Plattsburgh, NewYork

Building and Zoning Department
41 City Hall Place
Plattsburgh, New York 12901
Ph: (518) 563-7707
Fax: (518) 563-6426

PROCEDURE IN APPEALING THE ZONING ORDINANCE
SPECIAL USE PERMIT

DEADLINE FOR FILING APPLICATION December 20, 2019

ZONING BOARD MEETING DATE January 20, 2020

The Zoning Board of Appeals has been empowered to hear and decide all appeals to the Zoning Ordinance and to do so the Board holds public meetings once a month.

The attached appeal application must be completely filled out and returned to the office for action by the Zoning Board of Appeals at their monthly meeting. The filing fee for said application is as follows:

One and Two-family dwellings -	$100.00
Multiple Dwellings	$150.00
Commercial Properties	$150.00

All checks should be made payable to the "City Clerk". In order for your appeal to be heard in the same month you apply, the appeal form and fee must be received by this office three weeks prior to the scheduled meeting of the Zoning Board of Appeals. All applicants or their representatives should attend the Zoning Board of Appeals Public Meeting of their appeal to answer any questions the Board may have regarding their request.

In filling out the form, please be specific and supply the Zoning Board of Appeals with all the necessary information requested on the form. If you are requesting a Variance from the Ordinance, you must detail why the literal enforcement of the ordinance will produce an undue hardship, while the variance requested will adhere to property is no proof of hardship within the purpose of zoning. In addition to the above, an applicant must submit adequate drawings and a site plan of all requests which will involve any construction, alterations, or physical change of their property. **THIRTEEN (13) copies of the application and THE ORIGINAL APPLICATION, of drawings and site plans are required** (we recommend the plans be approved before the THIRTEEN (13) copies are made).

Before the Zoning Board of Appeals may hear and decide your appeal, this office must first:

1. Publish the request in three successive issued of the Press-Republican newspaper not less than five nor more than ten (10) days before the hearings.
2. Notify, by letter, all property owners within 500 feet of the appeal property location of your request.

This office is responsible for implementing the above requirements.

If there are any questions, please feel free to contact this office.
Thank you for your cooperation.

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_____USE — CLASS A VARIANCE
_____AREA — CLASS B VARIANCE
✓ SUP — SPECIAL USE PERMIT

Date: 12/19/19 Appeal No.:_____

An application is hereby made to the Zoning Board of Appeals pursuant to the City of Plattsburgh Zoning Ordinance for a variance to allow the property use as herein described.

Applicant: City of Plattsburgh

Applicant's Address: 41 City Hall Place
Plattsburgh, NY 12901

Telephone No.: 518-536-7520

Parcel Identification: 207.20-7-15

Location of Request: Durkee St.

Property Owner: City of Plattsburgh

Request Description: Special Use Permit to amend boundaries of existing Planned Unit Development

Zoning District:

Section Appealed: 360-31 (Special Use Permits)

Previous Appeal: No.:_____ Date: _____

Identify Applicant's Right to Apply for Variance:

Ownership: ✓ Long Term Lease: _____ Contract To Purchase: _____

Other (Please Explain): _____

Applications for Zoning Variances must be accompanied by:
13 copies of existing and proposed site plan
13 copies of existing and proposed floor plan

The Zoning Board of Appeals may impose reasonable conditions and restrictions on the grant of area and use variances provided they are directly related to and incidental to the proposed use of the property. Such conditions shall be consistent with the spirit and intent of the zoning law, and shall be imposed for the purpose of minimizing any adverse impact such variance may have on the neighborhood or community.

*M Miller
Signature (Owner/Applicant)
Mathew Miller
Print First and Last Name

Shelise A. Marbut
Notary Public
SHELISE A. MARBUT
NOTARY PUBLIC, STATE OF NEW YORK
NO. 01MA6365804
QUALIFIED IN CLINTON COUNTY
COMMISSION EXPIRES OCTOBER 16, 2021

*Signatures other than the Property Owner, require a Letter of Authorization to apply.

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Applicant: City of Plattsburgh

Applicant's Address: 41 City Hall Place
Plattsburgh, NY 12901

Telephone No.: 518-536-7520

Parcel Identification: 207.20-7-15

Location of Request: Durkee St.

Property Owner: City of Plattsburgh

Request Description: Special Use Permit for use of apartments on the first floor of a multistory building within a Planned Unit Development

Zoning District:

Section Appealed: 360-31 (Special Use Permits)

Previous Appeal: No.:_____ Date: _____

Identify Applicant's Right to Apply for Variance:

Ownership: ✓ Long Term Lease: _____ Contract To Purchase: _____

Other (Please Explain): _____

Applications for Zoning Variances must be accompanied by:
13 copies of existing and proposed site plan
13 copies of existing and proposed floor plan

The Zoning Board of Appeals may impose reasonable conditions and restrictions on the grant of area and use variances provided they are directly related to and incidental to the proposed use of the property. Such conditions shall be consistent with the spirit and intent of the zoning law, and shall be imposed for the purpose of minimizing any adverse impact such variance may have on the neighborhood or community.

* [signature]
Signature (Owner/Applicant)
Mathew Miller
Print First and Last Name

Shelise A. Marbut
Notary Public

SHELISE A. MARBUT
NOTARY PUBLIC, STATE OF NEW YORK
NO. 01MA6365804
QUALIFIED IN CLINTON COUNTY
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Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Durkee Street Mixed Use Development		
Project Location (describe, and attach a general location map): The Durkee Street Parking Lot, Plattsburgh, New York - Tax ID: 207.20-7-15		
Brief Description of Proposed Action (include purpose or need): The Durkee Street Mixed Use Development project consists of one five story building with below grade parking and the redevelopment of the 5,800 sf Farmers' Market building, which includes 3,400 sf of commercial/restaurant space and 2,400 sf of civic space (the "Project"). The five story building will have 115 residential units (52 one-bedroom, 59 two-bedroom, 4 three-bedroom). Within the lot, there will be 286 parking spaces (86 in the surface lot, 35 spaces in the courtyard, and 165 spaces in the below grade lot beneath the building). The Project site, tax lot 207.20-7-15, is currently owned by the City of Plattsburgh. To facilitate the Project, the City of Plattsburgh will also be seeking a minor subdivision and a Planned Unit Development ("PUD") subdivision pursuant to Zoning Code Section 360-21. Once subdivided, Prime will purchase from the City the lands that will comprise the Durkee Street Mixed Use Development, a portion of tax lot 207.20-7-15, which will be approximately 2.8-acres in downtown Plattsburgh, NY. The Project site is in the Commercial "C" zoning district and is currently within an existing PUD. As part of the Project, the City will be seeking the following special use permits from the City Zoning Board of Appeals ("ZBA"): 1) PUD amendment and 2) residential units on the first floor of a building within a PUD. In addition, the City will be seeking a minor subdivision and a PUD subdivision approval from the Planning Board, which will also request that certain zoning area and bulk deviations be made under the authority set forth in Zoning Code Section 360-21. Concurrently, Prime will be seeking site plan approval from the Planning Board for the specific Durkee Street Mixed Use Development project. The Project it bound by Durkee Street to the west, Bridge Street to the north, the Saranac River to the east, and an existing office building to the south. In addition to the buildings, the project will provide on-grade parking as well as an open space corridor to connect Durkee Street to a new pedestrian Riverwalk (by others). The site is being developed in response to an RFP from the City of Plattsburgh entitled "Mixed-Use Development Opportunity for the Durkee Street Site in Downtown Plattsburgh". The City has commenced the SEQRA process by requiring that a Generic Environmental Impact Statement be prepared to assess the potential impacts of the Project and related improvements.		
Name of Applicant/Sponsor: Prime Plattsburgh, LLC	Telephone: (518) 785-9000 ext. 126 E-Mail: tcurley@CBCPrime.net	
Address: 621 Columbia Street		
City/PO: Cohoes	State: New York	Zip Code: 12047
Project Contact (if not same as sponsor; give name and title/role): McFarland Johnson - Turner Bradford, PE (Agent for Applicant)	Telephone: (518) 580-9380 E-Mail: tbradford@mjinc.com	
Address: 60 Railroad Place, Suite 402		
City/PO: Saratoga Springs	State: New York	Zip Code: 12866
Property Owner (if not same as sponsor): City of Plattsburgh	Telephone: (518) 563-7702 E-Mail:	
Address: 41 City Hall Place		
City/PO: Plattsburgh	State: New York	Zip Code: 12901

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes☐No	City of Plattsburgh - SEQRA (GEIS), Termination of GML Redevelopment Plan, Disposition of City-owned property and related easements, Development Agreement	02/01/2019
b. City, Town or Village Planning Board or Commission ☑Yes☐No	City of Plattsburgh Applications - Minor Subdivision, PUD Amendments, Prime Applications - Site Plan	11/29/2019
c. City, Town or Village Zoning Board of Appeals ☑Yes☐No	City of Plattsburgh - Special Use Permit PUD, Special Use Permit - Residential on first floor	12/20/2019
d. Other local agencies ☐Yes☐No	City of Plattsburgh DPW - Highway Work Permit for Non-Utility Work, Highway Work Permit for Utility Work, Water, Electric, Sewer Connections	02/01/2019
e. County agencies ☑Yes☐No	Clinton County Planning Board - GML Referral, Clinton County Industrial Development Agency - Payment in Lieu of Taxes (PILOT) approval	Clinton County Planning Board - 11/29/2019 Clinton County IDA - 02/01/2019
f. Regional agencies ☐Yes☐No		
g. State agencies ☑Yes☐No	NYSDEC - SPDES General Permit GP-0-15-002 NYSOPRHP - Consultant pursuant to Section 14.09	02/01/2019
h. Federal agencies ☐Yes☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☐No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes☐No

If Yes, identify the plan(s):

Remediaton Sites:E510020

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes☐No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
PUD - Planned Unit Development
C - Commercial

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? Note: PUDs in the City of Plattsburgh are Special Use Permits not a typical zone change.

C.4. Existing community services.

a. In what school district is the project site located? Plattsburgh City School District

b. What police or other public protection forces serve the project site?
Plattsburgh City Police Department, Clinton County Sheriff, New York State Police

c. Which fire protection and emergency medical services serve the project site?
Plattsburgh City Fire Department

d. What parks serve the project site?
Plattsburgh City Parks

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Residential, Commercial, Retail, Restaurant, Civic

b. a. Total acreage of the site of the proposed action? 2.76 +/- acres
b. Total acreage to be physically disturbed? 2.76 +/- acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 4.66 +/- acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase	0	0	0	0
At completion of all phases	0	0	0	1 building (115 total units)

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 2

ii. Dimensions (in feet) of largest proposed structure: 65 height; 210 width; and 315 length

iii. Approximate extent of building space to be heated or cooled: 193,150 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☐ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify: _____

iii. If other than water, identify the type of impounded/contained liquids and their source. _____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☐ No

If Yes:

i. What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe. _____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☐ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No

If Yes, describe:

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No

If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No

If Yes:

i. Total anticipated water usage/demand per day: 29,640 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No

If Yes:

- Name of district or service area: City of Plattsburgh
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☐ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐ No

If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

v. If a public water supply will not be used, describe plans to provide water supply for the project:

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No

If Yes:

i. Total anticipated liquid waste generation per day: 29,640 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):

Typical residential, commercial, retail, restaurant sanitary wastewater.

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No

If Yes:

- Name of wastewater treatment plant to be used: Plattsburgh Water Pollution Control Plant
- Name of district: City of Plattsburgh Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No

- Do existing sewer lines serve the project site? ☑Yes☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes☑No

  If Yes:
  - Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes☐No

If Yes:
- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

61,420 Square feet or 1.41 acres (impervious surface)

43,995 Square feet or 1.01 acres (parcel size)

ii. Describe types of new point sources. Project will have permitted discharge points into the Saranac River. All existing discharge points from the current parking lot will be removed or abandoned as part of the project.

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

The water from the site will discharge into the Saranac River, required water quality treatment will be provided.

- If to surface waters, identify receiving water bodies or wetlands: Saranac River
- Will stormwater runoff flow to adjacent properties? ☐Yes☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes☐No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes☐No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☐No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend
☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: 390,000 kwh/year

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): City of Plattsburgh Municipal Lighting Department

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7am - 7pm
- Saturday: 7am - 7pm
- Sunday: N/A
- Holidays: N/A

ii. During Operations:

- Monday - Friday: Consistent w/ proposed commercial uses
- Saturday: Consistent w/ proposed commercial uses
- Sunday: Consistent w/ proposed commercial uses
- Holidays: Consistent w/ proposed commercial uses

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Noise levels will temporarily increase during construction periods as a result of the construction equipment. Upon completion of construction, noise levels will not exceed normal levels as no noise generating features are proposed.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☐ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Area lights on poles and wall mounted light fixtures. Lights will be directed to parking areas and pedestrian access ways.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☐ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☐ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☐ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: TBD tons per TBD (unit of time)
- Operation : 3.1 tons per day (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Recycling wood, paper, and cardboard
- Operation: Recycling paper, plastics, and cardboard

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: To be hauled off-site by a private hauler in a legal manner.
- Operation: To be hauled off-site by a private hauler in a legal manner.

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Municipal parking

ii. If mix of uses, generally describe:

The project is located in downtown Plattsburgh, an urban environment with commercial, retail, and residential uses around the site. There are also two municipal parks near the project site.

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	2.76 +/-	2.76 +/-	-
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☐ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

Stafford Middle School (Plattsburgh City School District), Saint Johns Academy (Pre-K through 6th grade Catholic School), YMCA Preschool, Plattsburgh State College Childcare

e. Does the project site contain an existing dam? ☐ Yes ☐ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

- ☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____
- ☑ Yes – Environmental Site Remediation database — Provide DEC ID number(s): E510020
- ☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): 510007, V00637, C510022, 510016, E510020

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

The groundwater on the site has been monitored over time and the DEC has deemed the site's groundwater no longer requires monitoring and the monitoring wells can be decommissioned.

v. Is the project site subject to an institutional control limiting property uses? ☐Yes☐No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐Yes☐No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? +/- 25 feet

b. Are there bedrock outcroppings on the project site? ☐Yes☐No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: Urban 100 %
_____ %
_____ %

d. What is the average depth to the water table on the project site? Average: 20 feet

e. Drainage status of project site soils: ☐ Well Drained: ____% of site
☑ Moderately Well Drained: 50 % of site
☑ Poorly Drained 50 % of site

f. Approximate proportion of proposed action site with slopes: ☑ 0-10%: 100 % of site
☐ 10-15%: ____% of site
☐ 15% or greater: ____% of site

g. Are there any unique geologic features on the project site? ☐Yes☑No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐Yes☑No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑Yes☐No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑Yes☐No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Saranac River Classification Class C
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐Yes☑No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐Yes☑No

j. Is the project site in the 100-year Floodplain? ☐Yes☑No

k. Is the project site in the 500-year Floodplain? ☐Yes☑No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑Yes☐No
If Yes:
i. Name of aquifer: Principal Aquifer

m. Identify the predominant wildlife species that occupy or use the project site:
Project Site is an urban parking lot and contains no predominant wildlife.

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation):
ii. Source(s) of description or evaluation:
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No
If Yes:
i. Species and listing (endangered or threatened):

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☑ Yes ☐ No
If Yes:
i. Species and listing:
Common Loon

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☐ No
If yes, give a brief description of how the proposed action may affect that use:

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☐ No
i. If Yes: acreage(s) on project site?
ii. Source(s) of soil rating(s):

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name:
ii. Basis for designation:
iii. Designating agency and date:

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

ii. Name: Eligible property:3-story/brick/commercial w/storefront, Eligible property:NAT COMM BANK & TRUST, Eligible property:C...

iii. Brief description of attributes on which listing is based:

Downtown Plattsburgh Historic District (Eligible District)

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s):

ii. Basis for identification:

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: (1) Cumberland Bay State Park, (2) Samuel Champlain Monument Park

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): (1) State park with lake access for campers and day users; (2) City park with lake access and walking paths

iii. Distance between project and resource: (1) 4 miles; (2) 1 mile miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation:

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Natalie Olivieri for Turner Bradford Date 12/06/2019

Signature Title Junior Engineer

PRINT FORM

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Plattsburgh

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Phone: 518-563-7642
cdo@cityofplattsburgh-ny.gov

February 21, 2020

Mr. Joe McMahon, Building Inspector
Mr. Ron Nolland, Chairman, Zoning Board of Appeals

Re: Plattsburgh Durkee Street Development

Dear Joe and Ron:

The City of Plattsburgh, as part of its Downtown Revitalization Initiative (DRI) award from the State of New York, is now moving forward with permitting for the redevelopment of the City owned Durkee Street lot bordered by Bridge, Durkee, and Broad Streets and the Saranac River. The redevelopment of the Durkee Street lot will involve approvals from both the City Planning Board and the City Zoning Board of Appeals (ZBA).

City Permitting

As part of this redevelopment, we have submitted several applications to the City Planning Board that include the following:

- *City Minor Subdivision application* – for a 2-lot subdivision that will formally separate the Broad Street parking lot from the rest of the Durkee Street site;
- *City Planned Unit Development (PUD) application* – for a 2-lot PUD; and
- *Prime Site Plan application* for Lot 2B within the PUD for the proposed Prime Plattsburgh Durkee Street Mixed-Use Development.

Additional supporting information for the Planning Board applications will be submitted for consideration at that board's March 2020 meeting.

The City has previously submitted Special Use Permit (SUP) applications along with supporting materials. In our current submission for consideration at the ZBA's March 2020 meeting,

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additional information in support of those SUP applications has been provided. These applications include the following:

- *SUP application* to replace the existing PUD with new PUD boundaries; and
- *SUP application* for the use of apartments on the first floor of a multistory building within a PUD. *See* Zoning Code – Schedule I, Schedule of Permitted Uses – Part B.

The City has submitted a single application packet to the ZBA for these two SUPs. Consideration of the PUD itself is the responsibility of the Planning Board. The ZBA is responsible only for reviewing the SUPs to replace the previously approved PUD (Zoning Code § 360-31).

SEQRA Process

The SEQRA process is being handled by the Common Council as lead agency. A Draft Generic Environmental Impact Statement (DGEIS) was prepared and deemed sufficient for public review and comment. A public hearing was conducted on December 9, 2019 and the public comment period for the DGEIS ended December 23, 2019. Following the close of the public comment period, all substantive comments received were addressed in a Final Generic Environmental Impact Statement (FGEIS) that was prepared and accepted as complete by the Common Council on January 30, 2020. A SEQRA Findings Statement was prepared and adopted by the Common Council on February 20, 2020.

Although a GEIS and related SEQRA Findings Statement have been issued, the Planning Board and the ZBA will need to make a SEQRA determination on the specific applications taking into consideration their involved agency status. These determinations should be made by the Planning Board for the Minor Subdivision action, the PUD Subdivision action, and for Prime's Site Plan and by the ZBA for the two SUPs. An Environmental Assessment Form ("EAF") and SEQRA narrative will accompany each application to guide the Board's review of each Project's potential environmental impacts and to utilize in its review and application of the Common Council's GEIS Findings Statement

In this instance, because of the comprehensive nature of the DGEIS, FGEIS, and Findings Statement, the Planning Board and ZBA may find that no further SEQRA review is required

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because the specific actions will be carried out in conformance with the conditions and thresholds established for such actions in the GEIS or its Findings Statement. In furtherance of the above, copies of the DGEIS, FGEIS, Findings Statement, and all other SEQRA materials have been submitted to the Planning Board and the ZBA for inclusion within their respective administrative records.

We look forward to working with you on the review of our applications to the ZBA.

Sincerely,

Matthew Miller
Director of Community Development

Attachments

CITY OF PLATTSBURGH
COMMUNITY DEVELOPMENT OFFICE

February 20, 2020

Ron Nolland
Zoning Board Chairman
City of Plattsburgh
41 City Hall Pl
Plattsburgh, NY 12901

Dear Mr. Nolland:

Please consider this letter to appoint McFarland Johnson, Inc. as an authorized representative of the City of Plattsburgh in relation to appeal number 2232 for a Special Use Permit before the Zoning Board of Appeals. This authorization permits McFarland Johnson to act for and on behalf of the City of Plattsburgh in responding to comments and questions regarding the proposed mixed-use development located at 22 Durkee Street as they relate to the Special Use Permit application.

The vast majority of comments and questions raised during the February 10th, 2020 public hearing for the application were in regard to the proposed mixed-use development to be located on the site. As the project engineer for Prime Plattsburgh, LLC, McFarland Johnson is the appropriate entity to respond to comments related to the specific project.

If the Zoning Board of Appeals has any concerns about the permission being granted by this letter, please contact me at MillerMa@cityofplattsburgh-ny.gov or the phone number listed below. Thank you for your attention to this notice.

Matthew Miller
Director of Community Development

(Encl.)

CC: Joseph McMahon, *Building Inspector*

MATTHEW MILLER, COMMUNITY DEVELOPMENT DIRECTOR
41 City Hall Place, Plattsburgh, NY 12901 · Phone: (518) 563-7642

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MEMORANDUM

To: Joe McMahon, Building Inspector
Ron Nolland, Chairman, Zoning Board of Appeals

From: Matthew Miller, City Director of Community Development
Gail Henderson-King, White + Burke

Re: City Application for Special Use Permits – Supplemental Materials
Durkee Lot Mixed Use Development (DLMUD)

Date: February 21, 2020

On behalf of the City of Plattsburgh, enclosed please find copies of the City's Special Use Permit applications and additional supporting materials for the Durkee Lot Mixed Use Development:

1. Special Use Permit application to replace the existing Durkee Street Planned Unit Development (PUD) with new PUD boundaries dated December 19, 2019.
2. Special Use Permit application for apartments on the first floor of a multistory building within the Durkee Street PUD dated December 19, 2019.
3. City's updated SUP application Project Narrative dated February 21, 2020 including letter from McFarland Johnson and associated documentation submitted in support of Prime Plattsburgh, LLC's request that an alternative method of calculating parking demand be utilized for the DLMUD dated February 4, 2020.
4. Prime Plattsburgh Development – SEQRA Involved Agency Narrative from Whiteman, Osterman & Hanna, LLP dated February 21, 2020.
5. City's updated PUD application Project Narrative dated February 3, 2020.
6. City's PUD permit application dated November 11, 2019.
7. Prime Plattsburgh, LLC Durkee Street Mixed Use Conceptual Site Plan and Basement Parking Plan C-01 prepared by McFarland Johnson dated November 2019.
8. Updated list of requested deviations from underlying zoning regulations within the proposed PUD dated February 3, 2020.

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9. Memorandum and associated documentation submitted in support of the City's overall parking plans for the downtown area dated February 20, 2020.
10. Draft floor plans for the DLMUD from Mackenzie Architects dated January 21, 2020.
11. Responses to public comments received during the SUP application public hearing held on February 10, 2020 from McFarland Johnson dated February 21, 2020. Associated documentation is also provided.
12. DLMUD Site Plan application and associated drawing set from McFarland Johnson dated February 3, 2020.

Please let us know if you need additional information.

Thank you.

City of Plattsburgh - Plattsburgh Durkee Street Development
City Application for Special Use Permits

Revised Project Narrative
February 21, 2020

This document reflects the changes that have been made to the original Special Use Permit narrative dated January 24, 2020 ("Supplemental SUP Narrative"). As discussed at the February 10, 2020 public hearing, the Project has undergone changes to its parking computation as a result of public input. Therefore, we have revised the Supplemental SUP Narrative's section related to "the provision for automobile parking or storage". Accordingly, the new section related to the provision for automobile parking or storage is noted below and further set forth in the public hearing comment response document at comment response #3.

III City Special Use Permit Review

The provision for automobile parking or storage

PUD Boundary SUP

Prime's Project would replace an auto-oriented use (a surface parking lot) with a pedestrian-oriented mixed-use development, which, in combination with the proposed improvements to the deteriorating riverwalk and adjacent Bridge and Durkee Streets, would bring more pedestrians to the site and to the waterfront. The proposed project will also include a 2,400-SF publicly-accessible civic space within an open-air pavilion with access from the new pedestrian walkway.

Per the City's Zoning Code, 317 spaces would need to be provided on-site for the residential and commercial components of the Project. However, in the DGEIS it is noted that the City's off-street parking requirements have not been updated in some time. Realizing that the City's off-street parking requirements do not currently reflect parking requirements in an urban setting, the City has the ability within the PUD regulations to deviate from the Zoning Code's parking requirements. Per City Code § 360-21, the Planning Board is authorized to allow deviations from parking requirements established in § 360-26 for a PUD where the applicant can demonstrate that another method of computation will adequately serve the proposed mixed or multiple use.

Such parking deviations may be based on support that examines a totality of the circumstance to ensure that the appropriate amount of off-street parking is provided in accordance with these findings. It has been noted in the SEQRA record that an abundance

of vacant parking areas within an urban setting can disrupt achieving a walkable community and commercial development in a downtown core. Furthermore, vacant parking areas is an eyesore that can obstruct commercial tenants from bringing their business to a downtown area.

As part of the PUD, the Project will be requesting an alternate calculation for parking demand in accordance with the Zoning Code Section 360-21. The Project is requesting a parking demand that is based upon the approved, constructed, and occupied parking demand from its most similar project that it has recently constructed.

The deviation being requested is:

Zoning Requirement – 317 off-street parking spaces
Parking Demand Based on Similar Development – 226
Proposed public parking spaces – 50
Off-Street Parking Provided – 286 (include an additional 10 spaces for Prime's Project).

This deviation is based on a similar project known as "The Hamlet" in Saratoga Springs, NY. The Hamlet consists of three mixed use buildings surrounding a courtyard surface parking lot with residential basement parking beneath one of the buildings. It was approved with the following parking demand:

Use	Calculation
Residential	1.5 per unit
Commercial/Retail/Restaurant	1 per 300 sf
Employee Parking	½ per employee 1 employee per 900 sf of comm/retail/restaurant

The approved cover sheet and site plan are provided as an attachment. The Hamlet has been operating for more than four years with the following uses: more than 10,800 sf of restaurant space; more than 20,000 sf of retail/commercial space; a more than 20,000 sf market; and 145 residential units. Within that time the Hamlet has not experienced a parking deficiency. It should be noted that while the Hamlet's use and layout is very similar to the DLMUD, it should be noted that the Hamlet's location is different. The Hamlet is not within the urban core of Saratoga Springs. There is no additional parking off-site that can be accessed by Hamlet users; if you cannot park on-site you cannot use the Hamlet. In addition, the Hamlet is not connected to a walkable community; virtually everyone who accesses the Hamlet is using an automobile to access it. For these two reasons the DLMUD's parking demand is expected to be less than the Hamlet's. Based

upon the information above, the project is confident that the proposed parking calculation is adequate to serve the proposed uses.

Information related to the example provided to the ZBA is annexed hereto as Exhibit A, which demonstrates that this alternate parking computation has been successfully implemented in a similar development.

