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# Memorandum

To: Chairman James Bonanno and Members of the Planning Board

cc: Noelle Wolfson; Carol Pinto

From: Philip J. Grealy, Ph.D., P.E.

Date: May 21, 2024

Subject: 203 Beech Street – 8 Lot Subdivision, Town of Eastchester

Project No.: 22002631A

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We have reviewed the submission from Zarin & Steinmetz LLP dated May 7, 2024 including the DTS-Provident Traffic Analysis memorandum dated May 1, 2024, the site plan set prepared by Hudson Engineering & Consulting, P.C. revision dated May 7, 2024 and a stormwater memorandum dated May 7, 2024 prepared by Hudson Engineering for the above referenced project. The following are our comments:

## Plan Comments

- The plans have been revised to reflect the primary access to Highland Avenue and the project size has been increased from 8 to 11 lots plus the unbuildable lots used for stormwater management. Only two lots with individual driveways will be accessed from Beech Street with no through connection to the remainder of the subdivision.

- The site plans include a series of turning truck diagrams indicating that the cul-de-sac can accommodate the fire truck/ladder truck. It also indicates the ability to provide eight (8) on-street parking spaces in addition to the driveway parking capacity for each individual lot. As indicated on the plans, 8 lots will be accessed from the cul-de-sac and 1 lot will have its own driveway to Highland Avenue. The truck turning diagrams appear reasonable but should be reviewed by the Fire Department and Emergency Services to ensure that these address their requirements.

- As we requested, sight distances are shown for the proposed access connection to Highland Avenue, which indicates that adequate sight distances will be obtained at this entrance location. Note that on the two lots closest to Highland Avenue, some sight distance easements should be provided to the Town to ensure that these sight lines will be maintained. Note that the sight distance information is shown on Plans SD-1 through SD-5 and include both horizontal and vertical profiles.

- An access road profile indicating the proposed grades has been provided as requested.

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## EAF

We have no comments on the transportation related section of the EAF.

## DTS-Provident Memorandum

### Access

The plans depict the proposed access configuration and appropriate information is provided on sight distance and other aspects as prepared by Hudson Engineering.

### Trip Generation

The trip estimates shown in Table No. 1 represent a reasonable summary of peak hour trip generation for the development size.

### Traffic Volumes

The Applicant's engineer had supplemented previous traffic counts that they had studied with an updated count along Highland Avenue collected during April 2024 to confirm the base traffic volumes. Based on this information, the traffic volumes used in the analysis are reasonable to reflect peak hour conditions.

### Capacity Analysis/Levels of Service

The Applicant has provided a capacity analysis for the proposed access connection to Highland Avenue and it indicates that acceptable Levels of Service will be obtained during peak periods.

### Bus Stops

The Applicant has provided information and observations on school bus stops along Highland Avenue as requested.

### Highland Avenue Signage

Comment addressed.

### Parking Along Cul-de-Sac

As shown on the plan prepared by Hudson Engineering, 8 on-street parking spaces will be provided on the cul-de-sac road in addition to the standard driveway parking. This should be adequate to accommodate typical guest parking.

### Sight Distance

As indicated on the site plans, adequate sight distance will be provided at the cul-de-sac entrance. As previously noted, some vegetation will need to be cleared and a sight line easement should be provided for the front two lots.

Crash Data

Recent crash data that was collected for the last 5 years was obtained and summarized. No further comments.

Centerline Distance to Adjacent Streets

No further comments.

We have no further comments on the traffic memorandum. Note that the amount of traffic added from the two lots accessing Beech Street will have a minor traffic volume increase. The Planning Board should decide whether any of the previous recommendations along Beech Street relative to potential signing and striping modifications should be implemented.

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