MEMORANDUM NO. 1

To:	Mayor Steven A. Vescio and the Village Board of Trustees Village of Briarcliff Manor
From:	Brian Dempsey, P.E., PTOE, RSP1
Subject:	Traffic Review JAM 555 Storage, LLC – Special Permit Application Village of Briarcliff Manor, NY
Date:	July 31, 2024
Project No.:	1140

DTS Provident Design Engineering, LLP (DTS Provident), on behalf of the Village of Briarcliff Manor, has performed an initial review the proposed JAM 555 Storage, LLC Special Permit Application from a Traffic standpoint. The project is to redevelop a soon to be vacant office building (approximately 47,790 sf) to self-storage (391 units). While the Site Plans list 47,790 sf, the Traffic Study lists 55,821 sf. While this will not change the Traffic Findings and the volumes do not need to be recalculated, the actual square-footage should be clarified. To perform the review, DTS Provident performed a Site visit and reviewed the Application's documents.

There is some public transportation in the vicinity of the Site. The Westchester County BeeLine Bus Route 19 travels past the Site with nearby stops at Buckhout Road and Briarcliff High School. There is a sidewalk on the east side of Pleasantville Road but none on the west side at the Site.

The physical modifications to the Site and will be limited and consist of mainly striping changes.

Pleasantville Road in this area is under the jurisdiction of Westchester County. The NYSDOT classifies the road as a Minor Arterial (Functional Class 16), which is a higher jurisdiction than a Collector Road.

Traffic

A Traffic Study was prepared for the Project. Pleasantville Road in this area does experience some temporary back-ups during the drop-off and pick-up periods of Briarcliff High School/Middle School. From a traffic volume/capacity viewpoint, the Self-Storage Facility will generate minimal traffic (5 vehicles in Weekday Peak AM Hour, 8 trips in Weekday Peak PM Hour and 11 trips in

Saturday Peak Hour) compared to the office building (when occupied) and will not have a significant traffic impact, as there will be less traffic compared to when the office building was occupied.

Even though it is an existing driveway, the Applicant should discuss the operation of the Site Driveway regarding the grades, sight distance and crash history. The Traffic Study states that there is adequate Stopping Sight Distance provided for trucks based upon speed surveys. The Posted Speed Limit is 30 mph. The Sight Distance for automobiles should also be provided. The key sight distance would be looking left for an automobile turning out of the Site Driveway.

The Crash History of the two Site Driveways should be reviewed to see if there has been an issue here.

Parking

The Site Plan lists that there are 341 parking spaces provided currently, which will be reduced to 332 spaces with the Project. However, these numbers appear to be for the entire Site, not just the one building. There are approximately 136 spaces around the subject building, excluding 9 parking spaces to he removed (the Traffic Study estimated 11 spaces to be removed) for truck turning and loading. It should be stated how many of these parking spaces are going to be used by the other office building.

Only two ADA parking spaces are shown. More ADA spaces would be required based upon the number of parking spaces at the building, although two is appropriate for the number of parking spaces required. It also lists that 192 parking spaces are required by the Village Zoning Code based upon "Business Office" for the Existing Office Space. As Self Storage does not have a defined number parking requirement in the Village Code, they estimated 12 parking spaces being required based upon the Institute of Transportation Engineers (ITE). This is an appropriate amount. There is significantly more than sufficient parking in the area around the building to support the Self-Storage facility.

Trucks and Truck Loading/Unloading

The Applicants states that the largest trucks expected ate SU-30's. A Truck Circulation Plan was provided that illustrated that this size truck can appropriately circulate through the Site. However, although there is significant room in the rear of the building, more information should be provided on the Site Plans to clarify where trucks will park to unload, the size of the loading areas, and can the truck still circulate and exit if more than one truck is unloading at the same time? Some more information should be provided regarding the loaded areas including the location of ramps, height

of docks, types of doors, etc.

Additional Items

At the initial Hearing, there was a mention that the parking lot in the northeast corner would be modified to connect the rear parking area. Is this still planned?

The Applicant has stated that it will generally not be used for commercial/contactor storage. There will also be no outside long-term parking of trucks, boats, equipment, etc.

There are some residences near the Site. The days and hours of the facility need to be clarified including when the building is staffed and when patrons can utilize the key code to enter. Is there a way the rear of the Site could be configured so that trucks can unload and then exit the site without the trucks backing up (and thus not beeping) late at night or early in the morning?

Wayfinding signs should be considered to the building and loading area.

MUTCD-compliant Stop signs and Stop bars should be placed at the end of the Site Driveways.

The grade of the Site Driveway should be provided.

This memo reflects DTS Provident's Professional Review and Comments but may not reflect those of the Village. The above comments may not be all inclusive; DTS Provident may be required to provide additional comments based on subsequent reviews of revised and/or supplemental documents submitted by the Applicant for the purpose of obtaining approval from the Village.

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