Please note that the City of Plattsburgh Building Inspector has reviewed this revised parking computation and stated that "[b]ased on my review of this documentation, I concur with Prime's assessment that the method used to calculate the off-street parking requirements for The Hamlet, a method which has been shown to work effectively during the years since it was originally approved, is adequate for use in calculating the off-street parking requirements for the DLMUD. Per this method, it is my opinion that the provision of 226 spaces on-site is adequate to meeting the parking demand for the proposed DLMUD." *See* Exhibit B.

This parking calculation indicates that the need for the Project is 226 parking spaces. Prime will be supplying an additional 10 spaces above this demand. In addition, the 50 public spaces are still proposed to be included on the Project Site, brining the total parking spaces on the Project Site to 286 parking spaces.

Notwithstanding, please note the other similarly situated municipalities and their downtown parking requirements, which would require even less parking on the Project Site.

	Residential	Restaurant	Retail	Office	Code Section
Albany, Mixed Use, Downtown	0	0	0	0	Unified Sustainable Development Ordinance § E (1)(c)(ii)
Port Chester-Commercial Districts	0	0	0	0	Zoning Code § 345-14 (A)(3)

The City of Albany is a similarly situated urban environment currently going through a revitalization process that resulted in the adoption of a Unified Sustainable Development Ordinance. Similarly, the Village of Port Chester (which is an urban environmental along the Byram River in Westchester County) eliminated parking requirements in their downtown core area to facilitate a walkable community and spark a less vehicle dependent downtown area. This has been successfully implemented in the City of Albany and the Village of Port Chester in attracting urban mixed use development.

The existing, publicly accessible parking spaces located on the site will be relocated to several nearby downtown lots and public streets. The City anticipates that the majority

of these parking spaces will be operational prior to the start of construction of the proposed development. The DGEIS outlines and documents the new locations of these publicly accessible spaces. The City is implementing this parking relocation process as part of their Public Parking Plan.

Globally, throughout the City, the future parking public parking supply within the SAD is expected to decrease by a total of 20 spaces to 800. This represents a 2% reduction in the total parking supply. Please note the following analysis that is being considered as part of the SEQRA process:

Existing and Future Publicly Accessible Parking Supply within SAD

	Existing Public Supply[1]	Future Public Supply	Change in Public Supply
DSMPL (existing) / DLMUD (future)	289	50	-239
BSMPL	59	80[2,3]	+21
APMPP	0	103[3]	+103
Westelcom Park[5]	4	0	-4
Clinton County Lot	0	69[2,4]	+69
Court Street Lot	44[7]	44[7]	0
City Hall Place Lot	17[7]	17[7]	0
Off-Street Totals	***413***	***363***	***-50***
Durkee Street (Broad St. to Bridge St.)	15	53	+38
Bridge Street (Durkee St. to Peru St.)	32	38	+6
Court Street (north side from Margaret St. to Oak St.)	28	19	-9
Margaret Street (west side from Brinkerhoff St. to Division St.)	9	4	-5
On-Street Totals (All Streets within SAD)	***407***	***437[6]***	***+30***
Total On- and Off- Street Spaces	***820***	***800***	***-20***

Notes:
[1] Based on a parking supply survey conducted by the City of Plattsburgh's Community Development Office.
[2] Includes one motorcycle space.
[3] Reflects revised plan.
[4] Reflects additional information provided by Clinton County subsequent to issuance of the DGEIS.
[5] The four existing off-street parking spaces at Westelcom Park will be eliminated as part of the WPI.
[6] The nine fewer spaces on the north side of Court Street between Margaret and Oak Streets are due to adjustments to the Clinton County Lot and the loss of five spaces on the west side of Margaret Street between Brinkerhoff and Division Streets is due to construction of the proposed APMPP.
[7] Parking numbers reflect existing supply and have been updated to correct errors contained in the DGEIS.

To address the fact that the total parking supply within the SAD is expected to slightly decrease, public parking demand within the district was assessed to determine whether there would be an adequate parking supply in the future with approval of the proposed action. To determine the existing parking demand within the SAD, the City's Community

Development Office conducted 89 separate off-street parking lot counts of the City-owned lots within the SAD and 32 separate on-street parking counts of the entire SAD. Of these, 43 off-street counts and 29 on-street counts were conducted during the work week over the course of 6 months at various times of the day. The remaining counts were conducted on weekends and the utilization rates observed during these weekend counts were considerably less than those observed during the week. Those weekend counts have not been included in this analysis. The results of these extensive parking counts indicate an existing peak public parking demand of 542 spaces (with 278 available spaces) during the weekday 1:00 – 2:00 p.m. peak demand period. With 820 existing parking spaces within the SAD, this represents an existing public parking utilization rate of 66.1% (see below table).

Existing and Future Parking Utilization

	Public Parking Supply	Peak Public Parking Demand	Available Public Parking Spaces	Public Parking Utilization
Existing	820	542	278	66.1%
Future	800	542	258	67.8%
Change	-20	No change[1]	-20	+1.7%

Notes:
[1] As indicated in the DGEIS, all the DLMUD's parking demand could be fully accommodated on-site.

As described above, future parking supply within the SAD is expected to decrease by 20 spaces in the future with approval of the proposed action. No changes in public parking demand are anticipated, as all of the Prime Project parking demand could be fully accommodated on-site. Therefore, as presented in the table above, the public parking utilization within the SAD is expected to increase by 1.7% to 67.8% with approval of the proposed action, and there would continue to be 258 available public parking spaces during the weekday 1:00 – 2:00 p.m. peak demand period, with more spaces available at other times of the day and on weekends.

An abundance of vacant parking areas within an urban setting can disrupt achieving a walkable community and commercial development in a downtown core. Furthermore, vacant parking areas are an eyesore that can obstruct commercial tenants from bringing their business to a downtown area. Thus, the 67.8% parking utilization rate proposed as a result of the PUD SUP is adequate for the City's needs. It provides for appropriate parking, while not having an excess of vacant spaces.

As discussed in the DGEIS, the City caused a parking study to be conducted, which is part of the SEQRA process. In the fall of 2017, the City of Plattsburgh engaged Carl Walker Consulting ("Walker") to conduct a parking study ("Parking Study") for its downtown. During this study, an inventory and assessment of current parking conditions and an evaluation of current parking demand and patron service levels was completed.

As a component of the Parking Study, an evaluation of the potential impacts of displacing public parking as a result of a redevelopment of Prime's Project was conducted, and several parking management options were developed for the City to consider. The Parking Study explains that when parking use exceeds 90% is when users generally note limited availability of parking. Thus, because parking utilization rate as a result of the proposal is 67.8%, there is an adequate supply of parking provided.

Accordingly, the PUD SUP sought provides for the right amount of parking for the proposes uses. Please also note that the parking is being considered by the DGEIS, FGEIS and the Findings Statement, which will be incorporated into this application record.

Residential Units on First Floor SUP

The above analysis also demonstrated that the SUP for residential units on the first floor will have appropriate off-street parking. As noted above, in general, for all residential units Prime will be requesting from the Planning Board that 1.5 spaces per dwelling unit be provided. To this end, please note that Prime has 35 years of experience in the residential and hospitality industry including the management of over 2,000 residential units. Based upon a residential parking ratio of 1.5 spaces per 1 residential unit at a performing, comparable mixed-use building in a similar environment, Prime is confident it has the experience to project the needs and demand of its project.

Please also note that resident parking will be provided in the proposed underground garage, which will be completely secure from those not residing in the dwelling units.

Accordingly, the SUP for residential units on the first floor will not adversely impact off-street parking and not adverse impacts will result.

Exhibit A

Parking Request Information

McFarland Johnson
Innovative Solutions / Sustainable Results

60 Railroad Place • Suite 402 • Saratoga Springs, NY 12866
Phone: 518-580-9380 • Fax: 518-580-9383
www.mjinc.com

February 4, 2020

Joe McMahon
Building Inspector
City Hall - 1st Floor
41 City Hall Place
Plattsburgh, NY 12901

Re: Durkee Street Mixed Use Development (DSMUD): Parking Demand

Mr. McMahon,

In the DGEIS and FGEIS, it is noted that the City's off-street parking requirements have not been amended in some time. Therefore, as part of the above referenced project, pursuant to the City's Zoning Section 360-21 (D)(5)(d)(5) Planned Unit Development, Prime is requesting an alternate method of calculating parking demand as part of the PUD. As a part of this PUD process, the project would like to respectfully request your concurrence with the parking demand calculations below, which better reflect modern off-street parking requirements that are designed to facilitate a walkable downtown core.

This same alternative parking method was proposed, approved, and constructed by Prime on a project in northern New York State, which project includes the same uses as the DSMUD. This project has been occupied and operated by Prime for multiple years and has never experienced a parking deficiency. The referenced project extremely similar to the proposed DSMUD; It is a mixed used residential, commercial, retail, and restaurant development in Saratoga Springs, NY called "The Hamlet". The project has three buildings surrounding a central surface parking lot. One of the buildings contains 54 residential units with basement parking; and the other two are mixed use commercial, retail, and restaurant. Included in the restaurant space is more than 10,800 square feet of restaurant space including Kru Coffee, Smashburger, Urban Roots, and Gennaro's Pizza. The Hamlet's square foot uses are listed below:

BUILDING 1	
The Fresh Market	20,105 square feet
BUILDING 2	
Kru Coffee (manufacturing and restaurant)	3,232 square feet
Bennington Mattress	2,582 square feet
Smashburger	3,252 square feet
Charles Schwab	1,600 square feet
Gennaro's Pizza	2,093 square feet
Urban Roots	2,285 square feet
The Curtain Exchange	2,700 square feet
Saratoga Springs Nails	1,980 square feet

BUILDING 3

Coldwell Banker	4,807 square feet
Spa Garment Care	1,120 square feet
Trinity Construction	3,801 square feet
Pure Barre	1,504 square feet

The Hamlet's parking demand was based upon the following demand:

Use	Calculation
Residential	1.5 per unit
Commercial/Retail/Restaurant	1 per 300 sf
Employee Parking	½ per employee 1 employee per 900 sf of comm/retail/restaurant

Based upon this demand, the DSMUD will have the following parking calculation:

	Parking Demand Per PUD	
Use	Calculation	No. of Spaces
Residential	(1.5 per unit) x 115	173
Commercial	(1 Space per 300 sf) x 13,400 sf	45
Employee Parking	(1/2 Space per employee) x 15	8
	Total Demand	**226**

This would be compared to the project's parking demand calculated per the City's Zoning Code as follows:

	Parking Demand Per City Code	
Use	Calculation	No. of Spaces
Residential	(2 per DU for first 10) x 10 + (1.75 per DU over 10) x 105	204
Commercial	(1 Space per 250 sf) x 7,250 sf	29
Restaurant - Customer area	(1 per 50 sf) x 3,690 sf	74
Restaurant - Other Area	(1 per 250 sf) x 2,460 sf	10
	Total Demand	**317**

It should be noted that, aside from limited on street parking available, there is no additional off-site parking near the Hamlet to meet any demand beyond what the site is able to provide. In short, if a visitor cannot park on-site at the Hamlet, they will not be able to park. With this condition, over the course of more than four years, the Hamlet has not had a parking deficiency. This proposed alternative parking

method would meet the suggested parking utilization rate that is discussed in the DGEIS and FGEIS and therefore would not result in any adverse off-street parking impacts.

As part of this request it should be noted that the DSMUD is part of a New York State Downtown Revitalization Initiative (DRI) grant. The purpose of DRI grants in general, the City of Plattsburgh DRI grant, and the DSMUD specifically is to enhance the downtown urban core of the City by promoting modern walkable development that does not revolve around the automobile. To this end, please note that the proposed DSMUD project site is within the City of Plattsburgh's downtown core. Thus, residents and visitors will not be vehicle dependent and will utilize the development and related commercial amenities without vehicle travel. Compare the Hamlet in Saratoga Springs, which was developed outside of the City of Saratoga's downtown core (approximately .7 miles) and is therefore more of a vehicle dependent development. Thus, while the same parking method would be implemented for the DSMUD, because the DSMUD is located in the downtown core and therefore less vehicle dependent than the Hamlet, it can be expected that this parking method will provide more than enough parking for the DSMUD project, without creating unnecessary parking that wastes valuable space in the downtown core.

Based on the above, the proposed parking demand of 226 spaces is sufficient to meet the project's uses. If there is any additional information you need to assess this request, please let us know.

Sincerely,

Turner Bradford, PE
Project Engineer

encl:

cc: Matt Miller – Plattsburgh Community Development

The Hamlet at Saratoga Springs Development

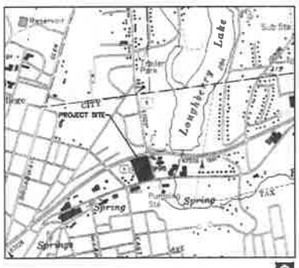
Excelsior Avenue Mixed Use Development

Amended Site Plan Application

46, 52, 56 Marion Avenue
Saratoga Springs, New York

October 3, 2013
Revised: November 15, 2013
Revised: September 18, 2014

Vicinity Map:
SCALE: NTS



Project Location Map:
SCALE: NTS

SITE STATISTICS

PROPOSED USE:	COMMERCIAL UPPER LEVEL (MARION) LOWER LEVEL (EXCELSIOR) RESIDENTIAL APARTMENTS: 54 UNITS
PARCEL SIZE:	4.46 ACRES
TAX MAP PARCEL NUMBER:	(166.30-2-1) - (166.30-2-11)
EXISTING ZONING:	I-5 NEIGHBORHOOD CENTER
FRONTAGE BUILD-OUT:	(MINIMUM 70%) 93% PROPOSED
BUILD-TO LINE ALL BUILDINGS FROM FRONTAGE LINE:	0 FT. TO 12 FT
SIDE SETBACK BUILDING 3:	0 FT MINIMUM
BUILDING HEIGHT:	50 FT MAX. HEIGHT 50 FT PROPOSED (BUILDING 3)

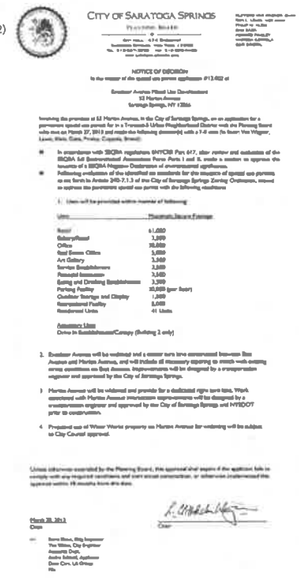
PARKING DEMAND	APPROVED				PROPOSED AMENDED			
AREA/USE	#UNITS/SEATS	REQUIREMENTS/ZONING	# REQUIRED	# PROVIDED	#UNITS/SEATS (REVISED 10/3/2013)	#REQUIRED (REVISED 10/3/2013)	#PROVIDED (REVISED 10/3/2013)	
APARTMENTS	41 UNITS	1.5/UNIT	62		54 UNITS	81		
COMMERCIAL								
BUILDING 1&2	40,000 SF	1/300 SF	134		40,000 SF	134		
BUILDING 3	13,707 SF	1/300 SF	46		14,287 SF	48		
EMPLOYEES	60±	1/2 EMPLOYEES	30		60±	30		
TOTAL REQUIRED			272			293		
TOTAL ON-SITE				275			286	
TOTAL STREET PARKING				11			11	
TOTAL PROVIDED				286			297	

CITY OF SARATOGA SPRINGS STANDARD NOTES

1. All work must conform to all Federal, State and City Codes, specifications, ordinances, rules and regulations.
2. The elevation base for the contours and benchmarks are based on the National Geodetic Vertical Datum, 1929.
3. All refuse, debris and miscellaneous items to be removed shall be legally disposed of off-site by the Contractor to a location approved by the City Engineer.
4. The Contractor must set up a pre-construction meeting with the City Engineer prior to any construction. Construction inspections by the Design Professional or a designated representative are required. The cost of the construction inspections is the responsibility of the Applicant/Developer. An escrow account to cover the cost of the proposed sitework must be established with the city prior to any construction.
5. The contractor must obtain a blasting permit from the Building Inspector if any blasting is required for the project.
6. The contractor must obtain a street opening permit issued by the Department of Public Works for any work in the street or right-of-way of any city street, road or alley.
7. All points of construction ingress or egress shall be maintained to prevent tracking or flowing of sediment or debris onto a public road.
8. No Certificate of Occupancy will be issued until all site work has been completed in accordance with the approved plans; and an as-built drawing has been prepared in accordance with the requirements of the City Engineer.
9. The applicant must verify that the proposed project can accommodate the turning movements of any fire truck that the fire department as designates.

SHEET INDEX:

COVER SHEET
SU-1 EXISTING CONDITIONS SURVEY
SU-2 LOT LINE ADJUSTMENT MAP
L-1 SITE DEMOLITION & PREPARATION PLAN
L-2 SITE LAYOUT PLAN
L-3 SITE GRADING AND DRAINAGE PLAN
L-4 EROSION AND SEDIMENT CONTROL PLAN (BLDG 1&2)
L-4.1 EROSION AND SEDIMENT CONTROL PLAN (BLDG 3)
L-5 SITE UTILITIES PLAN
L-6 SITE LANDSCAPING PLAN
L-7 SITE LIGHTING PLAN
L-8 SITE DETAILS
L-9 SITE DETAILS
L-10 SITE DETAILS
L-11 UTILITY DETAILS
L-12 STORMWATER DETAILS
L-13 STORMWATER DETAILS



CITY OF SARATOGA SPRINGS
Planning Board

NOTICE OF DECISION

Excelsior Avenue Mixed Use Development
52 Marion Avenue
Saratoga Springs, NY 12866

March 20, 2014
Date

Chair

Approved Project
Planning Board # 13.006.1

Assessor
Approved under authority of a resolution adopted _____ by the Planning Board of the City of Saratoga Springs.
_____ Chairperson
Date Signed _____

Applicant/Owner:
Prime Beechwood, LLC
621 Columbia Street
Cohoes, NY 12047

Prepared By:
the LA group
Landscape Architecture and Engineering, P.C.
48 Long Alley
Saratoga Springs
New York 12866
518/581-0030
Fax/581-0039

Architect:
balzer tuck architecture pllc
468 broadway
Saratoga Springs, NY 12866
p 518-580-8818

Schopfer Architects, LLP
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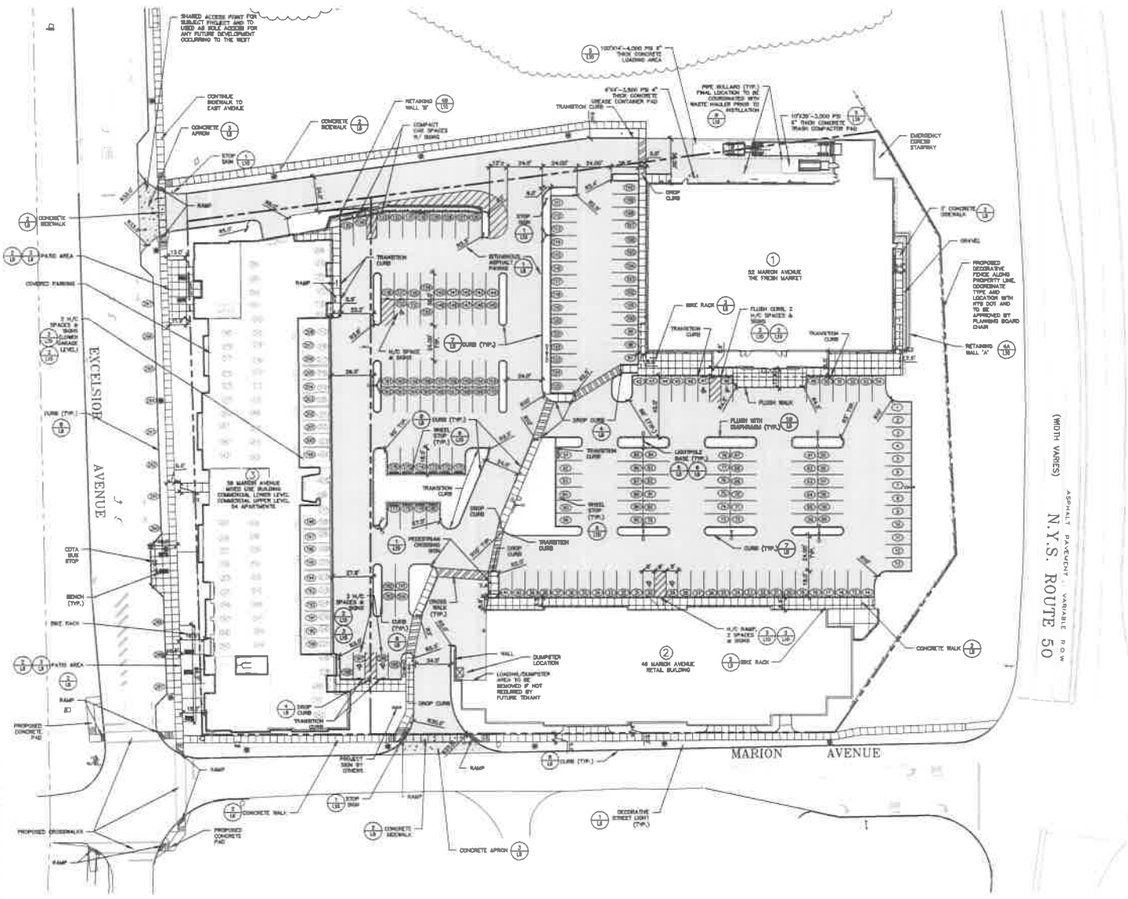
Syracuse, NY 13203
P: 315-474-6501
F: 315-474-1922



LAYOUT NOTES

1. ALL LINES AND DIMENSIONS ARE PARALLEL OR PERPENDICULAR TO THE PROPERTY LINE FROM WHICH THEY ARE MEASURED UNLESS OTHERWISE INDICATED.
2. ALL LINE AND GRADE PER DRAWINGS SHALL BE LAID OUT BY A NEW YORK STATE REGISTERED CIVIL ENGINEER OR SURVEYOR ENGAGED BY THE CONTRACTOR. ALL STAKED LATITUDES OF PAVEMENTS AND SITE IMPROVEMENTS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
3. STORAGE AREAS FOR CONTRACTOR'S EQUIPMENT AND MATERIALS SHALL BE ON AND WITHIN PARCEL TO BEIN ON SPECIFICATIONS AND AS APPROVED BY THE OWNER'S REPRESENTATIVE.
4. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES IN THE SITE SURVEY TO THE OWNER'S REPRESENTATIVE PRIOR TO STARTING WORK.
5. AT ALL LOCATIONS WHERE EXISTING CURBING, PAVEMENT, OR SIDEWALK ADJOINS NEW CONCRETE SIDEWALK ABUT NEW CONSTRUCTION, THE EDGE OF THE EXISTING CURB OR PAVEMENT SHALL BE SAW CUT TO A CLEAN, SMOOTH EDGE. PROVIDE PAVEMENT KEY AS DETAILED. TACK COAT EXPOSED EDGE OF PAVEMENT WITH BITUMINOUS MATERIAL TO PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT.
6. BITUMINOUS PAVEMENT SHALL NOT BE LAID WHEN GROUND TEMPERATURE IS LESS THAN 40 F, AND AIR TEMPERATURE IS LESS THAN 50 F.
7. ALL LIGHT STANDARDS SHALL BE LOCATED AT A MINIMUM OF TWO FEET SIX INCHES (2'-6") FROM BACK OF EDGE VERIFY WITH THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION
8. DIMENSIONS ON PARKING LOTS AND ROADWAYS ARE FROM FACE OR BOTTOM OF CURB TO FACE OR BOTTOM OF CURB.
9. ALL NEW WORK SHALL BE STAKED-OUT PRIOR TO CONSTRUCTION AND THE OWNERS REPRESENTATIVE SHALL BE NOTIFIED OF ANY DISCREPANCIES.
10. FIELD ADJUSTMENTS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE AND APPROPRIATE MUNICIPAL OFFICIALS PRIOR TO CONSTRUCTION
11. ALL EXISTING UTILITIES SHOWN IN THEIR RELATIVE POSITION. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE VERTICAL AND HORIZONTAL POSITION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION
12. WORK ASSOCIATED WITH THE WIDENING OF EXCELSIOR AVENUE SHALL BE PERFORMED IN ACCORDANCE WITH A TRANSPORTATION ENGINEER AND APPROVED BY THE CITY OF SARATOGA SPRINGS PRIOR TO CONSTRUCTION OF WORK IN THE RIGHT-OF-WAY.

LEGEND

- CONCRETE WALK
- BITUMINOUS ASPHALT PAVING
- CONCRETE APRON
- CONCRETE PAD
- PARKING SPACE NUMBERS
- DECORATIVE STREET LIGHT TYP
- SIGN
- PROPERTY LINE
- BOLLARD
- TYPE 1 CURB
- FLUSH CURB
- FLUSH CURB WITH STONE DIAPHRAGM
- PROJECT LIMITS

Planning Board # 13.006.1

Approved
Approved under authority of a resolution adopted _____ by the Planning Board of the City of Saratoga Springs.
_____ Chairperson
Date Signed _____

GRAPHIC SCALE
1 inch = 30 feet

the LA group
Landscape Architecture and Engineering, PC
40 Long Alley
Saratoga Springs
New York 12866
P 518.587.2550
F 518.587.0760
www.thelagroup.com

Unauthorized alteration or addition to this document is a violation of Section 7209 of the New York State Education Law.

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Design	DRC
Drawn	CLM
Checked	DRC

PREPARED FOR
Prime Beechwood, LLC
621 Columbia Street
Cohoes, NY 12047

EXCELSIOR AVENUE MIXED USE DEVELOPMENT

MARION AND EXCELSIOR AVENUE
SARATOGA SPRINGS, NY 12866

SITE LAYOUT PLAN

Revisions
1 11/18/2013
PER ZONING COMMENTS
2 12/30/2014
FINAL DRAFT

Project 1013361
Date 12/30/2013

Drawing
L-2

Exhibit B

City Building Inspector Letter

Building and Zoning Department
41 City Hall Place
Plattsburgh, NY 12901
Ph: 518-563-7707
Fax: 518-563-6426

February 10, 2020

Mr. Jim Abdallah, Chairman, Planning Board
Mr. Ron Nolland, Chairman, Zoning Board of Appeals

Re: Durkee Lot Mixed Use Development (DLMUD) Parking Requirements

Dear Jim and Ron,

McFarland Johnson, on behalf of Prime Plattsburgh, LLC (Prime), has asked the Building Inspector's Office to review Prime's request that an alternative method of calculating the off-street parking requirements for the proposed DLMUD be utilized by the City's Planning Board and Zoning Board of Appeals during their review of the DLMUD. My office has been provided with documentation in support of Prime's request. As currently proposed and per the City's Zoning Code, the DLMUD would normally be required to provide 317 parking spaces on-site. The proposed DLMUD provides a total of 286 spaces on site. However, the Zoning Code permits the Planning Board to accept an alternative method of calculating a mixed use project's off-street parking requirements within a Planned Unit Development (PUD). The relevant ordinance is found in Section § 360-21(D)(5)(d)(5) and is included in its entirety below:

> Mixed or multiple uses. In the case of mixed or multiple uses within a single structure or building or in the use of land, the amount of off-street parking required shall be determined by the sum of the requirements of the various uses computed separately in accordance with § 360-26 of this chapter, except where the applicant can demonstrate to the satisfaction of the Planning Board that another method of computation will adequately serve the proposed mixed or multiple use.

