM PLANNING & ZONING: June 7, 2022

DATE OF MEMO: **June 23, 2022**

Forward to the Department of Planning & Economic Development

COMMENTS AND RECOMMENDATIONS:

1. **Scope of Work Description:** The site is located within the CD-6 (Urban Center) District comprised of three lots fronting Pearl Street, Westchester Avenue, and New Broad Street. The Applicant proposes to construct a new 12-story mixed-use development with 223 residential units (98 studios, 87 one-bedroom, and 38 two-bedroom), 7,244 square feet of commercial space, and 112 parking spaces. The Applicant proposes two curb cuts: one driveway on New Broad Street; and one driveway on Pearl Street for an off-street loading area. Whereas the previous submission included a pocket park, this is no longer included in the latest site plan.
2. **Documentation Submittals:**
 - a. The Applicant made a site plan application on October 5, 2021, supplemented on November 12, 2021, February 24, 2022, and May 4, 2022. AKRF provided review memoranda on those submissions, dated October 18, 2021, November 23, 2021, January 14, 2022, February 24, 2022, and May 19, 2022.
 - b. On June 7, 2022, the Applicant provided the following supplementary materials:
 - i. Comment responses prepared by Cuddy & Feder, dated June 7, 2022;

- ii. Architectural Site Plans prepared by Lessard Design, revised June 6, 2022;
- iii. Engineering Site Plans prepared by Hudson Engineering and Consulting, LLC, revised June 3, 2022;
- iv. Landscape Plan prepared by Environmental Land Solutions, LLC, revised June 2, 2022;
- v. Construction Logistics Narrative prepared by Lasberg Construction Associates, Inc., dated June 6, 2022;
- vi. Flow Monitoring Report prepared by Cook, dated April through May 2022;
- vii. Stormwater Pollution Prevention Plan & Drainage Analysis prepared by Hudson Engineering and Consulting, LLC, revised June 3, 2022;
- viii. Willingness to Serve letter from Suez, dated May 12, 2022;
- ix. Pearl Street Loading Area Operations Narrative;
- x. Truck turning diagrams (Figures TM-05, TM-06) prepared by DTS Provident Engineering Design, dated June 2022;
- xi. Letter from the New York State Office of Parks, Recreation and Historic Preservation Division for Historic Preservation, dated April 27, 2022;
- xii. Structural Narrative prepared by Christie Engineering, PC; dated May 31, 2022; and
- xiii. Revised Geotechnical Investigation and Report prepared by SESI Consulting Engineers, dated June 3, 2022.

3. **Engineering Comments:**

Provided by Justin Seeney, PE & John Montgomery, PE

- a. Sanitary: Applicant has provided data from completed sanitary flow monitoring. Applicant shall also provide an analysis demonstrating the extent to which sanitary sewer mains have the capacity to accept flow from the development. Calculate the depth of flow in existing sewers based on the peak sanitary flow from the proposed development.
- b. Electric
 - i. Written correspondence from the Fire Department is required to confirm suitability of Applicants plans with respect to overhead wire relocation, specifically regarding existing overhead wires to remain on New Broad Street. AKRF acknowledges Applicant's response that written correspondence has been requested from the Fire Department but has not yet been received to date.
- c. Grading
 - i. Additional spot grades are required at curb ramps to demonstrate slopes for the landings meet ADA standards.
- d. Lighting Plan:
 - i. Photometric analysis exceeds maximum footcandles for a CD 6 zone in some locations while in other locations the minimum footcandles for a CD 6 zone are not met. Revise lighting plan.

- ii. Coordinate proposed light pole locations between architectural and civil plans.
- iii. Proposed light pole at corner of New Broad Street and Westchester Avenue conflicts with an existing pull box. Applicant to address.
- e. Landscaping Plan: Applicant proposes to install street trees with a flexible pavement system above instead of tree grates.

4. **Traffic Comments:**

Provided by Michael Beattie, PE, PTOE & Elaine Du, PE

a. Loading and Site Access

- i. The proposed Pearl Street loading area would be utilized for trash pickup, commercial deliveries, and residential moving – approximately two truck pickups per week, two commercial deliveries per week, and two moving trucks per week. The Applicant anticipates that on average, less than one truck per day would utilize the Pearl Street loading area. It should be noted that the trucks may overlap on certain days, but would still occur infrequently and is not anticipated to impact traffic operations along Pearl Street. It is anticipated that fewer vehicles would be generated at the Pearl Street driveway compared to the existing conditions.
- ii. The Applicant should consider enforcing hours for residential and commercial deliveries during off-peak hours (i.e., between 9:30 AM and 3:30 PM on weekdays).
- iii. Residential deliveries, which are typically sprinter vans and box trucks, would primarily occur internal to the building garage accessed from New Broad Street. Figure TM-05 prepared by DTS Provident shows a 17-foot-long sprinter van maneuvering through the first floor of the parking garage to make deliveries. The figure shows that a sprinter van would conflict with an accessible parking space while maneuvering through the garage. The Applicant should consider relocating the accessible parking space. Additionally, trucks utilized by carriers such as UPS and FedEx typically measure approximately 22 to 26 feet long. The Applicant should provide a truck turning diagram showing a box truck maneuvering through the garage.
- iv. Sheet SD-1 of the site plans has been revised to show a second stop bar adjacent to the Broad Street municipal parking lot. This stop bar provides better access control at the site driveway.