As stated above, Prime has provided detailed information from a mixed use development they have recently constructed and continue to operate in Saratoga Springs, New York known as "The Hamlet". This documentation included that project's approved site plan application, the approved parking calculations based upon the proposed uses, the square footage breakdowns for those uses, a description of the area surrounding The Hamlet, and an analysis of how those surroundings contrast with those of the proposed DLMUD.

Based upon my review of this documentation, I concur with Prime's assessment that the method used to calculate the off-street parking requirements for The Hamlet, a method which has been shown to work effectively during the years since it was originally approved, is adequate for use in calculating the off-

street parking requirements for the DLMUD. Per this method, it is my opinion that the provision of 226 spaces on-site is adequate to meet the parking demand of the proposed DLMUD.

Please distribute this letter to the membership of your respective boards for their consideration.

Thank you,

Joseph McMahon
Building Inspector
City of Plattsburgh

WHITEMAN
OSTERMAN
& HANNA LLP

Attorneys at Law
www.woh.com

Charles J. Gottlieb
Associate
518.487.7612 phone
cgottlieb@woh.com

One Commerce Plaza
Albany, NY 12260
518.487.7600 phone
518.487.7777 fax

TO: **City of Plattsburgh Zoning Board of Appeals**
41 City Hall Place
Plattsburgh, NY 12901

RE: **Prime Plattsburgh Development - State Environmental Quality Review Act Involved Agency Narrative**

DATE: **February 21, 2020**

New York State Environmental Quality review Act Review Process

The City of Plattsburgh Common Council (the "Common Council") is the Lead Agency for the Generic Environmental Impact Statement ("GEIS") process being done pursuant to the New York State Environmental Quality Review Act ("SEQRA"). This SEQRA process is being conducted in connection with a number of projects that are the result of New York State Downtown Revitalization Initiative ("DRI") funding provided to the City, which DRI funds are intended to improve the vitality of urban centers throughout the State.

In connection with the DRI, the City of Plattsburgh is undertaking a series of revitalization efforts that are collectively described as the Downtown Area Improvement Projects ("DAIP"). One of the DAIP projects considered in the GEIS process is the Durkee Lot Mixed-Use Development ("DLMUD" or the "Project"), which is being developed by Prime Plattsburgh, LLC (the "Developer" or "Prime").

As stated in the Common Council's SEQRA Findings Statement, which was adopted by the Common Council on February 21, 2020 (the "Common Council's Findings Statement"), the Common Council has reviewed a Draft GEIS ("DGEIS"), a Final GEIS ("FGEIS") and the related environmental studies and public comment. This resulted in the Common Council making their Findings Statement on the DAIP.

We respectfully submit that this narrative will demonstrate to the City of Plattsburgh Zoning Board of Appeals ("ZBA") that the GEIS and related Common Council Findings Statement properly addresses all potential environmental impacts related to the Project and special use permits currently before the ZBA for the Project. Thus, the ZBA should issue findings consistent the with Lead Agency's SEQRA record and Findings Statement.

SEQRA Actions of the Involved Agencies

The ZBA is an involved agency to the Common Council's SEQRA. As an involved agency, the ZBA must make their own Findings Statement for the Project related to the approvals before them. However, the Findings Statement of the involved agencies must be based on the SEQRA environmental review record and be based on substantial evidence in the record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015) (holding that "the Supreme Court properly annulled the Board's findings statement as unsupported by the evidence. The Board was required to render its conclusions regarding the sufficiency of mitigation measures, the propriety of permit approvals, and a balancing of considerations, based on the evidence contained in the environmental review. The Board's conclusions in the findings statement were based, at least in part, on factual findings which were contradicted by the scientific and technical analyses included in the FEIS and not otherwise supported by empirical evidence in the record.). The Findings of an involved agency cannot be an unsupported act to prohibit development outside of the environmental review. *See Orchards Assocs. v. Planning Bd. of Town of N. Salem*, 114 A.D.2d 850, 853 (2d Dep't 1985) (holding, in part, that "[t]e provisions of SEQRA are not to be used as a subterfuge through which commercial development may be totally prohibited.").

Accordingly, as demonstrated herein, we respectfully submit that all potential environmental impacts associated with the Project and the ZBA applications have been assessed during the Common Council's GEIS process and therefore the ZBA should make their findings consistent with the Common Council's Findings Statement and associated environmental record, to which they were a part of as an involved agency.

Project Description

The Applicant has proposed a five-story, approximately 200,000 square foot (SF) mixed-use development including approximately 115 apartments, approximately 10,000 SF of commercial space, a surface parking lot including approximately 50 spaces to be made available for use by the public, and an underground parking garage for tenants only. Additionally, the project proposes the rehabilitation of the existing Plattsburgh Farmers' and Crafters' Market ("PFCM") building for use as a commercial space and a publicly-accessible civic space in an open-air pavilion with access from the new pedestrian walkway to be constructed as part of the DLMUD.

The DLMUD would replace the Durkee Street Municipal Parking Lot ("DSMPL)". The site encompasses approximately 2.8 acres and is located on a portion of tax parcel 207.20-7-15. A second tax parcel, 207.20-7-14, was recently merged with parcel 207.20-7-15 and the proposed project will occupy a portion of the former footprint of tax parcel 207.20-7-14 as well (the "Project Site").

The DLMUD will require two Special Use Permits from the City's Zoning Board of Appeals (ZBA): 1) to amend boundaries of and replace an existing Planned Unit Development (PUD) with new PUD boundaries and 2) to allow apartments on the first floor of a multistory building within a PUD. The project will also require Planning Board approval for a minor subdivision to subdivide the site from the Broad Street Municipal Parking Lot; for internal subdivision of and amendments to the existing PUD boundaries; and for Site Plan Approval.

The SEQRA and Generic Environmental Impact Statement Process

The City/Prime has submitted an Environmental Assessment Form ("EAF"), as well as other information to the ZBA that will support the below (e.g. project narratives, site plans, renderings, reports and studies.). As noted below, many of these materials were included in the DGEIS and FGEIS and incorporated into the ZBA applications because of their involved agency status.

Accordingly, based on the Project as described herein and as submitted to the ZBA, we submit the following assessment of the potential significant environmental impacts:

1) Project Purpose and Need

The Project's purpose and need was appropriately reviewed as a part of the Common Council's SEQRA review and related Findings Statement. *See* Common Council Findings Statement Section 2.6; FGEIS Section 2.5.4. Since the FGEIS and Common Council Findings Statement, there have been no substantial changes in the Project's purpose and need presented to the ZBA during the consideration of the special use permit applications. To this end, note that the Project, which is the subject of the ZBA special use permit requests, is a component of the DAIP that is being undertaken to support downtown revitalization in the City and was specifically addressed in the FGEIS and Common Council Findings Statement.

The DAIP are expected to bring in temporary and permanent jobs, downtown revenue, and improve the City's fiscal status. As a result of these projects, parking resources will be spread out more evenly throughout the downtown and will allow easier access for a variety of users. The City's public-private partnership with Prime to develop the DLMUD will spur economic development on the underutilized property and is consistent with objectives outlined in various public policies of the City. By replacing a parking lot with mixed-use development, the DLMUD will increase visibility and economic activity in this area of the downtown and bring attention to other riverfront resources like the Saranac River Trail Greenway.

We respectfully submit that the environmental record supports the above conclusions and circumstances have not changed and new information not provided that would alter this analysis.

2) Findings Concerning Environmental Impacts

a. Land Use, Community Character, Zoning and Public Policy

The DGEIS, FGEIS and Common Council Findings Statement has addressed the potential impacts to land use, community character, zoning and public policy related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.1; FGEIS Section 2.5.1; DGEIS Section 3.1.

As discussed below, the information submitted as a part of the ZBA application package is consistent with the SEQRA environmental record noted above and the Common Council's Findings Statement. The Project has not significantly changed as contemplated in the DGEIS, FGEIS and Common Council Findings Statement and new substantial information has not been provided that would alter this analysis. The City of Plattsburgh has not amended their Zoning Code and/or public policies. Also, the character of the City's downtown core has not drastically changed since the SEQRA process commenced in a manner that would invalidate the lead agency's review. To this end, we submit that the Project is consistent with the findings made by the Lead Agency and the environmental record. Therefore, the ZBA should issues findings

consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Land Use

For the below reasons, the Project will not have an adverse impact on land use within the City of Plattsburgh:

1) The land use patterns in the City of Plattsburgh and adjacent the Project Site have not changed since the SEQRA environmental record was developed and associated findings made. *See* Common Council Findings Statement Section 2.1; FGEIS Section 2.511; DGEIS Section 3.1; *See also,* City of Plattsburgh Planning Board Submission dated February 3, 2020, which was forwarded to the ZBA on February 21, 2020 (the "Planning Board Submission").

2) The proposed PUD boundaries allow for the redevelopment of the Project Site with an infill building bordering the roadways and sidewalks that have been contextually designed to define the streetscape and fit into the general character of the surrounding area. *See* Planning Board Submission, Site Plan; *See* Project Renderings prepared by Mackenzie Architects dated January 24, 2020 ("Project Renderings"); Public Comment Responses prepared by McFarland Johns and dated February 21, 2020 ("Public Comment responses") #13, 22; Special Use Permit Project Narrative ("SUP Project Narrative") dated January 24, 2020 and revised February 21, 2020; Common Council's Findings Statement Section 2.1; DGEIS Section 3.1 et. seq.

3) The Project Site is within the City's downtown core area, which is comprised of an urban environment that includes a diverse mix of land uses (commercial, municipal, institutional, civic and religious uses with some mixed-use residential and commercial buildings). The proposed land uses of the Project are consistent with this downtown core because it includes 115 residential units above commercial uses that are typically found within downtown area and all permitted within the underlining C zoning district (e.g. retail, personal services, restaurant). *See* SUP Project Narrative; Public Comment Response #13; Common Council's Findings Statement Section 2.1; DGEIS Section 3.1 et. seq.

4) Due to the topography on the Project Site, the residential uses appear aligned with the building's second floor as the grade is much lower nearer to the River. *See* FGEIS Section Appendix C – Section Views by McFarland Johnson and dated January 2020 (also submitted to the ZBA on January 24, 2020); SUP Project Narrative.

5) As such, the typical concerns with a first-floor dwelling unit, such as privacy and security will not apply. The interior of the first-floor units will not be visible or accessible from the adjacent exterior. *See* FGEIS Section page 46 – Response 3.7; See FGEIS Section Appendix C – Section Views by McFarland Johnson and dated January 2020 (also submitted to the ZBA on January 24, 2020); SUP Project Narrative.

6) The ZBA application has demonstrated that all special use permit criteria has been satisfied and therefore the Project and related special use permits are in harmony with the general zoning plan and will not adversely affect the neighborhood. *See* SUP Project Narrative.[1]

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on land uses in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Community Character

For the below reasons, the Project will not have an adverse impact on the City of Plattsburgh's community character:

1) The existing condition of the Project Site is out of character with the surrounding built context, as the Project Site is an open surface parking lot in a suburban form that disrupts the urban context. Thus, the Project and related ZBA applications are an environmental benefit. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1; SUP Project Narrative; Public Comment responses #13, 44, 58, PCC Response #1, and related exhibits; SUP Project Narrative.

2) Pedestrian paths have been incorporated in the Project design, including a pathway that separates the proposed building from the proposed 86-space surface parking lot and is buffered on both sides by landscaping. The pedestrian pathway will connect with the proposed improved riverwalk and the proposed improved Westelcom Park. *See* Common Council Findings Statement Section 2.1; Planning Board Submission, Site Plan.

3) Building material and colors have been chosen to be consistent with the characteristics of the surrounding neighborhood to the greatest extent possible. The buildings are proposed to feature a mix of materials, including stone, cement board and plank, frieze and cornice detailing with contrasting metal detailing to mark fenestration and other fine details. Landscaping will be provided around the perimeter of the building and within the parking areas and pedestrian walkway. *See* SUP Project Narrative; Public Comment Response #13, 44, 45; Common Council Findings Statement Section 2.1; Project Renderings; DGEIS Section 3.1, et. seq.

4) The proposed project was reviewed by New York State Office of Parks, Recreation, and Historical Preservation ("NYSOPRHP"), including a review of the proposed site plan along with building elevations and any available renderings of the proposed new construction. In a letter dated

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[1] *See N. Shore Steak House, Inc. v. Bd. of Appeals of Inc. Vill. of Thomaston*, 30 N.Y.2d 238, 243 (1972) (holding that "[t]he inclusion of the permitted use in the ordinance is tantamount to a legislative finding that the permitted use is in harmony with the general zoning plan and will not adversely affect the neighborhood."); *see also C & A Carbone, Inc. v. Holbrook*, 188 A.D.2d 599, 600, 591 N.Y.S.2d 493, 495 (1992) (holding that "once the petitioner shows that the contemplated use is in conformance with the conditions imposed, the special permit must be granted unless there are reasonable grounds for denying it that are supported by substantial evidence.").

December 23, 2019, NYSOPRHP concluded that the proposed project would result in no adverse effects to historic properties, including archaeological and/or historic resources. Accordingly, Prime's Project will be consistent with the general character of this downtown area of the City and will revitalize the downtown core. *See* FGEIS 2.5.5.

5) The proposed building height will be 65 feet tall with 5 stories (one level underground, four stories above ground, and a mezzanine level). *See* Planning Board Submission, Project Elevations. This is similar to heights of other buildings within the Central Business/Commercial Zoning District in the surrounding area. *See* Public Comment Response #32, 39, 43, 58, Exhibit D. For instance, the Ashley building reaches a height of almost 60 feet. Compare that to a proposed development within the C zoning district, which is permitted at a building height of 12 stories. *See* Public Comment Response #32, 39, 43, 58, Exhibit D; DGEIS Table 12.

6) The proposed uses within the PUD are all uses that would typically be found in a downtown environment (multifamily, restaurant, retail, personal service). *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1; SUP Project Narrative.

7) The apartments on the first floor will be consistent with and not adversely impact general character, height and uses within this downtown area. Due to the elevation change, the units will appear aligned with the building's second floor as the grade is much lower nearer to the River. *See* FGEIS at Appendix C – Section Views by McFarland Johnson and dated January 2020 (also submitted to the ZBA on January 24, 2020).

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on community character in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Zoning

For the below reasons, the Project will not have an adverse impact on the City of Plattsburgh's zoning:

1) The Zoning Code has not been changed or amended since the SEQRA environmental record and related findings were issued.

2) The City of Plattsburgh Zoning Ordinance allows for the creation of PUDs in §360-21. The purpose of a PUD is to enable and encourage flexibility in the design of a project so as to preserve the natural and scenic qualities of open lands.

3) The DLMUD will require some deviations from the underlying C Zoning District requirements, which act as guidelines for the design of a PUD. The Planning Board is authorized to vary these guidelines in pursuit of a desirable project. The deviations affect bulk (setbacks, height, and maximum lot dimension) and parking and site access guidelines and reflect the unique circumstances of the Project Site, which is partially developed and borders public land on the waterfront. The City has provided the Planning Board with the required information

demonstrating that these deviations are warranted. *See* City Planned Unit Development (PUD) Subdivision Permit Application – Supplemental Project Narrative dated February 3, 2020. Despite this submission of Planning Board materials, granting the requested deviations are not within the jurisdiction of the ZBA. *See* SUP Project Narrative; Public Comment Responses #37.

4) A development compliant with the regulations within the C zoning district would result in a 12 story building with multiple levels of parking garages. Thus, it is obvious that a zoning compliant development would be much more detrimental than the placement of a PUD, which is designed to mitigate these impacts resulting from a zoning compliant plan. *See* Public Comment Response #37.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on zoning in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Public Policy

For the below reasons, the Project will not have an adverse impact on the City of Plattsburgh's public policy:

1) The City's public policy documents have not changed or been amended since the SEQRA environmental record and related findings were issued.

2) The 1999 Comprehensive Plan called out the need for 'intense development' for revitalization of the Downtown Area. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

3) The 2016 Local Waterfront Revitalization Plan (LWRP) places a strong emphasis on economic development and downtown revitalization. Durkee Street and the surrounding downtown sub-area is sited as "a gateway to the downtown and a focal area in linking the downtown to the waterfront at Dock Street". The area is recognized by the LWRP as a prime location for mixed-use development, parking, and river access. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

4) In 2010 the City of Plattsburgh produced a Brownfield Opportunity Area (BOA) Pre-Nomination Study (the "BOA study") in response to an economic revival following the redevelopment and repurposing of the Plattsburgh Air Force Base, which included the DSMPL as Site 22 amongst other sites that could be redeveloped to create visual and physical connections between the Downtown and the waterfront and could serve as housing opportunities available near the Downtown where brownfield sites could be re-used or developed. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

5) In 2003, the Plattsburgh Downtown/Waterfront – Economic Enhancement Strategy was developed to guide and spur redevelopment in Downtown through the establishment of zones

and districts, including Arts and Entertainment, Government, and Waterfront. The Arts and Entertainment District (containing many of the DAIP) Economic Enhancement Strategy placed specific emphasis on Bridge Street, from Margaret Street to the Saranac River; and Durkee Street, from Bridge Street to Broad Street and recommended a diverse set of retail, office and residential uses to complement and enhance the downtown, with infill development of the DSMPL. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

6) The Economic Enhancement Strategy for the Lakefront District, within which the PFCM would be relocated, states that all development in the Lakefront District should place an emphasis on the creation of an attractive and vibrant waterfront community. The Plan recommends prepared food uses, marine-oriented entertainment, convenience retail, and housing and other uses. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

The Project will result in the development of an existing parking lot into residential units and commercial space, which will facilitate a walkable community and spur economic development in the downtown care in accordance with the above.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on public policy in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issue findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

b. Aquatic and Natural Resources

The DGEIS, FGEIS and Common Council Findings Statement has addressed the potential impacts to aquatic and natural resources related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.2; FGEIS Section 2.5.2; DGEIS Section 3.2. This information is consistent with the EAF submitted by the Applicant for the ZBA applications. The Project and the required special use permits have not been altered in a manner that would make these GEIS findings inapplicable to the Project.

The Project will not have an adverse impact on aquatic and/or natural resources for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the aquatic and natural resources analysis provided in the SEQRA environmental record.

2) The Project Site and the PUD area do not contain any mapped NYSDEC regulated wetlands or adjacent areas or significant natural communities. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

3) The Saranac River is a NYSDEC-regulated Class C stream (Regulation 830-54.1), which has a standard identification of C(TS) for waters supporting fisheries and suitable for non-contact activities and with the ability to support trout spawning. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

4) The US Fish and Wildlife Services (USFWS) National Wetland Inventory (NWI) mapper also identifies the Saranac River as a riverine (R2UBH) resource. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

5) Prime will obtain a Protections of Water Article 15 permit from the NYSDEC for work related to stormwater discharges adjacent the Saranac River in compliance with all NYSDEC regulations.

6) The Saranac River is identified as a regulatory floodway by the Federal Emergency Management Agency (FEMA). Riverbank areas adjoining the Saranac are identified as being within the 100- and 500-year floodplains or having a one percent or 0.2 percent annual flood risk, respectively. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

7) The planned Riverwalk is located at an elevation of approximately 115 – 119 feet above the base flood elevation (or 100-year flood level) established at 105 – 108 feet. Therefore, no adverse impacts will result. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

8) The DLMUD will be designed in conformance with the NYSDEC's Stormwater Management Design Manual and Standards and Specifications for Erosion and Sediment Control. As such, it will contain water quality and erosion control measures and will obtain a State Pollution Discharge Elimination System (SPDES) Permit. In order to obtain this permit, the Project has developed a full Stormwater Pollution Prevention Plan ("SWPPP") which will include measures to mitigate pollution both during construction and throughout the life of the project with a maintenance program for all water quality features. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

9) Blasting is not anticipated at this time. If blasting is required, it will be performed in accordance with New York State Department of Transportation (NYSDOT) Geotechnical Engineering Manual #22 "Procedures for Blasting" latest edition. *See* Common Council Findings Statement Section 2.2.

10) The NYSDEC reports there are no known occurrences of endangered, threatened, or rare species or a Significant Natural Community on or in the vicinity of any of the Project Sites. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2.1.2.

11) The NYSDEC indicates that there are known occurrences of the Common Loon, a Species of Special Concern, on or in the vicinity of the DLMUD Project Site, the Riverwalk project site, and the relocation site for the PFCM (Building 4 at 26 Green Street). NYS does not regulate species that are not listed as endangered or threatened. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2.1.2.

12) There is potential for the Northern Long-eared Bat (threatened) on or in the vicinity of each of the project sites. It is recommended that no tree clearing occur between March 31st and October 31st to avoid potential take of the Northern Long-eared Bat. Here, substantial tree clearing is not

proposed and therefore no adverse impacts will result. *See* Common Council Findings Statement Section 2.2; FGEIS at Section 2.5.2; DGEIS Section 3.2.1.2.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on aquatic and natural resources in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

c. Municipal Utilities

Stormwater and Drainage

The SEQRA environmental record evaluates and assess stormwater and drainage related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) Since the development of the Lead Agency's SEQRA record, the Prime has prepared a SWPPP and has designed stormwater control measures that are consistent with the NYSDEC regulations to ensure that adverse environmental impacts do not result from stormwater run-off. *See* Planning Board Submission, SWPPP.

2) At the Project Site, stormwater runoff flows directly into the Saranac River via a drainage pipe and sheet flow. As a result of the SWPPP and stormwater controls to be implemented, the stormwater run-off control and drainage on the Project Site will be improved as a result of the Project. *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1.

Water Supply and Sanitary Sewer

The SEQRA environmental record evaluates and assess water supply and sanitary sewer related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the water supply and sanitary sewer analysis provided in the SEQRA environmental record.

2) The Project Site and the PUD areas are located within the City of Plattsburgh Water and Sewer service areas, which are maintained by the Department of Public Works (DPW). *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1/2.

3) The DLMUD is expected to generate 29,355 gallons per day (gpd) of domestic water demand and corresponding sanitary flow. *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1/2.

4) The DLMUD will connect to the existing municipal water line and the existing municipal sewer manhole located just west of the site in Durkee Street. An additional sewer line will be constructed

to provide an overflow line for the siphon manhole located on the east side of the project site. This overflow line will be connected to a separate connection system's existing manhole in Bridge Street. *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1/2.

5) The City's Department of Public Works has confirmed the City has adequate water and sewer capacity to serve the DLMUD and other proposed projects. *See Common Council Findings Statement Section 2.3; FGEIS – Appendix D.*

Accordingly, no adverse impact to water supply or sanitary sewer from the Project is anticipated.

Solid Waste

The SEQRA environmental record evaluates and assesses solid waste related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the solid waste analysis provided in the SEQRA environmental record.

2) Solid waste generated from the Project will be accepted by Clinton County Landfill (the "Landfill") located on Sand Road in the Town of Schuyler Falls. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3.3.1/2.

3) The Project is anticipated to generate 3.1 ± tons of solid waste per day, or 95.5 ± tons per month. The waste generated is assumed to be typical municipal solid waste, as well as recyclable materials. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3.3.1/2.

4) Prime will contract with a licensed hauler who will transport the waste/recyclables to the Landfill. Construction and demolition waste will be sorted so that materials can be salvaged as desired. Materials that are not salvageable will be transported off-site to the Landfill.

5) The Clinton County Landfill has adequate capacity to accommodate solid waste generated from the Project and the other DAIP projects. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3.3.1/2.

Accordingly, no adverse impact on solid waste disposal is anticipated from the DAIP.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on municipal utilities in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

d. Traffic and Transportation

The SEQRA environmental record evaluates and assesses traffic and transportation related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4, et.

seq. To this end, as a part of the DGEIS and SEQRA environmental record and traffic study was conducted by Chazen Engineering, Land Surveying & Landscape Architecture Co., D.P.C. and dated October 18, 2019, which is the basis for the Lead Agency's SEQRA review and related findings. The Project has not been changed or revised as compared to the SEQRA review that was conducted. Therefore, the Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the traffic and transportation analysis provided in the SEQRA environmental record.

2) The Project will be relocating two existing curb cuts; one along Durkee Street and one along Bridge Street; and adding one new curb cut along Durkee Street. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2 et. seq; Planning Board Submission, Site Plan.

3) The three vehicles access points will be coordinated with the City of Plattsburgh DPW and require City Driveway Permits.

4) The southern Durkee Street access drive will enter into the at-grade 86 car parking lot. This entrance will be access controlled for parking revenue collection. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2.

5) The northern Durkee Street access drive will enter into the courtyard parking lot and will also be access controlled. The access drive along Bridge Street will enter into the basement of the building and will be accessed controlled for private use by building tenants. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2.

6) Pedestrian access is provided along the west, north, and east perimeters of the site by public walkways including street-side sidewalks and the City's DRI Riverwalk project. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2; Planning Board Submission, Site Plan.

7) The building entrances and site in general will be ADA accessible with transversable sidewalks or access ramps to all entrances. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2; Planning Board Submission, Site Plan; Public Comment Responses #19, 26, 27, 29, 47, 49, 54.

8) A Trip Generation Assessment was prepared for Prime's Project based on the proposed project's 115 residential units, 7,250 SF of retail use, 6,150 SF of restaurant use, and 50 parking spaces to be made available for use by the public. *See* DGEIS Section 3.4.1/2.

9) The analysis provided in the DGEIS, FGEIS and Common Council Findings Statement notes that with the expected trips from the project and the expected on-street parking spaces, the levels of services will remain consistent and only minor delays (approximately 5 seconds). *See DGEIS Section page 150.*

10) The SEQRA record demonstrates that the traffic analysis shows that the proposed improvements will have a minimal impact on traffic and that no mitigation is necessary. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.3. There have been no Project changes or additional information submitted that would alter this assessment.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on traffic and transportation in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

e. Parking

The SEQRA environmental record evaluates and assesses parking related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.5; FGEIS Section 2.5.3; DGEIS Section 3.5, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) The proposed off-street parking demand for the Project has been adjusted based on public comment and input from the respective City of Plattsburgh land use boards. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

2) This parking computation alteration reflects comments designed to ensure that the 50 parking spaces proposed to be open to the public are not double counted in Prime's parking demand for the Project. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

3) This alternate parking computation calculates a parking demand for the Project at 226 spaces. Despite this demand, Prime is providing 236 spaces for its Project in addition to the 50 spaces remaining open for the public (residential and commercial). *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

4) As noted below, this alternate parking computation is permitted by the Zoning Code and remains within the thresholds examined by Common Council as Leady Agency and set forth in their Findings Statement as well as the SEQRA environmental record.

5) The SEQRA record and the Common Council Findings Statement states that "the City's off-street parking requirements have not been amended in some time." *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; Public Comment Responses #3.

6) Per City Code § 360-21, the Planning Board is authorized to allow deviations from parking requirements established in § 360-26 for a PUD where the applicant can demonstrate that another method of computation will adequately serve the proposed mixed or multiple use. *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; Public Comment Responses #3.

7) The Common Council found, and the SEQRA record reflects that "parking deviations may be based on support that examines a totality of the circumstance to ensure that the appropriate amount of off-street parking is provided in accordance with these findings. The City Council finds that an abundance of vacant parking areas within an urban setting can disrupt achieving a walkable community and commercial development in a downtown core. Furthermore, vacant parking areas is an eyesore that can obstruct commercial tenants from bringing their business to a downtown area." *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

8) The Common Council also found, and the SEQRA record reflects that "depending on the proposed uses in such a mixed use development, among other factors that may be considered, support shall be provided for each development project to demonstrate that the proposed alternate parking computation would be in accordance with these Findings (e.g. reliance on the Parking Study, the industry's generally accepted parking standards (ITE Standards), similar development examples, etc.)...proposed off-street parking shall avoid an abundance of vacant parking areas, which can disrupt the purpose of this downtown revitalization to achieve a walkable community and commercial development in Plattsburgh's downtown core." *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

9) In accordance with the above, and in response to public input, the Project proposes the following off-street parking, which has been based on similar developments previously constructed by Prime:

   Zoning Requirement – 317 off-street parking spaces

   Parking Demand Based on Similar Development – 226

   Proposed public parking spaces – 50

   Off-Street Parking Provided – 286 (include an additional 10 spaces for Prime's Project).

   See SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

10) Prime has provided the ZBA with data from a prior development and utilized an identical parking computation, which has been operating for approximately 4 years without any parking issues. The example utilized is from the Hamlet development in the City of Saratoga Springs and is further from the City's downtown core and therefore more vehicle dependent than the proposed DLMUD. Thus, the parking computation provided, noted a demand of 226 parking spaces, is a conservative approach. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

11) Notwithstanding, Prime is providing an additional 10 spaces above this determined parking demand to ensure appropriate parking is provided. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3; Planning Board Submission, Site Plan.

12) 165 parking spaces will be provided in an underground garage which will be well lit and secured for use by residents only. *See* Planning Board Submission, Basement Plan.

13) In addition, we note that providing more parking than noted herein would be a detriment to the City because it would disrupt the ability for the City to develop a walkable downtown core.

14) To support this revised parking plan, the City of Plattsburgh Building Inspector has submitted an opinion that "it is my opinion that the provision of 226 spaces on-site is adequate to meet the parking demand of the proposed DLMUD." Further, the City's parking consultant provided a letter stating "the parking occupancy data collected by the City supports the conclusion that there will be adequate public parking capacity during construction and after all the proposed projects have been completed." *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on parking in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

f. Fiscal and Economic Conditions

The SEQRA environmental record evaluates and assesses fiscal and economic conditions related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.6; FGEIS Section 2.5.4; DGEIS Section 3.6, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the fiscal and economic conditions analysis provided in the SEQRA environmental record.

2) While this potential impact is not relevant for purposes of the ZBA's special use permit applications, we note that the Project Site is owned by the City of Plattsburgh and it currently exempt from taxation. *See* Common Council Findings Statement 2.6; FGEIS Section 2.5.4; DGEIS Section 3.6, et. seq.

3) The transfer of the Project Site to a private developer will result in the Project Site being added onto the tax rolls and will result in financial benefits to the City. *See* Common Council Findings Statement 2.6; FGEIS Section 2.5.4.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on fiscal and economic conditions in the City of Plattsburgh and are consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

g. Historic and Cultural Resources

The SEQRA environmental record evaluates and assesses historic and cultural resources related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes in the ZBA applications that would disrupt this historic and cultural resources analysis provided in the SEQRA environmental record.

2) The SEQRA record includes a Phase 1A Archaeological Survey (A Literature Search and Sensitivity Study or Phase 1A) was completed for the DLMUD and Riverwalk in June 2019. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7; Public Comment Responses #13, 58.

3) NYSOPRHP provided a December 23, 2019 response letter indicating "Based upon our review the reports prepared by Curtin Archaeological Consulting, Inc (Curtin & Dymond, June 2019) and Hudson Valley Cultural Resource Consultants (Selig, October 2019) and the response to our request for additional information/clarifications about the project, it is the opinion of the New York SHPO that this undertaking will result in No Adverse Effect to historic properties, including archaeological and /or historic resources." *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7; Public Comment Responses #13, 58.

4) The project design for the DLMUD is consistent with the Secretary of Interior's Standards for Rehabilitation, which encourages contemporary design for additions to existing properties, rather than engaging in repetition of the past. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7; Public Comment Responses #13, 44, 58.

5) The Project design does not seek to replicate any of the surrounding architectural styles but intentionally incorporates contemporary elements that reflect the neighborhood's existing character to accomplish an interesting urban dynamic. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; FGEIS Section page 41 – Response 3.2; DGEIS Section 3.7.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on historic and cultural resources in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

h. Environmental Contamination

The SEQRA environmental record evaluates and assesses environmental contamination related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.8; DGEIS Section 3.8, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the environmental contamination analysis provided in the SEQRA environmental record.

2) In March 2007, NYSDEC issued a Record of Decision (ROD) for the restoration of the Plattsburgh Gateway Project/Durkee Street Site identified as being located at 14 Bridge Street and that occupies part of the DLMUD project site. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

3) Remediation of the site was completed, and a Certificate of Completion was issued by NYSDEC on September 13, 2016 documenting this milestone and requiring the City to implement a Site Management Plan (SMP). The SMP stipulates the future use of the property is subject to institutional and engineering controls including an environmental easement. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

4) The environmental easement was executed on November 9, 2011 by the NYSDEC for 1) 14 Durkee Street, 207.20-7-15 (4.38 acres) and 2) Broad Street (0.72 acres) to ensure protection of human health and to achieve the requirements for remediation. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

5) According to the easement, the property may be used for Restricted Residential as described in 6 NYCRR Part 375-1.8(g)(2)(ii) , Commercial as described in 6 NYCRR Part 375-1.8(g)(2)(iii) , and Industrial as described in 6 NYCRR Part 375-I.8(g)(2)(iv). *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

6) The Engineering /Institutional Controls affecting the DLMUD site are summarized below:
    a. The use and development of the property are limited to restricted residential, commercial, or industrial use, as described in 6 NYCRR Part 375-I.8(g)(2).
    b. Compliance with the approved SMP is required.
    c. The use of groundwater as a source of potable or process water is not allowed, without necessary water quality treatment as determined by NYSDOH.
    d. The property owner must submit a periodic certification of institutional and engineering controls to the NYSDEC.
    e. The NYSDEC must be notified of any ground intrusive work or change in use and the proposed management of the final cover system, which will be required to restrict excavation below the pavement layer, or buildings.
    f. Any excavated topsoil is required to be tested and properly handled to protect the health and safety of workers and the nearby community and managed in a manner acceptable to the NYSDEC.
    g. An evaluation of the potential for vapor intrusion for any buildings developed on the project site is required, including provision of mitigation of any impacts identified.
    h. Monitoring of groundwater is required.
    i. Monitoring of the installed sub-slab vapor mitigation system in the existing office building (the Gateway Complex) presently under construction is required.

See Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

7) The redevelopment of the DLMUD will require a Change of Use notification and ongoing coordination with the NYSDEC to ensure the proposed project design and construction will not adversely affect the health and safety of local residents, workers, visitors, or construction workers. A Health and Safety Plan is required to be implemented during construction. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

8) The current and future owners of the property are required to comply with the terms and conditions of the SMP. As indicated above, these include measures related to the excavation and handling of soils during construction, and installation of a sub-slab vapor barrier system. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

9) According to NYSDEC, there are no public exposure risks at the project site. Future exposure risks are limited to construction workers performing ground intrusive work at the site. Construction work must be conducted using a Health and Safety Plan to minimize exposures. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

10) In a December 10, 2018 letter, the NYSDEC stated, "no further groundwater monitoring is necessary at the location; site groundwater contaminants show a decreasing contaminant trend and are just slightly above groundwater standards, groundwater is not utilized in the area, and the monitoring wells are becoming aged and in disrepair. Proper decommissioning of all monitoring wells is required, and a monitor well decommissioning report must be submitted to the Department. This work can occur in 2019 with the return of warmer weather." *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

11) The developer will comply with all NYSDEC requirements.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on environmental contamination in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

i. Recreation and Open Space

The SEQRA environmental record evaluates and assesses recreation and open space related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the recreation and open space analysis provided in the SEQRA environmental record.

2) The Project will include certain amenities for the private use of residents including outdoor recreation (provided within the courtyard), office, and gym space. It is anticipated that new residents will primarily utilize existing facilities in the downtown and within walking distance to

Durkee Street. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9; Planning Board Submission, Site Plan; SUP Project Narrative; Public Comment Responses #12, 22, 46.

3) Pursuant to the definition section of the Zoning Code, parking lots are not considered open space. *See* City of Plattsburgh Zoning Code ("Zoning Code") § 360-5.

4) The proposed PUD and related Prime Project will result in 18% (22,135 SF) of the lot being open space where 18% is required under the Zoning Code. Calculations for the entire PUD include providing 22% (45,185 SF) open space, where 15% is required. The proposed open spaces are as follows:

    a. Along the Saranac River, an identified top priority for the City, to be designed as a riverfront walk with site furnishings and landscape plantings that will connect Broad, Durkee, and Bridge Streets to the riverfront;
    b. Bordering the riverfront walk and the surface parking lot;
    c. Walkway and landscape plantings from Durkee Street to the riverfront walk;
    d. Walkways along Durkee and Bridge Streets; and
    e. Walkways and amenities in the courtyard of the building. These open spaces will include sidewalks, boardwalks, landscape plantings, and site furnishings all consistent with downtown amenities.

    See Public Comment Responses; Planning Board Submission, Site Plan; Public Comment Responses #12, 22, 46.

5) The PUD SUP and the resulting development will allow for the revitalization of the riverwalk along the Saranac River. Currently, the existing riverfront on the Durkee Street Lot is underutilized and in need of repair. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9; Planning Board Submission, Site Plan; SUP Project Narrative; Public Comment Responses #12, 22, 46, 47, 48.

6) The PUD will allow for the riverwalk to be improved and access will be provided, in part, through a pedestrian walkway through Prime's Project from Durkee Street to the Saranac River. This will enhance the open space areas and provide more opportunities for residents and visitors. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9; Planning Board Submission, Site Plan; SUP Project Narrative; Public Comment Responses #12, 22, 42, 46, 47, 48.

7) The City of Plattsburgh has confirmed that the proposed Riverwalk, being adjacent to Prime's Project will not result in a danger of safety risk. *See* Public Comment Responses

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on recreation and open space in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

j. Visual Resources

The SEQRA environmental record evaluates and assesses visual resources related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.10; FGEIS in Table 13, and page 35; DGEIS Section 3.10, et. seq.. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes in the ZBA applications that would disrupt the visual resources analysis provided in the SEQRA environmental record.

2) As a part of the ZBA applications, the City and Prime have submitted to the ZBA updated Project renderings, Project elevations, and cross section analysis that confirm no impacts to the City visual resources (e.g. the Saranac River is currently cannot be seen from Durkee Street). *See* Planning Board Submission.

3) The Project will be developed to incorporate compatibility with visual resources, including enhancing the overall fabric of the downtown through restoration of the street edges along Durkee and Bridge Streets; and maintaining sensitivity to the Durkee and Bridge Street contexts in terms of scale, building character, materials, color, fenestration, and detailing. With regard to the downtown fabric, the new DLMUD building will reestablish street edges and maintain setback lines similar to existing buildings to the west and north. Less attractive parking uses are concealed by placing them either below the building or within the interior courtyard. The entire eastern edge of the basement parking deck will be enclosed and screened by a heavily landscaped base, with a landscaped buffer that will blend with the Riverwalk treatment. *See* Common Council Findings Statement Section 2.10; DGEIS Section 3.10; Public Comment Responses #39, 44, 58; SUP Project Narrative.

4) With regard to design sensitivity, the primary massing scale is similar in height to the existing four, three, and two-story buildings to the west. The strong cornice lines Section the corners and along both streets reinforces the relationship. The mid-block and end sections of the building will step back above the fourth level to reduce the visual scale along both streets and the Riverwalk. The north side of the building will step down another level at the northeast corner to parallel the street slope and further reduce its visual impact. *See* Common Council Findings Statement Section 2.10; DGEIS Section 3.10; Public Comment Responses #39, 44, 58; SUP Project Narrative.

5) The DLMUD building will employ a variety of visual elements sympathetic to many other downtown buildings, including a mix of building materials, punched openings, stone sill and lintel aesthetic, opening proportions similar in scale, larger ground level glazing for commercial uses, and strong cornice expression. *See* Common Council Findings Statement Section 2.10; DGEIS Section 3.10; Public Comment Responses #39, 44, 58; SUP Project Narrative.

6) The DLMUD will not impact or obstruct views of the Saranac River and lighting will be installed consistent with City code and addressed during site plan review.

7) The proposed DLMUD building is an improvement compared to the existing parking lot.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on recreation and open space in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

City of Plattsburgh - Plattsburgh Durkee Street Development
City Planned Unit Development (PUD) Subdivision Permit Application
Supplemental Project Narrative
February 3, 2020

I. Overview and Background

The City of Plattsburgh (City) is working with Prime Plattsburgh, LLC. (Prime) on a public-private partnership for the redevelopment of the Durkee Street lot. The State of New York (NYS) identified the Durkee Street Site as the centerpiece of Plattsburgh's Downtown Revitalization Initiative (DRI) award. Consistent with the City's October 17, 2018 Request for Proposals, Prime is proposing a mixed-use development consisting of approximately 115 residential units, 10,000 square feet of commercial space, 5,800 square feet of renovated farmers market building space for commercial and civic use, parking, and open space (Prime's Project).

The Durkee Street lot fronts on Durkee Street and is bordered by Broad Street to the south, Bridge Street to the north, and the Saranac River to the east. It currently includes the Gateway building and associated parking leased to Investors Corporation of Vermont (ICV), a municipal parking lot, a farmers' market structure, the remediated site of a former gas and service station (Highway Oil site), and a path along the Saranac River riverfront.

The Durkee Street lot is in an existing PUD within the C- Central Business/Commercial Zoning District and has several previous approvals from the Planning Board.

- January 5, 2004 – Planning Board approved the Durkee Street Parking Lot Planned Unit Development (PUD).
- February 28, 2005 – City's Planning Board approved the PUD site plan for the Durkee Street Redevelopment, specifically the site plan for the proposed Gateway building and parking garage. The site plan, proposed structures, uses and all other aspects of the previously approved PUD did not change.
- September 26, 2005 – Planning Board approved the amended PUD that removed the requirement for ICV to build a second parking structure on the Broad Street lot and adjusted parking expectations accordingly.
- May 22, 2006 – Planning Board approved an amended PUD that reflects the changes in the amended redevelopment plan.

This application seeks to amend the existing PUD boundaries and related area and bulk zoning requirements. In addition to PUD permitting before the Planning Board (e.g. the PUD 2-lot

Subdivision), the City will be seeking two special use permits before the City's Zoning Board of Appeals ("ZBA"). Pursuant to the City's Zoning Code, PUDs are permitting by a special use permit issued by the ZBA, which the City is concurrently seeking. In addition, the City will be requesting a second special use permit from the ZBA for residential units on the first floor of the development.

Related to all applications, the Common Council, acting as Lead Agency, has commenced the New York State Environmental Quality Review Act ("SEQRA") process for the City's Downtown Revitalization Initiative projects.

The City Council approved the Final Generic Environmental Impacts Statement ("FGEIS") that was prepared to assess the potential significant adverse environmental impacts related to the downtown area improvement projects at their January 30, 2020 meeting. Importantly, the creation of the PUD (including the related special use permits being sought) was one of the downtown area improvements projects assessed in the Final GEIS and related SEQRA Findings Statement. The City Planning Board and the ZBA are listed as Involved agencies for this GEIS process. Throughout the course of this application, the City will demonstrate that the GEIS and related Findings Statement have assessed the potential significant adverse impacts related to the Project and therefore no further SEQRA review is required.

Along with this project narrative, we have included for the Planning Board's review the Revised Conceptual Site Plan prepared by McFarland Johnson (the "Site Plan"), which have been changed to reflect comments received from the City's Planning Board at its December 23, 2019 meeting, and an updated List of Deviations spreadsheet. Additional materials are also included in the Prime's Durkee Street Development Project ("Prime's Project") Site Plan application for Planning Board review.

II. PUD Subdivision Permit Application

The City is proposing to amend the PUD approval to establish 2 lots. The 2 lot PUD has been revised from the August 2019 application that the City submitted to the City Planning Board. It includes the following:

- Boundary of the PUD: Currently, the existing PUD includes the Durkee Street lot bordered by Bridge Street to the north, Durkee Street to the west, Broad Street to the south, and the Saranac River to the east; the Broad Street parking lot; and the footprint

of Broad Street between Durkee Street and the Broad Street bridge. It does not include the former Highway Oil lot. The total land area of the existing PUD is 5.3 acres.

The proposed adjusted boundary of the PUD is to include lands bordered by Bridge Street to the north, Durkee Street to the west, Broad Street to the south, and the Saranac River to the east. This includes the Durkee Street lot with the Gateway building and the former Highway Oil lot. The total land area of the proposed PUD boundary is 4.66 acres. The Broad Street parking lot, the footprint of Broad Street between Durkee Street and the Broad Street bridge will no longer be included in the PUD.

The proposed boundary of the PUD meets the minimum land area requirements of 3 acres as outlined in Section 360-21, C (9) of the City Zoning Regulations for the C-Commercial Zoning District. The boundary of the PUD is before the Zoning Board for approval as part of the SUP applications submitted by the City.

- Proposed PUD Subdivision: The proposal includes the creation of a 2 lots within the PUD.

Lot 2A (1.9 acres) will include the existing Gateway lot with the ICV building and parking structure, and the land bordering the Saranac River extending from Broad Street to Bridge Street that will be for the Riverwalk improvements. Lot 2A (2.76 acres) will include a portion of the former Highway Oil lot. Lot 2B is the Durkee Street Development project that includes the existing municipal parking lot and a portion of the former Highway Oil lot.

The Durkee Street Development is a mixed use project. It consists of an approximately 200,000 gross sq. ft. of space, 65-foot-tall, five story building with underground parking, open space and two surface parking lots. The building will have approximately 10,000 sq. ft. of commercial space on the first floor along Durkee Street. The remainder of the first floor and the upper floors will have approximately 115 one, two and three bedroom residential units. There will be approximately 286 total parking spaces with 86 spaces in a surface lot adjacent to the south side of the building, 35 spaces in the surface lot within the building courtyard, 165 spaces beneath the building, and a loading berth space. The project also proposes rehabilitation of the existing Farmer's Market building for a 3,400 sq. ft. commercial space and a 2,400 sq. ft. publicly-accessible civic space within an open-air pavilion with access from the new pedestrian walkway. An outdoor amenities area is provided within the courtyard for residents. Open space consists of a pedestrian corridor connecting Durkee Street and the Arts Park to a new pedestrian riverfront walkway, which is being designed by Saratoga Associates and will be constructed by the City.

- Proposed Uses within the PUD Boundaries: The Zoning Code § 360-21(C)(7) states that "[a] planned unit development may include any mixture of uses, permitted as of right or by special use permit that are permitted within the zoning district." The proposed uses within Prime's Project will potentially include retail businesses and commercial uses, personal and business service establishments, residential apartments, and parking and loading areas, all of which are permitted in the C Zoning District.

III. City PUD Development Review

In what follows we have provided information on the Project that addresses the review criteria in conformance with PUD requirements as described in *Section 360-21 Planned Unit Developments* in the City's Zoning Ordinance. Some of these items will be addressed in more detail as part of the GEIS that the City is undertaking for this project and others related NYS DRI award projects.

The City of Plattsburgh Zoning Regulations allow for the creation of PUDs in Section 360-21. The purpose of a PUD is to enable and encourage flexibility in the design of a project as to preserve the natural and scenic qualities of open lands. PUDs are designed to allow "*…A subdivision plat or plats, approved pursuant to City Code Chapter 300, Subdivision of Land, in which the minimum lot size requirements, minimum yard requirements, and minimum open space requirements as specified in Schedule II16 of this chapter of the City Code, and in which the maximum number of structures and dwelling units on a lot as specified in § 360-18 of this chapter of the City Code, and any amendments thereto, may be varied to provide an alternative permitted method for the layout, configuration and design of lots, buildings and structures, roads, utility lines and other infrastructure, parks and landscaping in order to preserve the natural and scenic qualities of open lands.*"
The existing Gateway building and parking structure on Lot 2A within the proposed PUD was previously approved by the Planning Board. Lot 2A also includes the land bordering the Saranac River.

The proposed Durkee Street development project on Lot 2B within the proposed PUD has been designed to revitalize an underutilized parcel in the downtown with a mixed-use development. It will help redefine the streetscape with a building edge along Durkee and Bridge Streets, is designed to fit into the existing fabric of the downtown and provide an open space pedestrian corridor connection from the proposed Arts Park (Westelcom Park) to the Saranac River Riverfront walkway. The emphasis of this project has been on balancing the mixed-use development with parking needs and open space connections within the PUD.

The attached updated List of Deviations for PUD Subdivision table outlines the existing and proposed deviations for Lots 2A and 2B in the PUD and are summarized below.

Section 360-21, C Grant of authority and general conditions

(1) This procedure may be followed at the discretion of the Planning Board if, in said Board's judgment, its application would benefit the City.

The proposed PUD Subdivision will benefit the City by redeveloping an underutilized lot within the downtown core with an infill building bordering the roadways and sidewalks that have been contextually designed to define the streetscape and fit into the general character of the surrounding area. Prime's Project is an infill project within the downtown fabric of the city. Many years ago, there were buildings on the project site, but have since been removed.

As noted in the FGEIS, "*The planned addition of market rate housing and restaurant/retail uses will have positive benefits to the Downtown by providing additional retail and restaurant options, expanding and inproving housing opportunities. The DLMUD is a project that is fulfilling public policy objectives as stated in the City's Comprehensive Plan. The planned DLMUD is located on a surface parking lot which contributes very little to the elements that make Downtown Plattsburgh unique. The loss of surface parking may have a positive impact on community character.*"

This proposed PUD will allow the flexibility to have buildings close to the sidewalks, which resembles an urban environment and facilitates a walkable community. As a result of the amended PUD, Prime's Project will be developed in a manner that is consistent with the downtown urban setting and will facilitate a walkable downtown community. Prime's Project will add residents to the downtown area, who will utilize the downtown area and related commercial uses. The uses that will result from the PUD and Prime's Project include residential apartments, retail businesses and commercial uses, personal and business service establishments, residential apartments, and parking and loading areas. It will provide improved access between the downtown and the Saranac River riverfront with enhanced connections to nearby green spaces - the improved Arts Park and the Saranac River trail. There will be economic benefits to the City in new tax revenue, new jobs, and new residents who are anticipated to frequent downtown businesses. Not only are all of these consistent with its urban setting, they are permitted uses within the C Zoning District and therefore have been deemed to be in harmony with the neighborhood.

(2) *A planned unit development shall result in a permitted number of building lots or dwelling units which shall in no case exceed the number which could be permitted, in the Planning Board's judgment, if the land were subdivided into lots conforming to the minimum lot size and density requirements of Chapter 360 applicable to the district or districts in which such land is situated and conforming to all other applicable requirements.*

The proposed PUD will not exceed the number of building lots or dwelling units that could be permitted if the land was subdivided conventionally. According to Section 360 Attachment 2, Schedule III, C-Central Business District, High-rise building, the maximum number of dwelling units is 276 and proposed is 115 units. The minimum lot size is 50,000 sq. ft. Both proposed lots exceed this.

(3) *The Planning Board as a condition of plat approval may establish such conditions on the ownership, use, and maintenance of such open lands shown on the plat as it deems necessary to ensure the preservation of the natural and scenic qualities of such open lands. The Planning Board shall consider the goals, objectives and recommendations contained in the City of Plattsburgh Comprehensive Plan, the City of Plattsburgh Local Waterfront Revitalization Plan, and the Re-Use Plan for the former Plattsburgh Air Force Base before approving such plan.*

The proposed open lands within the PUD that will be maintained for public use include the Riverfront walk and the walkway connection to this walk from Durkee Street opposite the Arts Park. The Riverfront walk will remain in City ownership and there will be an easement agreement between Prime Plattsburgh, LLC and the City for the walkway connection to ensure its public access and will define maintenance responsibilities.

In the *City of Plattsburgh Comprehensive Plan – 1999*, the Central Business District has defined land use as "…predominately commercial, retail and office use." The Plan recommends these mix of uses including service, parking and residential uses be allowed in the Central Business District. Several of the goals and objectives that are relevant to the Durkee Street Development include "…actively support intensified development in the area to the greatest extent feasible, allow compatible residential uses in the upper levels of structures to provide for more intense development and use of the area. The range of upper floor housing types and costs should be broadened." In the Recreation and Related uses section, a goal is to address tourism to maximize recreational and public access to the Saranac River.

In the *City of Plattsburgh Local Waterfront Revitalization Plan (LWRP)*, it states that economic development and downtown revitalization are a significant component of the LWRP and Durkee Street and the surrounding downtown sub-area is sited as "a gateway to the downtown and a focal area in linking the downtown to the waterfront at Dock Street". The area is recognized by the LWRP as a prime location for mixed-use development, parking, and river access. Durkee Street is also specifically cited in Policy 1 of the program which is to "Foster a pattern of development in the waterfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a waterfront location, and minimizes adverse effects of development". The program states that Durkee Street has excellent potential for waterfront revitalization projects that highlight existing resources, meet community and regional needs, make beneficial use of a waterfront location, and incorporate recreation, public access, open space, and amenities. The program also recommends that proposed projects for this area should have a complete streets approach, accommodating both bicycles and pedestrians to enhance connectivity to the Downtown Area. The LWRP also references potential opportunities in the creation of an Arts District Corridor between Durkee Street and Brinkerhoff/Court Street. The LWRP recommends that as Durkee Street is developed as urban space, pedestrian and streetscape improvements should extend westward towards the park space between Durkee and Margaret Streets.

The proposed PUD is a crucial part of downtown revitalization that will support economic development along with taking advantage of the Saranac Riverfront for enhanced public access and use.

(4) The minimum percentage of open space contained in the entire PUD shall be the minimum percentage required by Schedule II for the zoning district in which the PUD is located. In calculating the area of required open space, § 360-17B of this chapter shall apply.