b. Pedestrian Access

- i. The Applicant has committed to implementing various pedestrian improvements at the Broad Street & Westchester Avenue and Pearl Street & Westchester Avenue intersections, including restriping crosswalks, improving pedestrian ramps, and improving or removing the substandard traffic signal head at the Broad Street & Westchester Avenue intersection.

c. Construction Traffic

- i. Provide the Construction Logistics Plan diagram, as referenced in the Construction Logistics Narrative document dated June 6, 2022.
- ii. The sidewalk closures along the Pearl Street, Westchester Avenue, and New Broad Street site frontages are anticipated to last approximately 20 to 26 months. Because of the site's proximity to the Metro-North station, the

Applicant should include temporary ramps and consider temporary rectangular rapid flashing beacons (RRFB) at the temporary crosswalks.

- iii. Roadway and lane closures should be avoided along Westchester Avenue. Closures along Pearl Street and Broad Street should be limited, and one moving lane in each direction should be provided at all times.
- iv. Construction closures between the 140-150 Westchester Avenue and 28 Pearl Street developments should be coordinated to ensure that sidewalk and roadway closures are not conflicting.

5. **Planning Comments:**

Provided by Peter Ferroe, AICP

- a. Property Owner Authorization: Authorization from the owners of the parcels included in the Project Site were provided. With respect to the authorization granted by 140 Owners LLC (owner of tax parcel 142.30-2-6), the authorization states that if their authorization for the contract vendee to make the site plan application would supersede their existing applications and approvals, their consent is revoked. The Village Attorney should opine on this matter.
- b. General Zoning Compliance: The applicant has applied to the Zoning Board of Appeals for variances related to the number of curb cuts (2) and the location of a driveway security grille. The Planning commission, as SEQRA lead agency must issue a determination of significance prior to the ZBA acting on the variance applications. The Planning Commission may not take action on the Site Plan until the variances are granted, or conforming plans are presented.
- c. Westchester Avenue Frontage: The Applicant provided an enlargement of the Westchester Avenue streetfrontage. The enlargement shows a “stepped” shopfront façade along Westchester Avenue from New Broad to Pearl. However, the commercial space on the C1 level (el. 29) should be better explained. It appears to only be accessed indirectly from the main building/residential lobby on New Broad. Further, there is an elevator lobby shown specific to that space that does not appear on adjacent floors. What is the intended/potential uses of this space? How would it be accessed? Would this space directly engage the street level on Westchester Avenue?
- d. SEQRA: In addition to the other substantive site plan comments, the following items shall be reviewed during the Project’s SEQRA review.
 - i. Historic Resources: A portion of Project Site is located within the State-National Register (S/NR) eligible “Port Chester Commercial Historic District,” though the buildings have been identified as non-contributing to the District. In addition, two S/NR listed properties are adjacent to the Project Site, the Capitol Theatre and St. Peter’s Church. In a letter dated April 27, 2022, OPRHP noted that the project’s design “are incompatible with the historic district and the [Capitol] theater.” OPRHP further opined that construction on this site “should be no more than three stories.” If the project requires state or federal permits or approvals, the project would be reviewed by OPRHP under the state and or federal historic preservation statutes. Similar comments have been provided by OPRHP with respect to other proximate proposals.

- ii. Excavation: The Applicant provided information regarding the proposed excavation. In a letter, the Applicant's geotechnical engineer stated that rock removal of more than 25 feet in depth would be required in some areas and that blasting and or hammering "should be anticipated." The extensive excavation will require surveys of adjacent structures prior to excavation, measures to monitor and limit vibration, and potentially measures to underpin adjacent buildings and retaining walls. The same letter also recommended supplementary investigations of the existing retaining wall to the southwest.

RESUBMISSION GUIDELINES

Revised submissions should be made to both the Port Chester Department of Planning & Economic Development and to AKRF.

- Electronic copies are to be sent to:
 - The Village Planning Department at planning@portchesterny.gov and/or via Village Dropbox (pre-arranged with Village); AND
 - AKRF at portchester@akrf.com.
- Hard copy submissions should be sent to:
 - The Village Planning Department (ten complete copies); and
 - AKRF, as follows:
 - One copy of plans, letters, SWPPP, Sewer/water studies to Justin Seeney at AKRF, 440 Park Avenue South, 7th Floor, NY, NY 10016
 - One copy of plans, letters, non-engineering reports, Traffic impact studies and parking analyses to Peter Feroe at AKRF, 34 South Broadway, Suite 300, White Plains, NY, 10601.

Submissions are due twenty (20) days prior to the Planning Commission meeting. Failure to follow the submission guidelines may result in an inability of Village staff and consultants to review the submission and, potentially, an inability to appear on the Planning Commission agenda.

Please note that upon submission of revised documents, further review and comment may be provided. Subsequent submissions should be accompanied by a letter from the Applicant including itemized responses to each comment. Omission of said letter may result in an inability to review subsequent submissions.

The above comments represent our professional opinion and judgement, but may not necessarily, in all cases, reflect the opinion of the Planning Commission.