The minimum percentage of open space proposed in the entire PUD exceeds the minimum percentage of required open space. The minimum open space calculated based on Schedule II for the C – Central Business district, which is 100% of required setbacks, is 15%. The minimum open space proposed in the PUD subdivision is 22%. This exceeds the minimum requirements for the entire PUD of 15% open space. The proposed open spaces are as follows:

- Along the Saranac River, an identified top priority for the City, to be designed as a riverfront walk with site furnishings and landscape plantings that will connect Broad, Durkee, and Bridge Streets to the riverfront;
- Bordering the riverfront walk and the surface parking lot;

- Walkway and landscape plantings from Durkee Street to the riverfront walk;
- Walkways along Durkee and Bridge Streets; and
- Walkways and amenities in the courtyard of the building. These open spaces will include sidewalks, boardwalks, landscape plantings, and site furnishings all consistent with downtown amenities.

Importantly, the PUD Subdivision and the resulting development will allow for the revitalization of the riverwalk along the Saranac River. Currently, the existing riverfront on the Durkee Street Lot is underutilized and in need of repair. The PUD Subdivision will allow for the riverwalk to be improved and access will be provided, in part, through a pedestrian walkway through Prime's Project. This will enhance the open space areas and provide more opportunities for residents and visitors.

(5) The plat showing such planned unit development may include areas within which structures may be located, the height and spacing of buildings, open spaces and their landscaping, off-street open and enclosed parking spaces, streets, driveways, and any other features required by the Planning Board.

The PUD plan includes the location of the structures, spacing of buildings, open spaces, parking – off street and enclosed, and driveways. The Prime Site Plan application shows more detail of the various features proposed for Lot 2B.

(6) Planned unit developments are permitted in all zoning districts except RH.

The PUD is proposed in the C – Central Business district, which is permitted in the Zoning Regulations.

(7) A planned unit development may include any mixture of uses, permitted as of right or by special use permit that are permitted within the zoning district.

The proposed uses within the PUD are a mixture of uses that are permitted as of right and by special use permit in the C – Central Business district. They include the following:

- *Permitted Principal Uses*: retail business and commercial uses, personal and business service establishments, eating and drinking establishments, parks and recreation facilities, apartments above the first floor.
- *Accessory Uses*: parking and loading areas.

- *Uses Requiring Special Use Permit*: PUDs, apartments on the first floor of a multistory building within a PUD.

As mentioned above, the City is applying for two Special Use Permit (SUP) requests for the proposed PUD boundary and the uses to include the PUD and apartments on the first floor of a multistory building within a PUD that are before the City Zoning Board of Appeals.

(8) In reviewing and approving all plans, the Planning Board, in addition to the standards set forth herein, may utilize the standards of the subdivision and site plan review requirements, as well as the opinions of the City Planner, other department heads and City consultants.

This PUD does have a connected Site Plan application for Lot 2B. The goal is for the Planning Board to review these applications simultaneously and utilize both the PUD, subdivision and site plan review requirements.

(9) No tract, parcel or lot or tracts, parcels or lots shall be developed as a planned unit development unless it shall contain an area of adjoining and contiguous land as specified in the following table and shall contain sufficient access to the public road system as designated on the Official Map of the City of Plattsburgh, as amended.

The PUD is proposed for the C – Central Business district which requires a minimum land area of 3 acres as specified in the table. The proposed PUD contains approximately 4.66 acres which meets this requirement.

Section 360-21, D. Guidelines for Review and Approval of Planned Unit Developments
The Planning Board shall consider the following guidelines in reviewing and approving planned unit developments. Notwithstanding the use of the word "shall," the Planning Board may vary the requirements of the guidelines upon a showing that standards for obtaining an area variance have been met.

In the following review, we have addressed the standards for obtaining an area variance related to deviations from the guidelines in accordance with Section 360-54 (D) (3) (b) Area variances. In considering the granting of the deviations the Planning Board should consider the standards set forth for area variances. Thus, the Planning Board shall consider whether the benefit to the applicant if the deviation is granted as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant.

In weighing the aforementioned balancing test, the law requires that the following considerations be made: (1) whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the deviation; (2) whether the benefit sought by the applicant can be achieved by some method, feasible to the applicant to pursue, other than the deviation; (3) whether the requested deviation is substantial; (4) whether the proposed deviation will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district; and (5) whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the board of appeals, but shall not necessarily preclude the granting of the deviation.

(1) Boundary line and internal street setback requirements

Lot 2A – Gateway Building (ICV)

The front yard setbacks, as determined in the underlying C - Central Business zoning district, are to be the height in stories times 3, which is 12 feet for the 4 story Gateway building. The front yard setbacks were previously approved for the Gateway building (ICV) by the Planning Board. The northern boundary line was approved by the Planning Board and is accounted for as a separate lot in the City tax database but was never formally subdivided as a separate lot. The side yard setback for the existing parking garage from the northern boundary line is 3 feet. This is a 9 foot deviation from the underlying C – Central Business zoning district requirements.

Lot 2B – Durkee Street development

The required front yard setback for the proposed building from Durkee and Bridge Streets is 15 feet. The proposed building is 9 feet from Durkee Street and 3 feet from Bridge Street. These front yard setbacks deviate from the underlying C - Central Business zoning district requirements by 6 feet and 12 feet respectively. The required side and rear yard setbacks are 15 feet. The proposed building is 2 feet from the Lot 2A property line and the existing farmers' market is 5 feet from the Lot 2A property line. These are measured from an existing farmers' market building that is being rehabilitated and deviate 13 feet and 10 feet respectively. The building height requirement is based on the number of stories times 12 feet. For a five story building (which is what's proposed), the building height requirement is 60 feet. The proposed building height is 65 feet, which is a deviation from the underlying C – Central Business zoning district requirement by 5 feet. These are requested deviations for Lot 2B and are outlined on the attached List of Deviations for PUD table. There are no proposed public or private streets within the PUD.

In support of this deviation request, we respectfully submit that the benefit to the applicant is granting the deviation clearly outweighs any detriment caused by such a grant. To this end, please note the following considerations:

(a) *Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance;*

The above requested front, side and rear setback deviations will not create an undesirable change in the character of the neighborhood. The proposed building front setbacks will be greater than what exists for the surrounding buildings on Bridge and Durkee Streets which abut the municipal sidewalks. Existing buildings bordering sidewalks exists throughout the neighborhood and downtown which allows for pedestrians to easily stroll and access retail and commercial businesses. The proposed side building setback allows for more open space lands bordering the Saranac River for the Riverwalk improvements and public access. The proposed rear setback for the existing farmers' market building from Lot 2A exists based on the original approval of the Gateway complex. These side and rear setbacks allow for open space to remain along the Saranac River and for a broader area for the Riverfront improvements.

(b) *Whether the benefit sought by the applicant can be achieved by some method feasible for the applicant to pursue, other than an area variance;*

To have the proposed building and development fit into the context of the neighborhood and be part of the streetscape fabric and a walkable downtown, there is not another option. Please also note that the range of appropriate alternatives is limited by two standards: First, the alternative must still provide the benefit sought by the applicant and, second, it must be feasible for the applicant to pursue. The Board may not consider an alternative design that is a "profound departure" from, or substantially more costly than, the design proposed in the variance.

(c) *Whether the requested area variance is substantial;*

The requested setback deviations are not substantial because they are consistent with the character of the physical buildings and streetscape fabric of the neighborhood and downtown.

(d) *Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district;*

The proposed setback deviations will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood. The Durkee Street reconfiguration/streetscape and Bridge Street streetscape improvements will be coordinated with the PUD and will create a more consistent street wall and allow for more pedestrian friendly sidewalks, increased on street parking, and additional landscape plantings. In addition, improved green space and pedestrian access to the Saranac River and improved pedestrian facilities will be beneficial to the neighborhood and downtown.

(e) Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the Board of Appeals but shall not necessarily preclude the granting of the area variance.

The setback deviations would be considered self-created. However, as stated above, the proposed building will be placed to be consistent with and in character with the surrounding neighborhood and the downtown. Notwithstanding, the fact that an area variance is self-created "shall not necessarily preclude the granting of the area variance".

(2) Building height.
The maximum allowable building height in stories is determined by the lot area times 0.0001. For Lot 2A, the maximum building height is 5 stories. The existing ICV building is 4 stories.

For Lot 2B, the maximum allowable building height in stories is 14. The proposed building is 5 stories tall and meets this requirement. The proposed height in feet for a building in this district is the number of stories times 12, which equates to 60 feet for a 5 story building. The proposed building is 65′ tall. This is a requested deviation for Lot 2B as outlined in the attached List of Deviations for PUD table.

In accordance with Section 360-54 (D) (3) (b) Area variances determination, the Planning Board shall consider the following:

(a) Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance;

The proposed building height of 5 feet above the required 60 foot story height for a 5 story building is similar to and consistent with building heights within the surrounding area.

(b) Whether the benefit sought by the applicant can be achieved by some method feasible for the applicant to pursue, other than an area variance;

The five story building (one level underground, four stories above ground, and a mezzanine level) is designed to accommodate underground parking. Due to the site sloping down towards the Saranac River, there is not a feasible option to adjust to this grade difference. As noted above, alternatives that are profound departures or cost prohibitive shall not be considered.

(c) Whether the requested area variance is substantial;

The building height deviation is not substantial. The Zoning Regulations do allow for a building height of 14 stories in this C - Central Business District, which equates to 168 feet tall. The 65 feet height of the proposed building is considerably less than this.

(d) Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district;

There will not be any adverse impacts on the physical or environmental conditions in the neighborhood as a result of this height deviation. The proposed building structure is consistent with what is typically found in downtown Plattsburgh and is conceptually designed to have similar architectural details that exist in surrounding buildings to blend in with the character of the neighborhood.

(e) Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the Board of Appeals but shall not necessarily preclude the granting of the area variance.

The difficulty of maintaining the height of the building is impacted by the physical challenges of the sloping site. Notwithstanding, the fact that an area variance is self-created "shall not necessarily preclude the granting of the area variance.

(3) Distance between buildings.
The buildings (Gateway building and parking garage) on Lot 2A were previously approved by the Planning Board. There is only one building proposed on Lot 2B. The distance between buildings on Lot 2A and Lot 2B is approximately 235 feet. The farmers' market building is existing.

(4) Land use density.

Each lot within the PUD and the entire PUD development meets the land use density (maximum building coverage, minimum area, area per dwelling unit, and minimum open space) requirements for the C – Central Business zoning district. The entire PUD development also meets the land use density requirements for the C – Central Business zoning district as follows:

	Underlying Zoning District	Proposed
Maximum Building Coverage	85%	39%
Minimum Area	50,000 sq. ft.	82,965 sq. ft.
Maximum # of Dwelling Units	276	115
Minimum Open Space	15%	22%

(5) Open space.

(a) Required percentage of site and (b) Computation

As noted above, the entire PUD development and the individual lots meet the required percentage of open space. The proposed open space for the PUD includes easements for the pedestrian connection from Durkee Street to the Riverwalk and utility easements for water, sewer and stormwater. Lot 2B minimum open space meets the requirements of 360-17(B).

(b) Modification

The proposed open space for the PUD includes easements for public use for the Riverfront walkway, pedestrian connection from Durkee Street to the Saranac River Riverfront walkway, and utility easements for water, sewer and stormwater.

(c) Circulation and off street parking

Lot 2A was previously approved for off-street parking for the Gateway building.

Lot 2B has proposed 286 parking spaces for its project. The Zoning Regulations off street parking demand requires 317 parking spaces.

In the DGEIS and FGEIS, it is noted that the City's off-street parking requirements have not been amended in some time. An alternative source for parking generation data is the Institute of Transportation Engineers (ITE) "Parking Generation" (5th Edition, 2019) manual that includes parking demand data for over 100 different land uses. The ITE Parking Generation Manual shows a total demand of 272 parking spaces for the Durkee

Street Development residential and commercial components, which is 45 spaces less than the City's Parking Standard.

The existing 289 publicly accessible parking spaces located on the site will be relocated and replaced in several nearby downtown lots. The FGEIS outlines and documents these replacement publicly accessible parking spaces.

The proposed 9 feet by 18 feet parking spaces conform to the required dimensions. The proposed 24 foot aisle within the parking areas is less than the 26 foot aisle width required in the Zoning Regulations resulting in a 2 foot deviation. The proposed access driveways are in excess of the required 50 feet from street intersections. The northern access driveway on Durkee Street is approximately 170 feet from the Durkee and Bridge Street intersection; the southern access driveway on Durkee Street is approximately 270 feet from the Durkee and Broad Street intersection; and the driveway access on Bridge Street is approximately 380 feet from the Durkee and Bridge Street intersection.

As allowed by the City's Zoning Section 360-21 (D)(5)(d)(5) Planned Unit Development Prime is requesting an alternate method of calculating the parking demand for the project. It states *"Mixed or multiple uses. In the case of mixed or multiple uses within a single structure or building or in the use of land, the amount of off-street parking required shall be determined by the sum of the requirements of the various uses computed separately in accordance with § 360-26 of this chapter, except where the applicant can demonstrate to the satisfaction of the Planning Board that another method of computation will adequately serve the proposed mixed or multiple use."*

The following are the project's parking demands calculated per the City's Zoning Code and per the requested PUD Subdivision.

	Parking Demand Per City Zoning Code	
Use	**Calculation**	**No. of Spaces**
Residential	(2 per DU for first 10) x 10 + (1.75 per DU over 10) x 105	204
Commercial	(1 Space per 250 sf) x 7,250 sf	29
Restaurant		
Customer area	(1 per 50 sf) x 3,690 sf	74
Other Area	(1 per 250 sf) x 2,460 sf	10
Public Parking for City Use	-	50
	Total Demand	**367**

	Parking Demand Per PUD	
Use	**Calculation**	**No. of Spaces**
Residential	(1.5 per DU) x 115	173
Commercial	(1 Space per 300 sf) x 13,400 sf	45
Employee Parking	(1/2 Space per employee) x 15	8
Public Parking for City Use	-	50
	Total Demand	**276**

Total Required (per PUD)	276
Total Provided	286

The Durkee Street Mixed Use Development will provide sufficient parking to meet all of the proposed demand from its site. As part of the PUD Subdivision Approval process, the applicant will request an alternative calculation for the residential parking demand, as stipulated in Section 360-21.-D-5-d-5 of the City Zoning Code. The Planning Board has the authority to approve an alternate method of parking calculation if the applicant can provide sufficient justification for the calculation. Instead of the methods stipulated in Section 360-26, the applicant is requesting the demand calculations shown above. The applicant has based this demand on another similarly sized project in the region that they have constructed and operated for multiple years with similar uses, layout, and construction. The applicant has operated without any parking issues.

(6) *Off-street loading requirements.*
The required off street loading berth is based on 1 space per 10,000 to 25,000 sq. ft. of floor area. This pertains to the commercial space and 1 off street loading berth is provided.

(7) *Streets.*
There are no proposed internal streets for the PUD. Therefore, this is not applicable.

(8) *Other improvements.*
All proposed utility improvements: water, sewer, and stormwater, will be designed in accordance with City, County and State regulations.

CITY OF PLATTSBURGH APPLICATION TO PLANNING BOARD FOR:

PLANNED UNIT DEVELOPMENT	**PRELIMINARY SUBMITTAL:**	Date: 11/26/19
SITE PLAN REVIEW	**FINAL SUBMITTAL:**	Date:

NAME OF PROPOSED DEVELOPMENT: Durkee Street PUD Subdivision

Applicant:
Name City of Plattsburgh
Address 41 City Hall Place
City Plattsburgh
State NY Zip 12901
Telephone#: 518-536-7520
Fax #:

Plans prepared by:
Name Robert M. Sutherland P.C.
Address 11 MacDonough St.
City Plattsburgh
State NY Zip: 12901
Telephone(518) 561-6145
Fax #:

Owner (if different) ((if more than one owner, provide info. for each)

Name City of Plattsburgh
Address 41 City Hall Place
City Plattsburgh
State NY Zip 12901
Telephone

Purchase Option:

Location of site: Durkee Street between Bridge Street and Broad Street.

Property description/class: Municipal Paved Parking Lot & Leased ICV Site

Parcel ID No.: 207.20-7-15 **Lot Size:** 4.66 acres

Current Zoning District: C (existing PUD)

Variance #: (if any) Approved: Yes No

City, State and Federal permits needed: Development Agreement (City), Site Plan Approval (City PB), Special Use Permit (City ZBA), Creation of a PUD (City PB), Water, Sewer, Electric Connections (City), NYSDEC SPDES (State)

Proposed uses(s) of site: Mixed Use Commercial and Residential Development & Existing ICV Site.

Total site area (square feet or acres): 4.66 acres

Anticipated construction time: 18 months (for mixed use) (days, months, years)

Will development be Phased: No

Current land use of site(agriculture,commercial, undeveloped,):
Municipal Paved Parking Lot, Farmers' Market structure, 4-story commercial building w/ associated parking garage.

Current conditions of site(buildings, brush, etc.):
Asphalt paving, concrete curbing, a metal sided building with an adjacent pavilion, 4-story commercial building w/ associated parking garage. Trees and brush along bank of Saranac River.

Character of surrounding lands(suburban,agriculture,wetlands,etc.):

The site is in an urban, mixed-use, downtown environment with the Saranac River on the eastern boundary.

Estimated cost of proposed improvement: $ 25,000,000

Anticipated increase in number of residents, shoppers, employees:
Approximately 236 new residents, approximately 25-30 new shoppers per hour during the peak hour, and approximately 4 new full-time employees. See associated mixed-use site plan for more information.

Describe proposed use, including primary and secondary uses; ground floor area; height; and number of stories for each building:

- for residential buildings include number of dwellings units by size(efficiency, one-bedroom, two-bedroom,three or more bedrooms) and number of parking spaces to be provided.

- for nonresidential buildings, include total floor area and total sales area; number of automobile and truck parking spaces.

- other proposal structures

The proposed PUD would include an approx. 200,000 gross SF, five-story building with approximately 10,000 SF of commercial space on the first floor along Durkee Street. The remainder of the first floor and floors 2-5 will have approximately 115 residential units. There will be approximately 286 parking spaces (86 spaces in a surface lot, 35 spaces in a courtyard, 165 spaces in an underground garage beneath the building) and a loading space. There will be an open space pedestrian corridor connecting Durkee St. to a new pedestrian riverwalk (by others). Also proposed is the rehabilitation of the existing farmers' market building for a 3,400 SF commercial space and a 2,400 SF, publicly accessible civic space. The PUD would also include the existing 4-story Gateway building with approximately 45,000 sf of commercial space and 165 parking spaces (146 in two story garage and 19 surface spots).

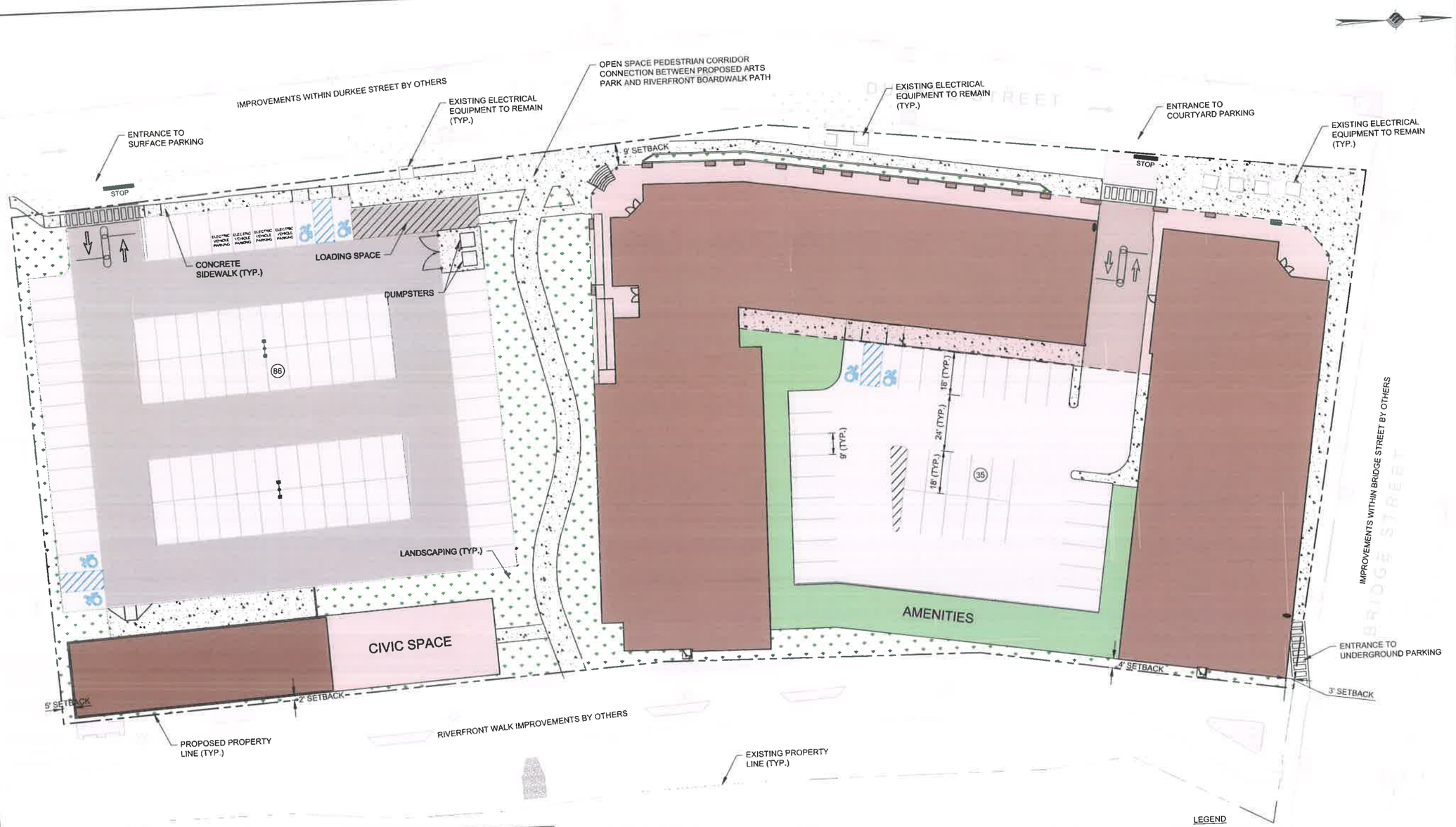
INSTRUCTIONS FOR SUBMITTAL:

1. Type or print neatly. Complete all blanks.
2. Submit completed application and one location map, survey, detailed site plan, typical floor plans, SEQR, and building elevations (indicating finished materials) as required by the Zoning Ordinance Section 270-35. After review and acceptance of the above submittal by the Building Inspector and Engineering and Planning Dept., the approved application will be returned and the applicant is to submit **15 sets** of the approved application, SEQR, and drawings to:

Engineering and Planning Dept.
41 City Hall Place
Plattsburgh, N.Y. 12901

(518) 563-7730

NOTE: A site plan review request can not be placed on the Planning Board agenda until the Engineering and Planning Dept. certifies the submittal is complete and contains all information as required.



PROJECT DATA:

1. APPLICANT:
   PRIME PLATTSBURGH, LLC
   621 COLUMBIA STREET
   COHOES, NY 12047
2. EXISTING ZONING: COMMERCIAL/PLANNED UNIT DEVELOPMENT
3. LOT AREA: 2.76 ACRES (120,120 SF)

ZONING:

	TAX ACC. NO.	LOT SIZE	ZONING
EXISTING:	207.20-7-15	±4.66 ACRES	COMM/PUD
PROPOSED:	XXX.XX-X-XX	±2.76 ACRES	PUD

GROSS COMMERCIAL AREA:	7,250 SF
GROSS RESTAURANT AREA:	6,150 SF
60% CUSTOMER AREA:	3,690 SF
40% OTHER AREA:	2,460 SF
TOTAL APARTMENT UNITS:	115

PARKING DEMAND PER CITY CODE

USE	CALCULATION	NO. OF SPACES
RESIDENTIAL	(2 PER DU FOR FIRST 10) x 10 + (1.75 PER DU OVER 10) x 105	204
COMMERCIAL	(1 SPACE PER 250 SF)	29
RESTAURANT		
CUSTOMER AREA	(1 PER 50 SF) x 3,690 SF	74
OTHER AREA	(1 PER 250 SF) x 2,460 SF	10
PUBLIC PARKING FOR CITY USE		50
TOTAL DEMAND	-	367

PARKING DEMAND PER PUD

USE	CALCULATION	NO. OF SPACES
RESIDENTIAL	(1.5 PER DU) x 115	173
COMMERCIAL	(1 SPACE PER 300 SF)	45
EMPLOYEE PARKING	(½ SPACE PER EMPLOYEE) x 15	8
PUBLIC PARKING FOR CITY USE	-	50
TOTAL DEMAND	-	276

PARKING PROVIDED

LOCATION	NO. OF SPACES
SURFACE PARKING LOT	86
COURTYARD PARKING LOT	35
UNDERGROUND PARKING LOT	165
TOTAL PARKING PROVIDED	286

*PARKING SPACES WILL BE STRIPED TO INDICATE SPACE AVAILABLE FOR PUBLIC USE

ADA PARKING:
PER NYS 2016 UNIFORM CODE SUPPLEMENT

ACCESSIBLE SPACES REQUIRED:

SUFACE PARKING	4 SPACES
COURTYARD PARKING	2 SPACES
UNDERGROUND PARKING	6 SPACES

ACCESSIBLE SPACES PROVIDED:

SUFACE PARKING	4 SPACES
COURTYARD PARKING	2 SPACES
UNDERGROUND PARKING	6 SPACES

FEATURES	CALCULATION	UNDERLYING CITY ZONING	PROPOSED
PARCEL SIZE	CHAPTER 360 SCHEDULE III	50,000 SF	120,120 SF
MIN. LOT DIMENSION	SQUARE ROOT OF LOT AREA X 0.67	232'	216'
MAX. HEIGHT IN STORIES	LOT AREA X 0.0001	14	5
MAX. BLDG HEIGHT	STORIES X 12	60'	65'
MINIMUM BUILDING SETBACKS	STORIES X 3	15'	3' NORTH 2' EAST (EXISTING) 9' WEST 5' SOUTH (EXISTING)
MAX. BLDG COVERAGE	LOT SIZE - SETBACK AREA	82%	32%
MIN. OPEN SPACE	SETBACK AREA	22,105 SF	22,135 SF

LEGEND

- CONCRETE SIDEWALK
- LANDSCAPING
- AMENITY SPACE
- LIGHT DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- BUILDING
- BUILDING OVERHANG
- STONE RIP-RAP
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- BUILDING OVERHANG

0 20 40 60 FT
SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
CONCEPT UPDATE

NO.	DATE	DESCRIPTION
1	02/04/2020	PARKING UPDATE

CLIENT:
PRIME PLATTSBURGH, LLC
PLATTSBURGH, NEW YORK

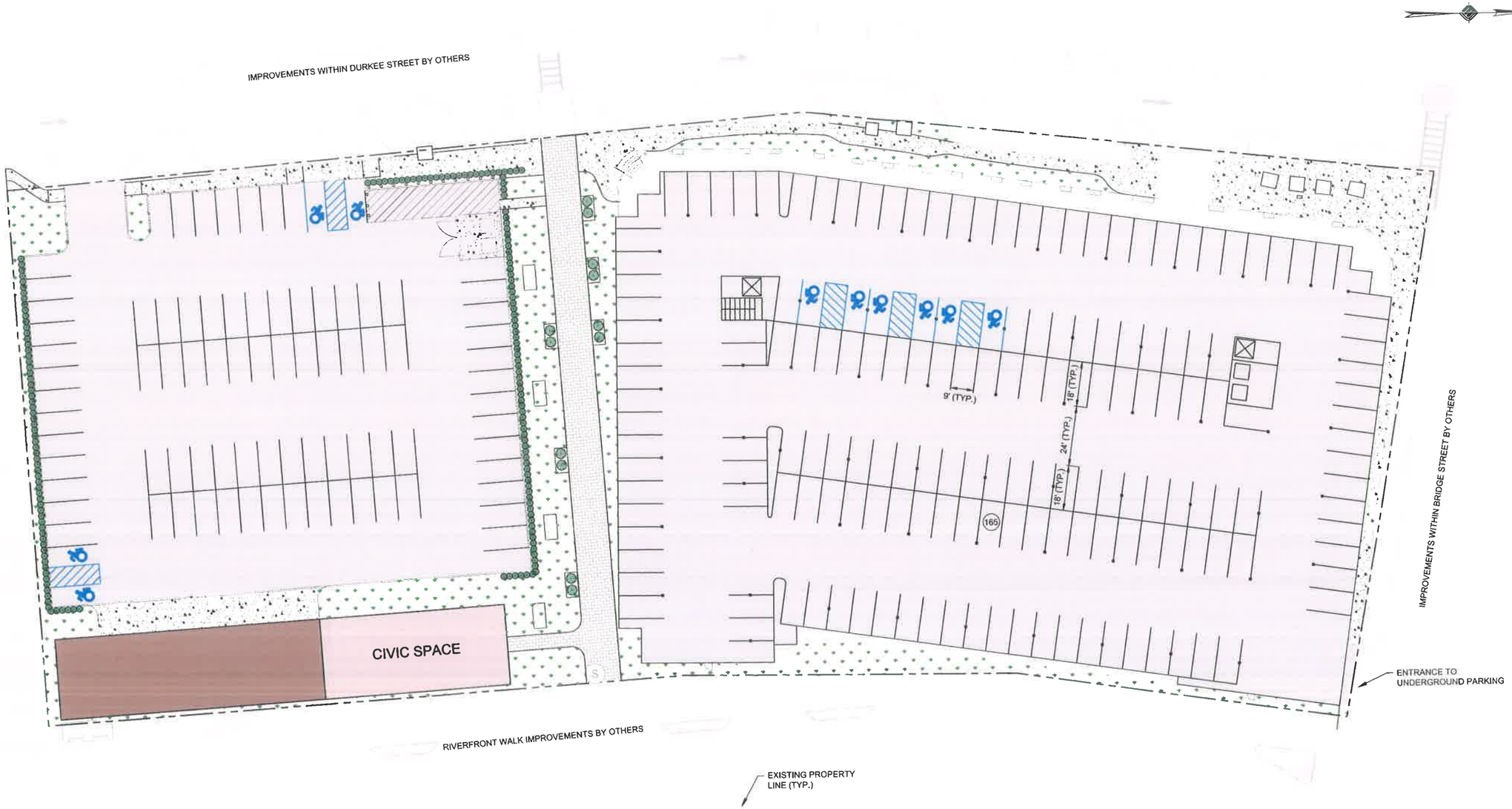
PROJECT:
DURKEE STREET MIXED USE

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	NOVEMBER 2019
PROJECT	18491.00

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE
CONCEPTUAL SITE PLAN

DRAWING NUMBER
C-01



LEGEND

- CONCRETE SIDEWALK
- STAMPED CONCRETE
- LANDSCAPING
- AMENITY SPACE
- ASPHALT PAVEMENT
- BUILDING
- BUILDING OVERHANG
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- BUILDING OVERHANG

0 20 40 60 FT
SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
CONCEPT UPDATE

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	NOVEMBER 2019
PROJECT	18491.00

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DRAWING TITLE
BASEMENT PARKING PLAN

DRAWING NUMBER
C-01

01 OF 01

Plattsburgh Durkee Street Project
List of Deviations for PUD Subdivision - UPDATED
February 3, 2020

Requirement	Central Business Zoning District - High Rise	PUD Requirement	Lot 2A: City Owned (Gateway Complex)	Deviation Requested per § 360-21(D)	Lot 2B: Prime Lot	Deviation Requested per § 360-21(D)
Minimum Lot Area	50,000 sq. ft.		82,965 sq. ft.	Not applicable	120,119 sq. ft.	Not applicable
Minimum Land Area	Not applicable	3 acres for entire PUD area	1.9 acres (totals 4.66 acres with Lot 2)	Not applicable	2.76 acres (totals 4.66 acres with Lot 1)	Not applicable
Minimum Lot Dimension	202 FT for Lot 2A 233 FT for Lot 2B		Previously approved	No	573 FT	No
Width	70 FT for Lot 2A 70 FT for Lot 2B		Previously approved	No	> 500 FT	No
Depth	100 FT for Lot 2A 100 for Lot 2B		Previously approved	No	265 FT	No
Front Setback (Durkee and Bridge Streets)	12 FT for Lot 2A 15 FT for Lot 2B		Previously approved	No	9 FT Durkee Street 3 FT Bridge Street	Yes
Side Setback	12 FT for Lot 2A 15 FT for Lot 2B		3 FT (north)	Yes	2 FT (east)	Yes
Rear Setback	12 FT for Lot 2A 15 FT for Lot 2B		Previously approved	No	5 FT (south)	Yes
Height (FT)	48 FT for Lot 2A 60 FT for Lot 2B		Previously approved	No	65 FT	Yes
Height (Stories)	5 stories for Lot 2A 14 stories for Lot 2B		Previously approved	No	5 stories	No
Minimum Distance Between Buildings		The minimum distance between any two buildings, other than buildings containing common walls, shall be not less than as computed under the following formula: S=(LA+LB+2(HA+HB))/6 Where: S = Required minimum horizontal distance between any wall of Building A at any given level and any wall of Building B at any given level or the vertical prolongation of either; LA = Total length of Building A. Building A shall be that structure which is of equal or greater length of the two buildings selected; LB = Length of Building B; HA = Height of Building A. The height of Building A is the average height above the finished grade of the structure; HB = Height of Building B.	Previously approved	No	Minimum distance between buildings is as follows: LA = 305 ft, LB = 106 ft, HA = 65 ft, HB = 18 ft, S = 96 ft Actual Distance: 120 FT	No
Maximum Building Coverage	Previously approved for Lot 2A 84% for Lot 2B		Previously approved	No	32%	No
Minimum Open Space	Previously approved for Lot 2A 16% for Lot 2B		Previously approved	No	22,135 SF or 18%	No

Plattsburgh Durkee Street Project
List of Deviations for PUD Subdivision - UPDATED
February 3, 2020

Requirement	Central Business Zoning District - High Rise	PUD Requirement	Lot 2A: City Owned (Gateway Complex)	Deviation Requested per § 360-21(D)	Lot 2B: Prime Lot	Deviation Requested per § 360-21(D)
Minimum Number of Parking Spaces	See City parking requirements in Notes below	The Planning Board can approve an alternative calculation for parking demand, as stipulated in Section 360-21.-D-5-d-5 of the City Zoning Code. The Planning Board has the authority to approve an alternate method of parking calculation if the applicant can provide sufficient justification for the calculation. Instead of the methods stipulated in Section 360-26, the applicant is requesting an alternative method for calculating the residential/commercial/restaurant parking demand. The applicant has based this demand on another similarly sized project in the region that they have constructed and operated for multiple years with similar uses, layout, and construction. The project has operated without any parking issues.	Previously approved	No	*Residential*: 1.5 / dwelling unit x 115 units (173 spaces) *Commercial/Retail/Restaurant*: 1 / 300 sf x 13,400 sf (45 spaces) *Employee*: 1/2 space per employee x 15 (8 spaces) *Public Parking for City Use*: 50 spaces (50 spaces) *Total 276 spaces*	Yes

City Parking Requirements Notes:

Residential:

2 / dwelling unit for first 10 units x 10 units (Lot 2B - 20 spaces)

1.75 / dwelling unit over 10 x 105 units (Lot 2B - 184 spaces)

+1 for each adult occupying the unit over 2 (0 spaces)

Commercial:

1 / 250 sf x 7250 sf (Lot 2B - 29 spaces)

Restaurant:

1 / 50 sf customer area x 3690 sf (Lot 2B - 74 spaces)

1 / 250 sf other area x 2460 sf (Lot 2B - 10 spaces)

Total 317 spaces

DISCOVER
Plattsburgh

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MEMORANDUM

From: Matthew Miller, Director of Community Development

To: Ron Nolland, Chairman, Zoning Board of Appeals

James Abdallah, Chairman, Planning Board

Subject: City Downtown Parking Plans

Date: February 20, 2020

Additional information has been requested by both the City's Zoning Board of Appeals and Planning Board regarding the City's plans for downtown parking so that they may properly evaluate the various applications currently before the boards relating to the Durkee Lot Mixed Use Development. The following table appears on page 11 of the Final GEIS and shows the anticipated changes in the downtown parking supply that will occur as a result of the GEIS projects:

Table 3: Existing and Future Publicly Accessible Parking Supply within SAD

	Existing Public Supply[1]	Future Public Supply	Change in Public Supply
DSMPL (existing) / DLMUD (future)	289	50	-239
BSMPL	59	80[2,3]	+21
APMPP	0	103[3]	+103
Westelcom Park[5]	4	0	-4
Clinton County Lot	0	69[2,4]	+69
Court Street Lot	44[7]	44[7]	0
City Hall Place Lot	17[7]	17[7]	0
Off-Street Totals	***413***	***363***	***-50***
Durkee Street (Broad St. to Bridge St.)	15	53	+38
Bridge Street (Durkee St. to Peru St.)	32	38	+6
Court Street (north side from Margaret St. to Oak St.)	28	19	-9
Margaret Street (west side from Brinkerhoff St. to Division St.)	9	4	-5
On-Street Totals (All Streets within SAD)	***407***	***437[6]***	***+30***
Total On- and Off- Street Spaces	***820***	***800***	***-20***

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Notes: [1] Based on a parking supply survey conducted by the City of Plattsburgh's Community Development Office. [2] Includes one motorcycle space. [3] Reflects revised plan. [4] Reflects additional information provided by Clinton County subsequent to issuance of the DGEIS. [5] The four existing off-street parking spaces at Westelcom Park will be eliminated as part of the WPI. [6] The nine fewer spaces on the north side of Court Street between Margaret and Oak Streets are due to adjustments to the Clinton County Lot and the loss of five spaces on the west side of Margaret Street between Brinkerhoff and Division Streets is due to construction of the proposed APMPP. [7] Parking numbers reflect existing supply and have been updated to correct errors contained in the DGEIS.

The Community Development Office offers the following additional documentation for reference by your boards when evaluating the Durkee applications:

1. The Carl Walker study "Parking Observations and Recommendations" completed on behalf of the City in February of 2018. The study includes several recommendations for managing the City's downtown parking assets and replacing the capacity of the Durkee Street Municipal Parking Lot.

2. A February 19, 2020 memo from WGI, Inc. (formerly Carl Walker), the consultants who completed the City's 2018 downtown parking study, concluding that, in their view, the City's overall parking plan for downtown will provide adequate public parking capacity both during construction and after all the proposed GEIS projects have been completed.

3. An overview map showing the physical location of the proposed replacement parking capacity projects in the downtown area.

4. August 2018 memo from the Plattsburgh Parking Advisory Committee to the Common outlining its parking recommendations and a proposed timeline of implementation. These recommendations were arrived at after 8 months of PPAC meetings and input from numerous community stakeholders. The memo includes several recommendations regarding management of the City's new parking system.

   As yet, the Council has made no final decisions on any of these recommendations save for their endorsement of the continuation of the existing City policy on the use of outdoor 'parklets' during the summer season by downtown restaurants. The recommendation of IPS as the City's preferred kiosk vendor was made after an exhaustive process in which the City initially released an RFP, evaluated the 3 proposals received and then invited all 3 vendors for on-site interviews and a demonstration of their proposed kiosk units. Ultimately the PPAC's review committee decided unanimously to recommend IPS Group.

5. The construction site plan for the 103 space Arnie Pavone Memorial Parking Plaza which will be built on the current site of the Glens Falls National Bank Building on Margaret

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St. The City recently purchased the lot and will complete asbestos abatement and demolish the building pending completion of the GEIS with lot construction to commence immediately following demolition. Division St. will be abandoned and its former footprint incorporated into the new lot.

Cooperation from the adjacent property owners, Community Bank and St. John's Catholic Church, has been sought, agreements in principle have been reached with both parties, and the necessary access/construction easements are currently being negotiated for the portions of the construction required to take place on their properties. A preliminary rendering is included as well. Minor changes to the design have been implemented since this rendering was completed. A brief project narrative is also included. The new lot will be completed prior to groundbreaking on the Durkee lot development.

6. The construction site plan for the expanded Broad Street lot. This is a simpler project than the Pavone lot and will involve the addition of 21 parking spaces by expanding the lot toward the Saranac River. A preliminary rendering and project narrative are also included. The expanded lot will be completed prior to groundbreaking on the Durkee lot development.

7. Site plan for the reconfiguration of the Clinton County Government Center Parking Lot. In exchange for the City contributing to the construction cost of this reconfiguration, the County agreed to open the 69 spaces in the newly expanded public parking area to any public purpose whereas, prior to the lot's reconfiguration, only those on County business were permitted to park in that area.

8. Sketch site plan showing proposed improvements to Durkee Street which involve the conversion of that street to one-way, northbound traffic and the addition of new on-street parking capacity on the reconfigured street. Design work for this project is ongoing and it is anticipated that construction will begin roughly 6 months after construction of the Durkee lot development commences.

9. Draft proposals for a temporary construction parking plan to be implemented while construction of the DLMUD, Durkee Street improvements, and Bridge Street improvements are ongoing. These projects account for roughly 100 of the compensatory parking spaces included in the City's replacement plan and will not be available until construction is complete. The plan calls for, among other measures, the temporary designation of certain on-street areas within and adjacent to the SAD as long term parking.

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10. The traffic study completed as part of the GEIS process that analyzed the effects of all the proposed parking improvements on downtown traffic flow. The study concluded that, even with the conversion of Durkee Street to one-way traffic, traffic impacts would be minimal and of those expected increases in wait times at the various evaluated intersections, none was greater than 5 seconds.

The following is a list of documentation related to the City's parking plan that has been included in previous SUP application submission materials to the ZBA:

1. A memo from the Community Development Office to the Common Council, dated January 24, 2020 addressing public comments regarding parking that were submitted by the public in response to the Draft GEIS. NYS regulations require the Common Council, as lead agency for the environmental review, to respond to all substantive comments submitted by the public. Several comments questioned the manner in which the City was accounting for the number of spaces in its compensatory parking plan.

   Rather than debate the merits of these assertions, the City decided to show that, even if those assertions were utilized to calculate the number of compensatory parking spaces, that the SAD contains more than enough excess parking capacity to absorb any perceived deficit without approaching the peak parking utilization threshold of 85% that would normally require the City to start planning for additional parking. To do this, we used the results of over 100 SAD-wide parking counts conducted by members of the PPAC and the Community Development Office over the course of 2019. We felt it was more appropriate to use these results rather than those of the Carl Walker study as the demand observed in the 2018 study was based on observations prior to the City's resumption of active enforcement of its downtown parking regulations.

2. Current site plan for the Durkee Lot Mixed Use Development with anticipated parking demand included at bottom. A large underground parking deck and two surface parking lots are included in the plan. It is expected that the development will contain enough parking for its own needs and an additional 50 spaces that will be made available for use by the public. The City also plans to implement an additional 6 parallel, on-street parking spaces adjacent to the development on the south side of Bridge Street which can be seen on the right side of the site plan.

RECOMMENDATIONS

1. **Considering the impending development of the Durkee St. Lot, the City needs to administer the City Parking System**.

The City parking assets (on-street and off-street parking spaces) are free to patrons and lightly regulated even for the time limited on-street spaces. When the Durkee St. development comes to fruition, the City will no longer have the option to let the parking system operate with little planning or active management and oversight. For the Durkee St. development and the existing businesses and other organizations to be successful, the City needs to manage the parking assets to promote high levels of customer service and efficient use of parking spaces. High levels of customer service include having open parking spaces when arriving downtown, and options for parking based on cost and proximity.

Administering a public parking system can include charging for parking, but it is not a requirement. Fees are an important tool for managing parking supply, as they allow patrons to choose where to park based on their own price sensitivity. Effective downtown parking systems can exist without fees. However, the main management tool is parking enforcement, and too much enforcement creates an adversarial relationship between parking management and patrons / customers.

DISCUSSION NOTE

Options to Accommodate Parking Needs in support of DRI and Durkee St. Development

1. Don't change much and require people to park in the Harbor Lots
2. Create necessary downtown parking and administer FREE parking system that does not charge patrons for use. City bears all costs for creating and managing parking.
3. Create necessary downtown parking and administer PAID parking system that charges fees for use.

Option 1 provides low levels of customer service. Option 2 is not financially feasible for the City. Option 3 provides high levels of customer service and has revenue to help cover costs.

Administration of the Parking System would require overhead; staff, supplies, equipment, etc. Our understanding from City staff is that implementation of a Parking System would have to pay for itself out of fees. The City is unable to absorb the overhead of a managed parking system that does not generate revenue. For the remainder of these recommendations, we are going to assume the City Parking System will charge user fees for hourly on-street parking and daily and monthly off-street parking to support the administrative overhead required. Paid parking accomplishes two objectives:

1.) Creates a high level of customer service by offering options to patrons based on price, not on enforcement.
2.) Provides funding necessary to adequately administer a public parking program.

Recommendation

Create a Parking Office that is responsible for day to day parking operations as well as short and long-term parking planning as part of the overall economic development of the City. Some of the items that need to be considered for more robust management and administration of parking include:

A. Staffing for:
   a. Issuance and administrations of monthly parking permits
   b. Issuance and administration of residential parking permits
   c. Civilian parking enforcement
   d. Administration of accounts payable / receivable
   e. Maintenance of meters
   f. Cash collection of meters
   g. Reconciliation of mobile and credit card payments
   h. Daily administration – answering phone calls / taking questions
   i. Parking ticket payments / adjudication
   j. Policy input from Community Development
   k. Coordination with zoning and land use
   l. Liaison with Mayor / Common Council

(There should be a lead person responsible for parking operations, but also leadership for future planning, land use and zoning issues related to parking. The leader needs to represent how parking and transportation can support the overall economic development of Plattsburgh.)

B. Administrative:
   a. A Parking Violations Bureau has already been established by ordinance, but there may be other legal requirements to establish a Parking System.
   b. Updated website with maps and payment option
   c. Cooperation with NYDOT regarding placing meters on State roads / highways
   d. Communication among Community Development / Finance / Police / Public Works and other City entities
   e. Communication with public about parking policies / needs / availability

C. Capital Expenditures:
   a. Office / meter shop / signage space
   b. Signage and wayfinding
   c. Purchase and installation of parking meters / necessary technology

d. Implementation of mobile payment option (can be implemented with little out of pocket costs to the City)
e. Purchase and implementation of electronic permitting and parking enforcement technology

The creation of a parking system will change the existing parking patterns and dynamics. Numerous decisions large and small will be required throughout the process, and adjustments will need to be made after implementation. Considerations include but are not limited to:

D. All parking related revenue should fund the Parking System; on-street fees, citations and late fees, off-street permits, daily parking and special event fees.
E. Having an administered Parking System provides the City with the opportunity to plan development, adjust to changing conditions and provide high levels of customer service.
F. Develop a Standard Operating Procedures Policy Manual
G. On-street parking:
    a. Rates
    b. Time limits or escalating rates
    c. Late fees and adjudication. The current citation price and late fees are part of City code. *(This type of detail should not be part of ordinance, it provides little flexibility and necessary changes may become political decisions instead of practical operational considerations.)*
    d. Type of meters (single space / multi space / mobile only)
H. Off-street parking rates
I. A certain percentage of parkers will vacate the downtown parking areas because the spaces are no longer free and without restriction.
J. Secondary parking supplies may emerge as private land owners open their parking areas for paid parking. Does the City want to regulate these businesses?
K. What policies are in place to maintain the downtown buildings and avoid demolition to create private parking lots?
L. The Harbor parking lots should remain free for cost sensitive parkers. This will require attention from the Police department to monitor the area and the walking routes.
M. Implementation time will likely be 6-12 months. Set a schedule so the parking system is running effectively before the Durkee St. development dramatically changes the downtown landscape.

DISCUSSION NOTE

Can the parking system be financially independent? Some of the factors to consider:

- Does the parking system retain all parking related revenue?
- Debt service
- Rates and fees
- How are expenses allocated? Utilities, snow plowing, capital maintenance?

2. **The Durkee St. development RFP should include a requirement to meet parking demand for the new development and replace some parking spaces from the removed parking lot.**

The current Durkee St. Lot provides 65% of the off-street public parking supply downtown. Eliminating these parking spaces without replacing them would result in hundreds of parkers being displaced during and after development.

A. The chosen development team should include on-site parking for the parking demand created on the site. This can be a combination of structured and surface parking, but would require some structured parking to provide the spaces necessary. Shared parking scenarios should be considered when determining the total parking required. Pertinent language from City code regarding shared parking:
   - *If the parking demand is determined to be greater than the required minimum number of spaces, the Building Inspector, or the Zoning Board of Appeals, may permit the property to be used or occupied for the owner's intended purpose if it is determined there are sufficient public parking spaces to meet such demand, and the property owner agrees to pay an additional parking assessment for such excess parking.*
   - *The Building Inspector or Zoning Board of Appeals may require the lot owner to provide a parking survey, in such form as he/it determines is appropriate, to assist him/it in making the determinations required by this section.*

B. In addition to including parking to meet the needs of the new development, the City should seek to add public parking as part of the development. Public parking in the core area of downtown is over 85% occupied at peak times (noon on a weekday) and therefore the current off-street parking needs to be replaced. Some of the opportunities to provide the replacement parking include:

   a. On-street angled parking along Durkee St. and Bridge St.
   b. Surface parking on Durkee development site as part of the development design.
   c. Structured parking at the Durkee development site. This would not likely include a separate parking structure, but additional spaces within a structure integral to the development.
   d. Surface parking lots in other areas of downtown to balance parking supply geographically. We developed options for Court and Couch Streets west of Margaret St.
   e. Combination of the above options to create 275 parking spaces.
   f. Utilize the Harbor parking lots.

DISCUSSION NOTE

Creating 275 new parking spaces to replace the Durkee St lot will result in a parking situation roughly similar to the current conditions. Undoubtedly the City hopes the Durkee St. development will lead to additional economic development and potentially more parking demand. We have not modeled other development scenarios, as Durkee St. is the focus of the City and there are no other development plans at this time.

The main downtown parking lots are over 85% occupied, or effectively full considering snow, misparked vehicles, unused ADA spaces and the difficulty finding the final few spaces. There is no room for additional parking demand. If the proposed Durkee St. development provides enough parking to support itself, and the City provides an additional 275 parking spaces either on-site or around the City, there is little parking supply for increased parking demand.

It is a difficult decision for a City to build parking in hopes of increasing economic activity. While it is true that a restricted parking supply can dampen economic development, overbuilding parking rarely results in increased parking demand without specific development projects. We don't recommend overbuilding the parking supply beyond what is currently needed plus the Durkee St. development. However, planning for future parking needs is the type of benefit derived from a managed parking system with effective leadership.

3. **Add parking capacity on the north and west side of downtown through co-operative agreements.**

Plattsburgh should be commended for keeping many of the historic building and street fronts intact, especially along Margaret, Clinton and Durkee Streets, as well as City Hall Place. This creates a nice cityscape, but limits the opportunity to add surface parking lots. To add parking near downtown will take some creativity.

The attached options show opportunities to create;

- Angled pull in parking along Durkee St. and Bridge St. as part of the redevelopment of that site.
- An expanded shared lot with the County by closing Court St.
- Combining multiple private parking lots and closing Division St.
- Creating a parking lot in Trinity Park.

DISCUSSION NOTE

Costs for Long Range Planning Purposes

Structured Parking - $22,000 to $25,000 per space depending on various factors – 30 – 50-year lifespan

Surface Parking - $5,500 - $7,500 per space depending on various factors – 20-year lifespan

Cooperative parking agreements with private land owners are difficult to obtain. The owners of private parking lots are protective of the access the parking areas provide for their staff and patrons. However, if the City can provide assurance of access and financial incentive (through the parking user fees), then mutually beneficial agreements could potentially be reached to bring private parking areas into public parking supply.

4. **Eliminate the Parking Special Assessment District in favor of parking fees as part of Recommendation #1).**

With the implementation of parking fees, the Parking Assessment District should be eliminated and funding of parking should be through user fees. The Parking Assessment District provides funding for basic maintenance, snow and ice control and utilities for the City owned parking lots. The Assessment is based on building square footage and does not consider building use and intensity. The District also exempts certain entities, such as local, state and federal governments and churches. A Parking District supported by user fees provides equitable distribution of costs to the people utilizing the parking system. Organizations could redirect Assessment District money toward paying staff or patron parking.

DISCUSSION NOTE

Without being able to find the exact history, the general assumption is that the Parking Assessment District was implemented in 1985 as a result of the lost revenue when the old parking meters were removed. Eliminating the district if meters are re-installed seems to be a fair trade. There is also some goodwill generated by eliminating a fee.

5. **Conduct parking enforcement with civilian enforcement staff.**

The Police admittedly don't have the staffing to conduct consistent parking enforcement. While this has not caused major problems for the downtown, it is a reminder that the priority of the Police Department is public safety. While parking is an important issue, parking violations rarely rise to the level of being a public safety concern.

Parking enforcement conducted by civilian parking enforcement can be focused on providing high levels of customer service and a regular presence that is not called away for more important public safety issues elsewhere in the community. Dedicated parking enforcement would provide the following services and considerations:

- A consistent downtown presence.
- Provide parking enforcement for all non-moving violations; ADA, loading zones, No Parking zones, etc.
- Serve as liaison between merchants, land owners, downtown employees and the Parking Department.
- Provide directions, customer service and education on parking costs and policies for patrons and visitors. This could include referrals for jump starts, lockouts, or stranded motorists.
- Conduct regular permit violation checks in the parking lots to assure a minimum number of unauthorized parkers.
- Coordinate sign issues, meter malfunctions and other maintenance issues.
- Serve as an extra set of eyes and ears for downtown security.
- Promote the Downtown Vision of the City Community Development Department, and serve as an ambassador for the downtown.
- Coordinate with Police for identification of stolen and abandoned vehicles.

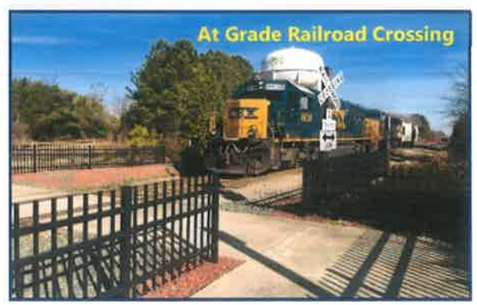
6. Develop a plan to utilize the Harbor parking lots during the Durkee St. Lot construction.

The Durkee St. development will change the function and activity of downtown. The disruption will peak during construction, when the existing parking has been removed, but the new parking is not in service yet. The City has available parking at the Harbor that can be used in the interim. To take advantage of this available parking, the City will have to provide enhancements to better connect the lots to downtown.

- Consider a temporary shuttle service from the Harbor lots to Margaret St.
- Upgrade the pedestrian connections at Dock St. and Green St. (Long-Term Improvement)
- Explore the opportunity to construct at grade pedestrian crossing and switchback pedestrian ramp at Pike St. extended. (Long-Term Improvement)

Improved Pedestrian Connections
Green St
Bridge St
Pond Street
Margaret St
Durkee St
9

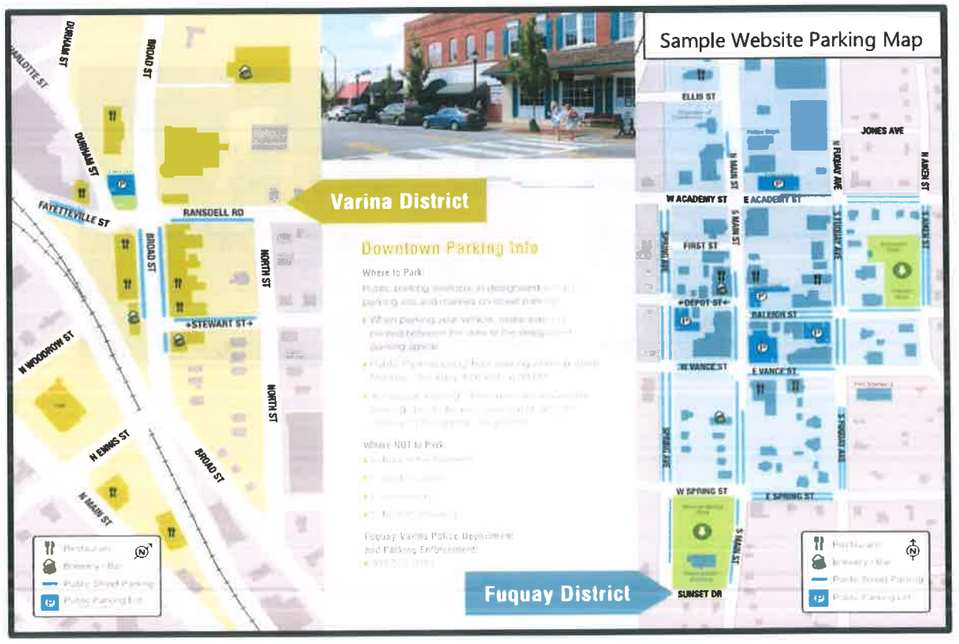
RAILROAD
2
TRACKS
LOOK


At Grade Railroad Crossing

7. **Create a parking website as part of Recommendation #1.**

In coordination with parking branding and wayfinding, the City should develop a parking page on the City website. The webpage should inform guests and visitors of availability and policy and provide payment and convenience for patrons. The page should include:

- Parking Maps
- Policy and Regulations
- Online Payments
  - Parking tickets
  - Monthly Permits
  - Residential Permits
- Special Event Parking Policies
- Contact Information



8. **Improve Green St. for vehicular, bicycle and pedestrian access from the Harbor area to downtown.**

The short-term need to utilize the Harbor parking lots for the Durkee St. development may provide the opportunity for longer term capital improvements connecting those lots to downtown. Green St. provides the opportunity to improve vehicle, bicycle and pedestrian connections from downtown to the Harbor lots and lakefront. Improved sidewalks, bike lanes, lighting and emergency call boxes would enhance the area and improve the perception of safety. A Complete Streets approach would greatly enhance this connection for all users.

9. **Develop parking branding and wayfinding program for downtown, but that can also be used citywide.**

Existing location and wayfinding signage for the public parking lots is lacking. We were only able to find one standard "P" for parking symbol. Most residents and regular downtown visitors will find available parking, but with a managed system including enforcement, rates and fees, it is important to be clear regarding which areas are set aside for public parking. For out-of-town visitors and infrequent resident patrons, the public parking identification is necessary for even basic use of the parking system without confusion and worry of receiving parking tickets or being towed.

Margaret and Court Lot

Lexington, KY

BURLINGTON

Burlington, VT

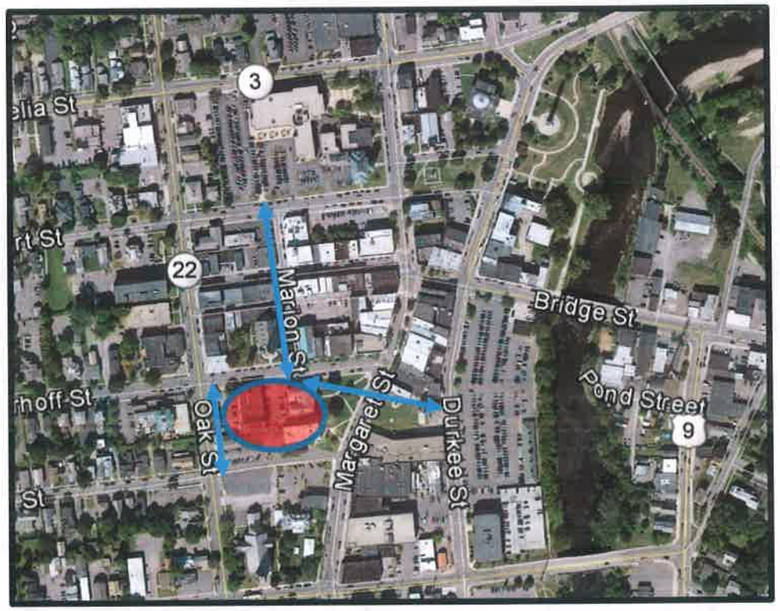
Albany, NY

The above three parking systems adopted branding utilizing the universal Parking "P" and a location specific logo. The Public Parking sign in the Margaret and Court lot has the beginnings of a branding campaign with the parking "P" and a logo at the top. The branding needs to be carried throughout the downtown parking system, including on-street parking where appropriate. *NOTE: We understand the City is undertaking a signage and wayfinding program currently. This recommendation is intended to reinforce that parking should not be left out of the design and implementation.*

10. Develop a special events parking plan for the Strand Center and Theater.

The Strand Arts Center and Theater brings people downtown on a regular basis, especially at night and on weekends when other parking demand is low. Develop specific directions for Strand patrons so they are confident of the areas they are allowed to park. On-street parking should accommodate a large portion of the visitors for most events. For larger events patrons could use the City public parking lots and potentially private lots with some of the following provisions:

- A cooperative agreement for patrons to use the private parking lots after 5 pm and on weekends.
- Improve the pedestrian link along Marion St. with new sidewalks and increased lighting. (County Lot)
- Clearly identify the pedestrian link with the Durkee St. lot and the Strand Center.
- Potentially close Division St. and open public parking lot behind Strand Center.



11. Add bicycle racks throughout downtown.

There is a demand for bicycle access to downtown. We noted bicycles on city sidewalks and locked to signs and light poles. The City should add bicycle racks at convenient locations and consider adding street bicycle lanes as the city and downtown continue to develop.

Margaret Street

Sample Sign Post Bike Rack

12. Work with NYDOT to re-route Route 9 off of Bridge St. and City Hall Place.

The corner of Bridge St. and Durkee St. / City Hall Place is busy with traffic either turning north off Bridge St. or turning left onto Bridge St. heading south. The traffic includes numerous semi-trailers and other large vehicles as this a main north / south route for the area. Route 9 (through Route 314) connects the Burlington, VT ferry with the New York side of the lake. Re-routing Route 9 traffic along Catherine St. would provide traffic relief for downtown.

Traffic relief would result in a more pedestrian and bicycle friendly downtown and potentially increase safety. Decreased traffic would also make the Durkee St. development site more appealing for greenspace and pedestrian related activity. This would make the potential walk from the Harbor parking lots more appealing and safer.

13. Work with railroad to avoid simultaneous blockage of BOTH Dock St. and Green St. when a train needs to stop downtown.

Railroad interfaces with roads, motor vehicles, bicycles and pedestrians are generally complicated. There are simply too many competing access interests for simple shared use. As cities across the country have become more densely populated, the need for co-operative policies have been recognized and implemented by many rail companies.

The City needs to reach an agreement with the rail company to maintain open circulation paths at either Dock St. or Green St. at all times. It is understandable when one of the outlets is blocked by parked train cars, but having both blocked is a public safety issue. Additionally, the prime lake frontage property will be more difficult to develop if access is an ongoing issue.

14. Implement a residential parking permit program for downtown residents.

There are a growing number of downtown residents, and new City and State programs are aimed at continuing to increase the number of people living in downtown Plattsburgh. The Durkee St. development is expected to have residential units. As part of the parking system reorganization, a Residential Parking Permit Program should be established to provide parking for those who do not have a parking space as part of their lease.

From a zoning standpoint, landlords should still be required to provide adequate parking for their residents, without encouraging the demolition of a building to do so. If a residential property does not have parking spaces available, residents should be able to get a space from the City. The landlord or the resident may be responsible for the cost. As new residential units are opened, the parking demand and needs should be addressed prior to issuing occupancy permits.

MEMO

Date: 2/19/2020
To: Matt Miller, Director of Community Development
Email: millerma@cityofplattsburgh-ny.gov
From: Jon Forster, WGI
Regarding: Plattsburgh Downtown Parking

WGI (formerly Carl Walker, Inc.) has reviewed the following documents for short- and long-term parking plans associated with loss of existing parking due to the development of the Durkee St. parking lot:

- Financial Restructuring Board Funding Resolution (6/26/2019)
- PPAC Recommendations to Common Council Memo (8/15/2019)
- Government Center Lot Sketch Site Plan (8/16/2019)
- Durkee St. Improvements Map (9/31/2019)
- Temporary Construction Parking Proposal (11/11/2019)
- GEIS Traffic Impact Study (11/19/2019)
- December 2019 Ticketing Report (12/31/2019)
- SAD Parking Utilization Memo (1/24/2020)
- Durkee Lot Mixed Use Development Site Plan (1/24/2020)
- Arnie Pavone Lot Drawing (2/3/2020)
- Broad St. Lot Drawing (2/3/2020)
- Parking Replacement Map (2/14/2020)

WGI began the Plattsburgh Parking Study in September 2017. In the following two years conditions have changed with changes in business activity and the re-implementation of consistent parking enforcement in the downtown district. City staff collected parking occupancy data over 100 times in 2019, documenting the changing parking characteristics of downtown. This new data should be used for analysis since it is more recent and reflects the changing conditions.

Parking Plans

Construction Parking Plan

The City has identified several options to increase the number of parking spaces in the downtown district. Many of the options provide additional parking prior to the beginning of construction on the Durkee St. parking lot. If the most conservative estimates are utilized, these plans include the addition of 168 new parking spaces through a combination of projects including the Government Center Lot expansion (44 spaces), Broad St. Lot expansion (21 spaces) and Arnie Pavone Memorial Parking Plaza (103 spaces). These 168 spaces replace nearly 60% of the 289 spaces in the current Durkee St. parking lot. These parking spaces provide additional parking in multiple locations across the City instead of centralizing much of the City's parking supply in a single parking lot (Durkee St.).

The 2019 parking occupancy counts conducted by the City indicate there is room within the SAD and its immediate vicinity to temporarily absorb the parking demand of those parking spaces on the Durkee St. lot that will not be replaced elsewhere downtown prior to the commencement of construction activities on that lot. The occupancy counts show there are regularly over 300 empty parking spaces across the SAD.

We understand the City's temporary parking plan during construction on the Durkee St. lot includes allowing extended (over two hours) parking on Oak St. and other streets west of Margaret St. **Replacing long-term, off-street parking with long-term, on-street parking is acceptable as long as the commercial land uses (restaurants, store fronts, etc.) continue to have short-term parking available nearby for their patrons and other needs.**

With the construction activity surrounding the Durkee St. development and the relocation of parking spaces around the downtown, it is important for the City to communicate changes to the public to minimize confusion. It should also be recognized that construction periods are inherently confusing and that a reasonable amount of patience and a period of adjustment will be required of the City's residents, parking patrons, business owners, and City staff.

Post Construction Parking Plan

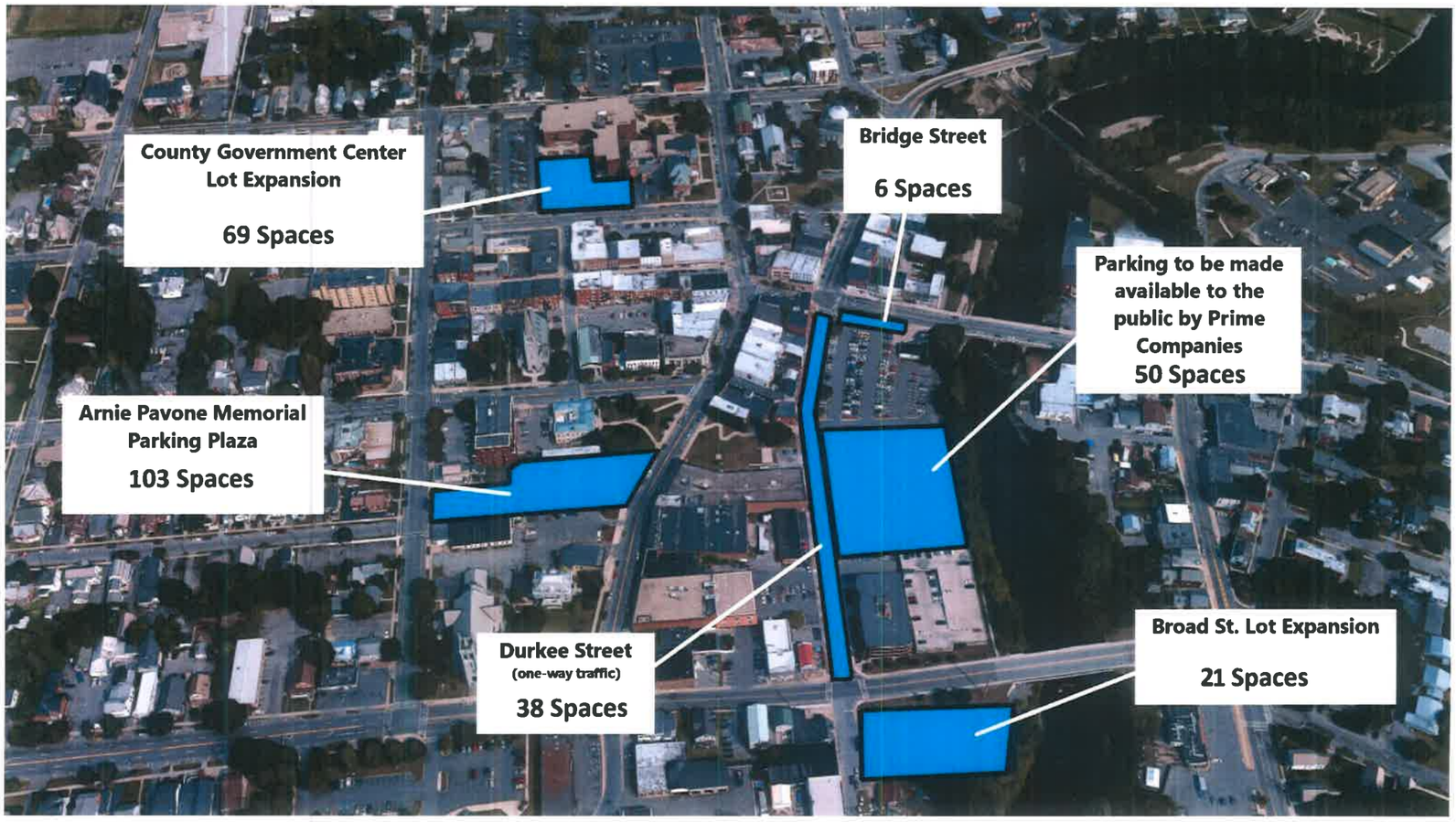
The Community Development Office's January 24, 2020 Parking Utilization Memorandum to the Common Council outlines a reasonable plan for parking after the construction period ends and the Durkee Lot Mixed-Use Development (DLMUD) opens for business. If 50 parking spaces within the DLMUD are made available for use by the general public, then including the 168 spaces detailed above, 218 of the 289 spaces currently within the Durkee St. lot will be replaced with off-street parking around the City. The addition of 44 new parking spaces via the proposed improvements to Durkee St. and Bridge St. brings the total amount of replacement capacity to 262 spaces. While the various projects will result in the loss of other areas of existing public parking, these losses are relatively minor and do not affect our conclusions. The parking occupancy data collected by the City supports the conclusion that there will be adequate public parking capacity during construction and after all the proposed projects have been completed.

The Durkee St. development will change the nature of downtown. The increased density and slight reduction in the number of parking spaces will require the City to efficiently manage its parking assets. As detailed in its August 15, 2019 memorandum to the Common Council, the Plattsburgh Parking Advisory Committee submitted reasonable recommendations for effective management of this parking system. This type of proactive administration will help the City grow and adapt to parking and transportation needs as conditions evolve and new opportunities and challenges arise.

Considerations

WGI did not collect data or develop the construction or post-construction parking plans. This assessment is based on a review of the documents, assuming the information used to create these plans is accurate.

CITY OF PLATTSBURGH
PROPOSED PARKING REPLACEMENT LOCATIONS
(figures indicate # of new spaces to be made available)



MEMORANDUM

To: Mayor Read & Members of the Common Council

From: Matthew Miller, Director of Community Development

Date: August 15, 2019

Re: PPAC Recommendations to Common Council

During its meeting on August 13, 2019, the Plattsburgh Parking Advisory Committee approved several recommendations to be sent to the Common Council for their further deliberation. They are as follows:

Recommendation for Immediate Consideration:

1. Standardization of all on-street parking time limits within the downtown Special Assessment District footprint to 2 hours. This would eliminate all 10 minute, 30 minute, and 1 hour time limits within this zone. This action should be reviewed and approved by City Planner prior to formal approval by Council.

2. Except for the first recommendation regarding standardization of on-street parking time limits, the PPAC recommends no other changes be made to the on-street parking management system at this time.

3. Continuation of current City policy regarding outdoor seating "parklets" on City streets during the summer season.

Recommendations for Consideration Pending Completion of GEIS/Traffic Study:

1. Authorize an agreement with IPS Group, Inc. to provide hardware and software services for a new, managed, downtown parking system that employs kiosks should the Council determine to implement such a system.

2. A single type of parking permit should be offered for sale on either a monthly or annual basis. Annual permits should be offered for sale at a modest discount to the cost of 12 monthly permits. The parking permits should be designed to work in the following off-street lots:

   - Arnie Pavone Memorial Parking Plaza
   - Broad Street Lot
   - Court Street Lot
   - City Hall Place Lot
   - Public parking on the Prime Companies development (once available for use)

   The permit should allow individuals to park between 8:00 a.m. and 5:00 p.m., Monday through Friday in the off-street lots listed above. The costs of these permits shall be discussed by the PPAC and a

recommendation sent to the Common Council once all costs of the new downtown parking system are known.

3. A system that employs both permits and kiosks should be implemented in the following off-street lots:

    - Arnie Pavone Memorial Parking Plaza
    - Broad Street Lot
    - Court Street Lot
    - City Hall Place Lot
    - Public Parking in the Prime Companies development (once available for use)

    A system that employs kiosks only should be implemented in the following off-street lots:

    - Public Parking in Clinton County Government Center lot

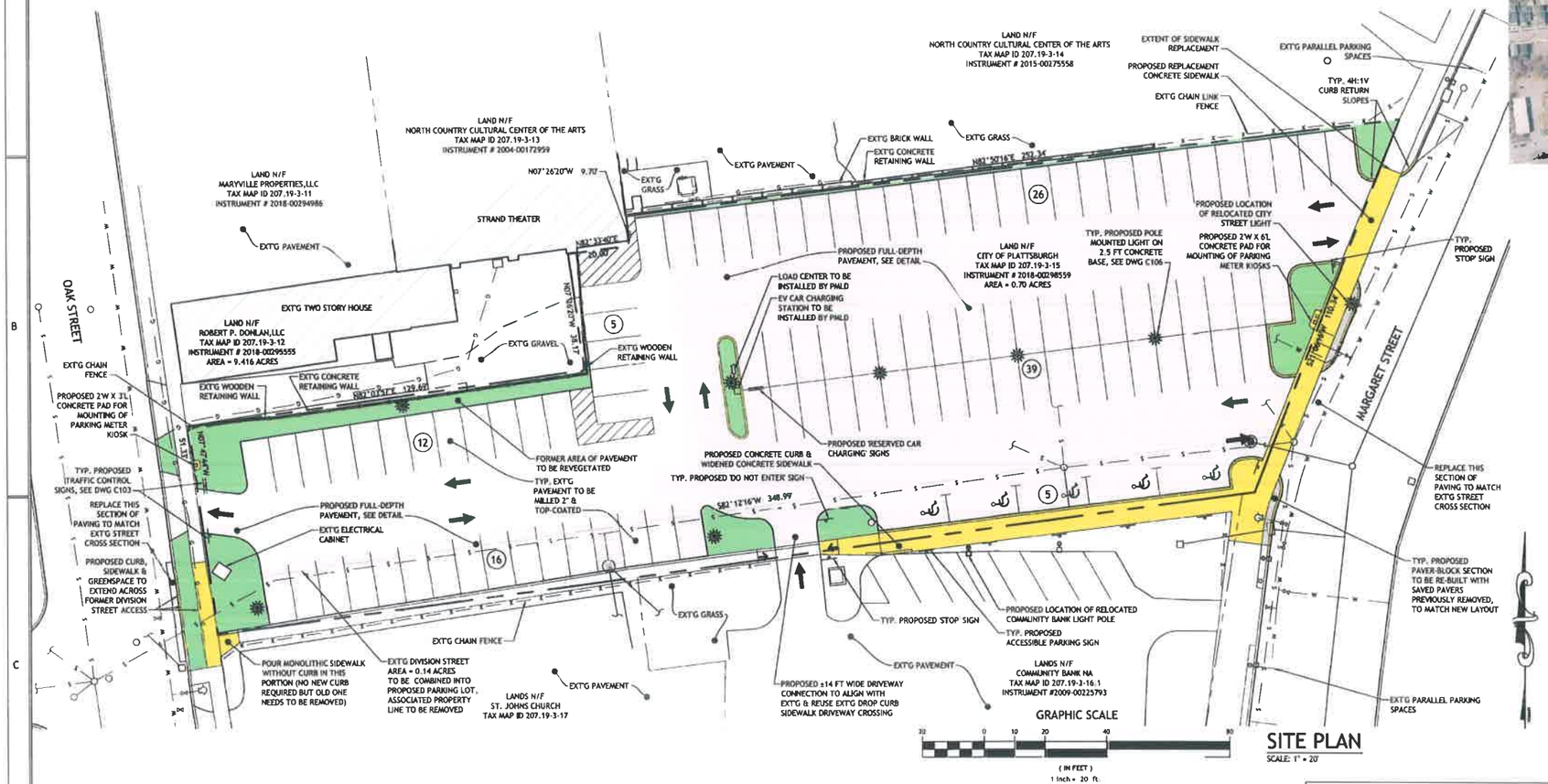
    Permits should be made available for frequent, long-term parkers. Kiosks should be made available for those individuals parking for shorter periods. Rates charges by the kiosks should be modest and parkers should be given the option of purchasing time on both an hourly and a daily basis. These rates should be charged only between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. This would coincide with the recommended parking permit structure. The distribution of kiosks in the off-street lot should be as follows:

    - Arnie Pavone Memorial Parking Plaza: 3 kiosks
    - Broad Street lot: 1 kiosk
    - Court Street Parking lot: 2 kiosks
    - City Hall Place Parking Lot: 1 Kiosk
    - Public Parking in Prime Companies development: 2 kiosks

4. Assuming the implementation of a new, managed, downtown parking system that employs parking permits and kiosks in off-street lots, the PPAC recommends that the downtown Special Assessment District be either reduced or eliminated.

Recommendations for Consideration Pending Physical Development of Durkee Street parking lot:

1. Implementation of new snow ban parking system that utilizes four off-street lots (Arnie Pavone Memorial Parking Plaza, City Hall Place lot, Broad Street lot, and Court Street lot) and the existing snow ban street light system to plow roughly 125 spaces (~50%) the first night following a snow event and roughly 125 spaces (~50%) the second night following a snow event. The specific order of lot plowing to be determined by DPW based on prevailing conditions during and after each snow event with public notice provided by the existing light system.



SITE PLAN

SCALE: 1" = 20'

LOCATION PLAN

SCALE: 1" = 200'

HATCH LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE WALK/PAD
- PROPOSED BUILDING COVERAGE
- PROPOSED OPEN SPACE
- PROPOSED ACCESSORY STRUCTURE
- PROPOSED GRAVEL

LEGEND

- EXT'G / PROP. MANHOLE
- EXT'G / PROP. WELL
- EXT'G / PROP. MANHOLE
- EXT'G / PROP. UTILITY POLE
- EXT'G / PROP. FIRE HYDRANT
- EXT'G / PROP. WATER CURB STOP
- EXT'G / PROP. EASEMENT BOUNDARY
- BUILDING SETBACKS
- EXT'G / PROP. TREE LINE
- PROPERTY LINE ABUTTERS
- EXT'G / PROP. PROPERTY LINE
- EXT'G / PROP. DITCH CENTERLINE
- EXISTING GRADE CONTOUR
- FINISHED GRADE CONTOUR
- EXT'G / PROP. STORM DRAIN
- EXT'G / PROP. WATER SERVICE
- EXT'G / PROP. SEWER SERVICE
- EXT'G / PROP. GAS MAIN
- EXT'G / PROP. UNDERGROUND UTILITIES
- EXT'G / PROP. OVERHEAD UTILITIES
- EXT'G / PROP. BUILDING
- EXT'G / PROP. CONCRETE CURB (FULL / DROP)
- EXT'G / PROP. CONCRETE SIDEWALK / PAD
- EXT'G / PROP. PAVEMENT
- EXT'G / PROP. GRAVEL

PARKING NOTES:

1. ACCESSIBLE PARKING SPACES ARE REQUIRED AT A RATE OF 1 ACCESSIBLE SPACE PER EVERY 25 TOTAL PARKING SPACES IN ACCORDANCE WITH TABLE 208.2 OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN

ABANDONMENT OF DIVISION STREET NOTES:

1. CONTRACTOR SHALL SUPPLY, INSTALL AND MAINTAIN BARRICADE FENCING AND TEMPORARY SIGNAGE AS NECESSARY TO RESTRICT PUBLIC ACCESS FROM FORMER DIVISION STREET, EXCEPT AS NOTED BELOW
2. VEHICLE EGRESS ACCESS FROM COMMUNITY BANK PARCEL DRIVEWAY SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION TO EITHER OAK STREET OR MARGARET STREET. THE CONTRACTOR CAN ALTER ROUTING AS NECESSARY TO FACILITATE ACTIVE WORK AREA. PROVIDE ALL NECESSARY SIGNAGE AND BARRICADES TO MAINTAIN SAFE EXIT ROUTE.
3. COORDINATE WITH CITY OF PLATTSBURGH DPW THROUGHOUT CONSTRUCTION FOR ACCEPTANCE OF ALL TEMPORARY SIGNAGE AND TRAFFIC CONTROL DEVICES.

SITE LIGHTING NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING THE PROPOSED LIGHT POLE FIXTURES INCLUDING NEW CONCRETE BASES AND CONDUIT EXTENDED TO ADJACENT POLE FIXTURES.
2. COORDINATE WITH PMLD FOR CONNECTION OF CONDUIT TO ADJACENT POLE(S) AND/OR ELECTRICAL CABINET(S). PMLD TO FURNISH & INSTALL WIRING CONDUCTORS AND MAKE ALL ELECTRICAL CONNECTIONS.
3. COORDINATE WITH PMLD FOR TERMINATION/MODIFICATION OF FORMER TRANSFORMER & CONC. BASE AS SHOWN ON C102.
4. NEW LIGHT POLE FIXTURES TO BE ACUITY HOLOPHANE FIXTURES PER LIGHTING SCHEDULE ON DWG C106, NO SUBSTITUTIONS ARE ALLOWED.
5. REMOVAL OF EXISTING LIGHT POLE FIXTURES SHALL INCLUDE CONCRETE BASES

EASEMENT NOTE:

1. WORK AS SHOWN ON LANDS OF COMMUNITY BANK NA BY MEANS OF ACCESS & MAINTENANCE EASEMENT AS COORDINATED WITH LAND OWNER BY SKETCH SK-A SIDEWALK EASEMENT SKETCH.

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CITY OF PLATTSBURGH
ARNIE PAVONE MEMORIAL PARKING PLAZA

MARGARET ST. & OAK ST., CITY OF PLATTSBURGH, CLINTON COUNTY, NY

DESIGN DEVELOPMENT PHASE SERVICES 100%

NOT FOR CONSTRUCTION

REVISIONS		
#	BY	DATE

SITE OVERVIEW PLAN

PROJECT NO.	19041
DATE	02-03-20
DRAWN BY	JBF
CHECKED BY	MSC

C101

ARNIE PAVONE MEMORIAL PARKING PLAZA
PRELIMINARY RENDERING

Executive Summary

The proposed project includes the demolition of a 6,700 square foot multi-story building and associated site amenities along with the reconfiguration of an existing parking lot and the adjacent Division Street. The project site is a 0.7 acre parcel identified as Tax Map ID 207.19-3-15 with approximately 0.2 acres of right-of-way lands for Division Street. Proposed improvements include a new parking lot with approximately 103 parking spaces and associated pedestrian ways, site lighting, and landscaping enhancements. The light fixtures will match the antique decorative fixtures along Margaret Street and the landscaping species have been chosen to align with the forthcoming Westelcom Park improvements.

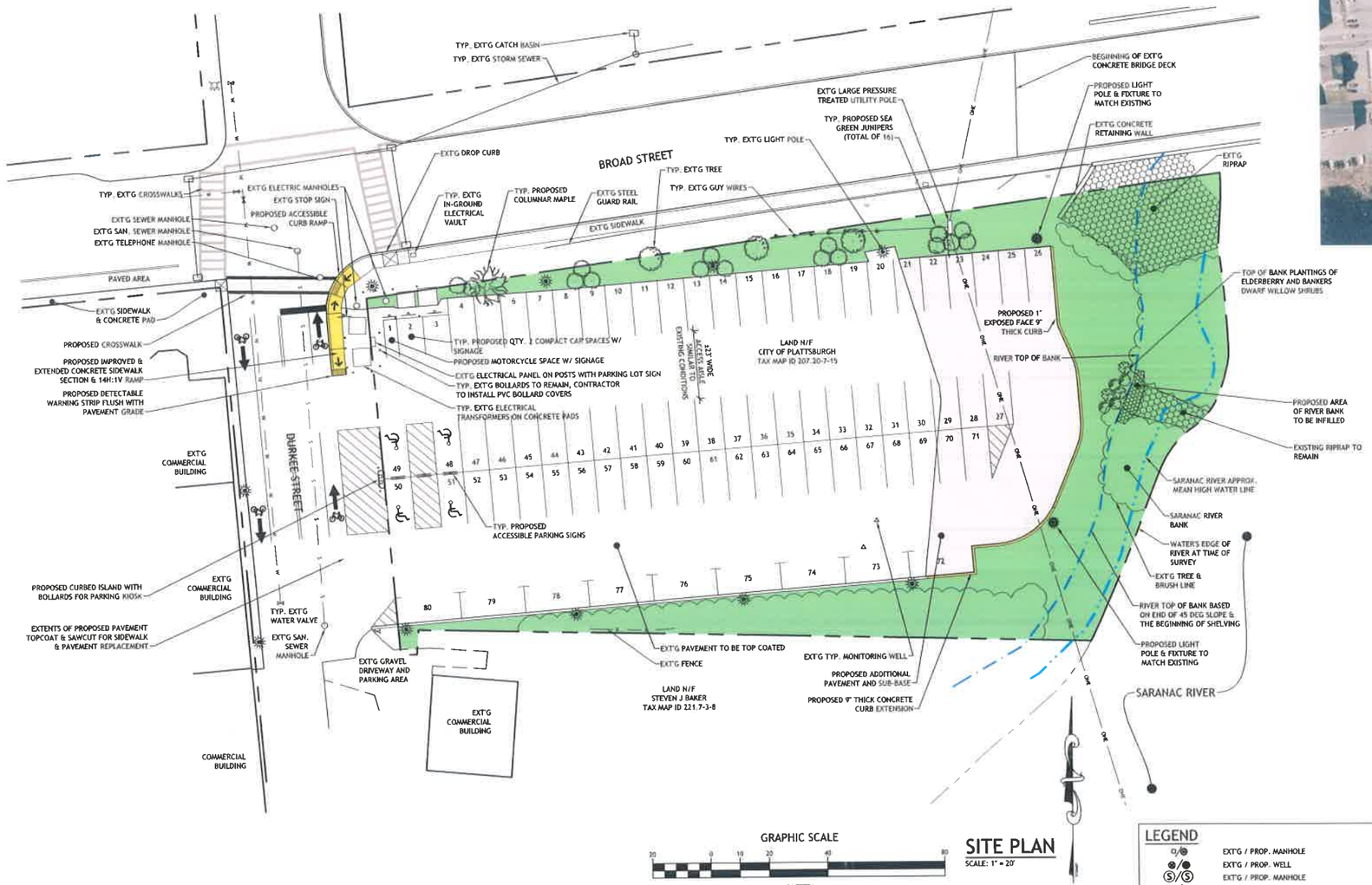
Utility Coordination

The following summarizes anticipated utility coordination within the City of Plattsburgh and the prospective contractor to facilitate the site development as proposed.

- Water – The demolition contractor will be capping the existing water service to the former Glens Falls National Bank building at the building foundation. The prospective site work contractor through coordination with the Department of Public Works will be responsible for physically disconnecting the service at the main shutoff valve, capping the valve and backfilling the abandoned pipe with grout.
- Sanitary Sewer - The demolition contractor will be capping the existing sewer service(s) from the former Glens Falls National Bank building at the building foundation. The prospective site work contractor through coordination with the Department of Public Works will be responsible for infilling the respective penetrations in sewer manholes and backfilling the abandoned pipe with grout. One of the existing catch basins in Division Street is currently connected to the sanitary sewer system. The project will remove the open grate and replace it with a solid manhole lid, then install a new catch basin and make connection to the storm sewer system.
- Storm Sewer – It is believed that the former bank building had roof drain connections tied to the sanitary sewer system, these will be terminated as described above. Surface runoff within the new parking lot will be collected and conveyed to the existing storm sewer system in Margaret Street. Per coordination with the Department of Public Works, there are no known capacity issues in the existing 42 inch diameter storm sewer piping in Margaret Street.
- Electric – As part of the demolition process of the former bank building, PMLD will be removing the building electric transformer on the project parcel. In place of the obsolete transformer, the prospective site work contractor through coordination with PMLD will extend conduits to a curbed island within the parking lot. From this island PMLD will be installing a load center and car charging station to serve two parking stalls. The site contractor will extend power circuits from this load center to the new light pole fixtures throughout the project site. As part of the project two light poles will be removed/relocated along the Margaret Street corridor.

Permitting Processes

Having a total site area and anticipated area of disturbance of less than 1.0 acre, the project is not subject to the NYSDEC SPDES Construction General Stormwater Permit. The project was included in the SEQR process for the Final Generic Environmental Impact Statement conducted by the City of Plattsburgh as coordinated by Chazen. No additional permitting is anticipated for the proposed project.



GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

SITE PLAN

SCALE: 1" = 20'

LOCATION PLAN

SCALE: 1" = 100'

SUB-BASE PREP NOTES:

1. WHERE LABELED AND/OR SHOWN FOR REMOVAL, ALL VOIDS REMAINING AFTER REMOVAL OF ANY STRUCTURES OR GRASSED AREAS, SHALL BE EVALUATED FOR PROPER SUB-BASE PREPARATION PRIOR TO PAVING.
2. IF NO GRAVEL IS PRESENT, EXCAVATE DOWN TO 16" BELOW GRADE AND ESTABLISH SUBGRADE & COMPACT TO 95% OF MAX. DRY DENSITY.
3. IF GRAVEL SUB-BASE IS PRESENT, ENSURE DEPTH TO COMPACTED SUB-BASE IS 16" BELOW GRADE. IF ELEVATION OF COMPACTED SUB-BASE IS LESS THAN 16" FROM GRADE, EXCAVATE DOWN TO 16" BELOW GRADE AND ESTABLISH A COMPACTED SUB-BASE.
4. THEN PREPARE SUB-GRADE AS SHOWN IN PAVEMENT CROSS SECTION DETAILS, ENSURING THAT THE TOP ELEVATION MATCHES THE SURROUNDING PAVED SECTIONS

EQUIPMENT TO BE SUPPLIED TO OWNER:

1. BENCHES, SIGNS (U.N.O), SHALL BE TURNED OVER TO OWNER IN CLEAN, ORIGINAL CONDITION, AFTER REMOVAL

PAVEMENT SURFACE PREP. NOTES:

1. CLEAN EXISTING PAVEMENT SURFACE & CRACKSOF ALL LOOSE MATERIAL, GRASS GROWTH & DEBRIS
2. FILL ALL CRACKS FROM ½" TO ¾" WIDE ACCORDING TO 'KOLD-FLO POURABLE CRACK FILLER' MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURE.
3. CONFORM TO ALL MANUFACTURERS INSTRUCTIONS FOR SURFACE PREP.

PARKING LOT USE DURING CONSTRUCTION:

1. THE CONTRACTOR SHALL PERFORM WORK WITHIN THE PROJECT AREA IN A MANNER TO ALLOW FOR CONTINUED USE OF THE PARKING LOT THROUGHOUT CONSTRUCTION.
2. UTILIZE BARRIER FENCING OR OTHER SUITABLE MEASURES TO SECTION OFF ACTIVE WORK ZONES AND TEMPORARY SIGNAGE TO DIRECT THE PUBLIC AWAY FROM CLOSED OFF AREAS.
3. AT THE TIME OF TOP COURSE PAVEMENT INSTALLATION, THE ENTIRE PARKING LOT MAY BE CLOSED TO ALLOW FOR CONTINUOUS APPLICATION OF THE TOP COURSE. ANTICIPATED MAXIMUM CLOSURE TIME WOULD BE FOR ONE DAY OF PAVING ACTIVITY AND THE FOLLOWING MORNING FOR STRIPING. PARKING LOT SHALL BE OPENED ONCE STRIPING PAINT HAS REACHED MANUFACTURER'S NO TRAFFIC PICKUP TIMEFRAME (45 MIN. FOR SHERWIN WILLIAMS SETFAST ACRYLIC W9 TRAFFIC MARKING PAINT).

SITE LIGHTING NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING THE TWO PROPOSED LIGHT POLE FIXTURES INCLUDING NEW CONCRETE BASES AND CONDUIT EXTENDED TO ADJACENT POLE FIXTURES.
2. COORDINATE WITH PALD FOR CONNECTION OF CONDUIT TO ADJACENT POLE(S). PALD TO FINISH & INSTALL WIRING CONDUCTORS AND MAKE ALL ELECTRICAL CONNECTIONS.
3. COORDINATE WITH PALD FOR TERMINATION/MODIFICATION OF FORMER CONC. BASE AS SHOWN ON C102.
4. NEW LIGHT POLE FIXTURES TO BE ACUITY HOLOPHANE MODELS:
   - POLE SPEC# CH A 21 F4J 12 P07 ABG BK R158A
   - FIXTURE SPEC# WARETR02 P50 AS M4
   - NO SUBSTITUTIONS ARE ALLOWED.
5. EACH POLE SHALL HAVE A WEATHERPROOF GFI RECEPTACLE INSTALLED & POWERED PER COORDINATION WITH PALD.

HATCH LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE WALK/CURB
- PROPOSED BUILDING COVERAGE
- PROPOSED OPEN SPACE
- PROPOSED ACCESSORY STRUCTURE
- PROPOSED GRAVEL

LEGEND

- EXT'G / PROP. MANHOLE
- EXT'G / PROP. WELL
- EXT'G / PROP. MANHOLE
- EXT'G / PROP. UTILITY POLE
- EXT'G / PROP. FIRE HYDRANT
- EXT'G / PROP. WATER CURB STOP
- EXT'G / PROP. EASEMENT BOUNDARY
- BUILDING SETBACKS
- EXT'G / PROP. TREE LINE
- PROPERTY LINE ABUTTERS
- EXT'G / PROP. PROPERTY LINE
- EXT'G / PROP. DITCH CENTERLINE
- 101 EXISTING GRADE CONTOUR
- 102 FINISHED GRADE CONTOUR
- 12"ST EXT'G / PROP. STORM DRAIN
- W EXT'G / PROP. WATER SERVICE
- S EXT'G / PROP. SEWER SERVICE
- G EXT'G / PROP. GAS MAIN
- UGE EXT'G / PROP. UNDERGROUND UTILITIES
- OHE EXT'G / PROP. OVERHEAD UTILITIES
- EXT'G / PROP. BUILDING
- EXT'G / PROP. CONCRETE CURB (FULL / DROP)
- EXT'G / PROP. CONCRETE SIDEWALK / PAD
- EXT'G / PROP. PAVEMENT
- EXT'G / PROP. GRAVEL

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CITY OF PLATTSBURGH BROAD STREET PARKING LOT IMPROVEMENTS

BROAD STREET & DURKEE STREET, CITY OF PLATTSBURGH, CLINTON COUNTY, NY

DESIGN DEVELOPMENT PHASE SERVICES 100%

NOT FOR CONSTRUCTION

REVISIONS		
#	BY	DATE

SITE OVERVIEW PLAN

PROJECT NO.	19071
DATE	02-03-20
DRAWN BY	JBF
CHECKED BY	MGC

C101

BROAD STREET PARKING LOT EXPANSION
PRELIMINARY RENDERING

Executive Summary

The proposed project includes a minor expansion to the existing City of Plattsburgh Broad Street parking lot. The project is on a 0.8 acre portion of the overall 3.7 acre parcel identified as Tax Map ID 207.20-7-15. The existing 22,300 square foot parking lot will be improved and the paved walking trail area will be converted to a 4,000 square foot parking surface extension to increase the overall parking space count from 59 to 80 spaces. The project will potentially disturb roughly 8,000 square feet of ground. The project will include a concrete pad for future installation of parking meter kiosks. Striping of the Durkee Street right-of-way has been coordinated with Saranac River Trail II project and will include centerline and bike lane demarcations. Accessibility improvements are also proposed with new ADA compliant parking stalls, sidewalk, and curb ramp improvements.

Utility Coordination

The following summarizes anticipated utility coordination within the City of Plattsburgh and the prospective contractor to facilitate the site development as proposed.

- Storm Sewer – The existing parking lot surface drains to a grass depression near the bank of the Saranac River with a culvert conveying water under the existing paved walkway and point discharges into the Saranac River. The proposed project will eliminate the point discharge and replace it with a concrete curb level spreader which will convey surface drainage toward the bank of the river in a sheet flow pattern which will provide improved stormwater quality.
- Electric – The prospective site work contractor through coordination with PMLD will install two new site light pole fixtures in the vicinity of the expanded parking lot area. The pole fixtures specifications have been coordinated with PMLD to match the existing site lighting.

Permitting Processes

Having a total site area and anticipated area of disturbance of less than 1.0 acre, the project is not subject to the NYSDEC SPDES Construction General Stormwater Permit. The project was included in the SEQR process for the Final Generic Environmental Impact Statement conducted by the City of Plattsburgh as coordinated by Chazen. No additional permitting is anticipated for the proposed project. A Joint Application Form was filed in December with the NYSDEC for coverage under the Stream Disturbance permit. All proposed work will be above the ordinary high water mark of the Saranac River, therefore the work should not be jurisdictional to the Army Corps of Engineers.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

SKETCH SITE PLAN

SCALE: 1" = 20'

ARIAL PLAN

SCALE: 1" = 40'

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

PARKING NOTES:

1. TYPICAL DIMENSIONAL STANDARDS INCLUDE ±24' DRIVE AISLE WIDTHS AND ±9'x18' PERPENDICULAR & ±9'x20' PARALLEL PARKING STALL DIMENSIONS. STALLS DENOTED WITH A "C" REPRESENT COMPACT CAR SPACES WITH AN AVAILABLE DEPTH OF ±14'. STALLS DENOTED WITH AN "M" REPRESENT MOTORCYCLE SPACES. STALLS DENOTED WITH AN "E" REPRESENT ELECTRIC CAR CHARGING SPACES.
2. BREAKDOWN OF PROPOSED PARKING SPACES:
   OLD COURT HOUSE EMPLOYEE PARKING AREA
   - EMPLOYEE SPACES = 8
   - RESERVED SPACES = 2 (#'s 3, 4)
   - ADA SPACES = 1, BASED ON A TOTAL OF 11 SPACES
   PUBLIC PARKING AREA
   - SPACES = 63
   - ADA SPACES = 3, BASED ON A TOTAL OF 66 SPACES
   GOVERNMENT CENTER EMPLOYEE PARKING AREA
   - EMPLOYEE SPACES = 109
   - RESERVED SPACES = 12 (#'s 1-12)
   - ADA SPACES = 7, BASED ON A TOTAL OF 232 SPACES (TOTAL INCLUDES 104 EMPLOYEE SPACES FROM OAK STREET PARKING AREA)
3. CONCEPT FOR ACCESSIBLE PARKING FACILITIES IS IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT, TABLE 208.2. ACCESSIBLE SPACES TO INCLUDE APPLICABLE SIGNAGE & ACCESSIBLE SIDEWALK ROUTE.
4. AVAILABLE PARKING SPACES INCLUDE 205 TOTAL VEHICLE PARKING STALLS (11 OF WHICH ARE ACCESSIBLE), WHICH IS AN INCREASE OF 47 SPACES FROM 158 EXISTING STRIPED PARKING SPACES.

PLAN REFERENCE NOTE:

THIS PLAN IS INTENDED FOR GENERAL REPRESENTATION OF THE EXISTING CONDITIONS AND CONCEPTUAL SITE IMPROVEMENTS AND SHALL NOT BE CONSTRUED AS A PROPERTY OR FIELD SURVEY. BACKGROUND INFORMATION HAS BEEN DEVELOPED FROM HISTORICAL PROPERTY INFORMATION AND CASUAL FIELD OBSERVATIONS.

TOTAL PARKING SPACES:

EXISTING SPACES:
- OLD COURT HOUSE EMPLOYEE PARKING AREA
  SPACES = 10
- PUBLIC PARKING AREA
  SPACES = 49
- GOVERNMENT CENTER EMPLOYEE PARKING AREA
  SPACES = 99
  TOTAL SPACES = 158

PROPOSED SPACES:
- OLD COURT HOUSE EMPLOYEE PARKING AREA
  SPACES = 11
- PUBLIC PARKING AREA
  SPACES = 66
- GOVERNMENT CENTER EMPLOYEE PARKING AREA
  SPACES = 128
  TOTAL SPACES = 205

HATCH LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE WALK/CURB
- PROPOSED OPEN SPACE
- EXISTING ROAD/PARKING LOT
- EXISTING CONC. /PAVER SIDEWALK

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CLINTON COUNTY PARKING FACILITIES
GOVERNMENT CENTER LOT IMPROVEMENTS

34 COURT STREET, CITY OF PLATTSBURGH, CLINTON COUNTY, NEW YORK

SCHEMATIC DESIGN PHASE SERVICES 100%

NOT FOR CONSTRUCTION

REVISIONS

#	BY	DATE

SKETCH SITE PLAN

PROJECT NO.	14025-016
DATE	08-16-19
DRAWN BY	JBF
CHECKED BY	MSC

C100

DOWNTOWN STREETSCAPE AND RIVERFRONT ACCESS

CITY OF PLATTSBURGH, NY

FEBRUARY 2020

DISCOVER | DÉCOUVREZ
Plattsburgh
NEW YORK

DURKEE STREET - SKETCH

SARATOGA ASSOCIATES

Downtown Plattsburgh

Draft Parking Plan during DRI Construction Period

(Updated February 20, 2020)

Issue

During construction of the Prime Companies development and the streetscape improvements on Durkee and Bridge Streets, planned parking improvements in those areas will not be available for use. Alternative parking options must be made available during this period to ensure that the City's commitment to provide adequate capacity to replace the loss of the Durkee Street parking lot is met both during and after construction.

City of Plattsburgh Parking Replacement Projects w/ # of New Spaces

Arnie Pavone Parking Lot – 103 Spaces

Broad Street Lot Expansion – 21 Spaces

County Government Center Lot Expansion – 69 Spaces

Prime Companies Development – 50 Spaces (privately managed to be made available for public use)

Durkee Street (1-way) – 38 Spaces

Bridge Street – 6 spaces

Expansion of the County's Government Center lot is completed. It is the City's intention to have completed both the Arnie Pavone lot and the Broad Street lot expansion prior to groundbreaking on the Prime Companies Development. However, the new spaces in the Prime Development, on Durkee Street, and on Bridge Street will not be available for use during construction. This amounts to 109 parking spaces, after you include the existing 15 spaces on Durkee Street. Current plans have the Prime Development breaking ground during the fall of 2020. Once that project is significantly underway, the construction of the Durkee Street and Bridge Street improvements are scheduled to begin in 2021. Construction activities related to these three projects will overlap and the Durkee/Bridge Street improvements are currently planned for completion after completion the Prime Development. Construction of the Prime Development is expected to require 18 months to complete and the Durkee Street improvements are expected to take a year.

Current Parking Downtown Parking Demand:

To fill the gap during construction of these three projects, the Community Development Office measured and analyzed current parking utilization rates for both off-street and on-street spaces in the downtown

core to better understand whether the temporary need for these 109 parking spaces can be absorbed by current capacity.

The public parking supply in the downtown core, defined roughly as the area bounded to the north by Cornelia Street, to the east by the Saranac River, to the south by Broad Street, and to the west by Oak Street, consists of approximately 820 parking spaces (413 off-street, 407 on-street).

The information used in this analysis comes from the parking study completed by Carl Walker in 2018 as well as off-street and on-street parking counts conducted by the CDO and PPAC. To determine the existing demand within the SAD, 89 separate off-street parking lot counts of the City-owned lots within the SAD and 32 separate on-street parking counts of the entire SAD were conducted. Of these, 43 off-street counts and 29 on-street counts were conducted during the work week over the course of 6 months at various times of the day. The remaining counts were conducted on weekends and the utilization rates observed during these weekend counts were considerably less than those observed during the week. Those weekend counts have not been included in this analysis.

After calculating averages from the various parking counts, an overview of the total weekday parking utilization is shown below in *Figure 1*.

Figure 1.

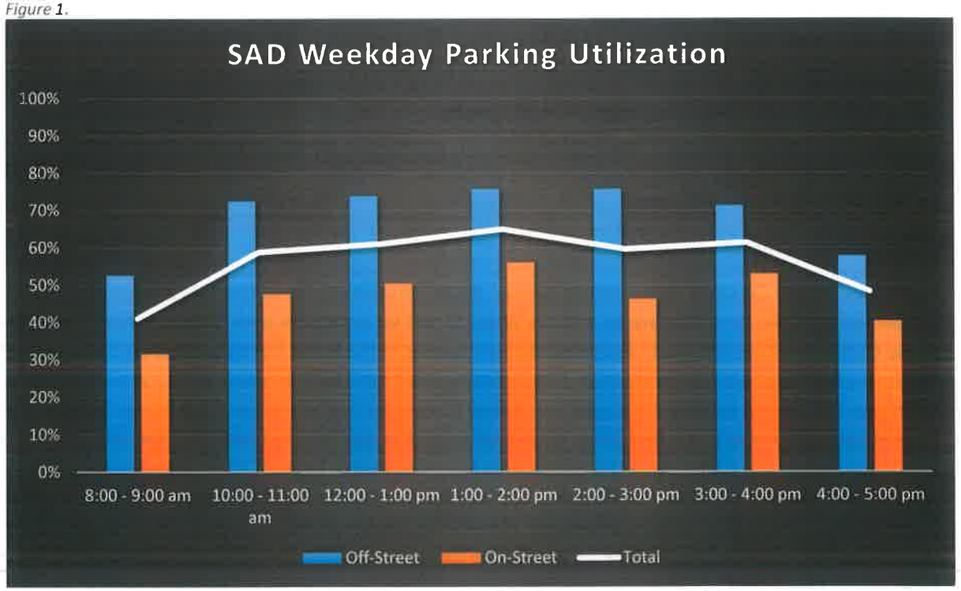

Figure 1 shows the average total parking utilization for all downtown public parking as well as the average parking utilization for both on-street and off-street parking capacity. The data is further broken down into the *Table 1 & 2.*

Table 1: SAD Weekday Average Parking Utilization			
Time	On-Street	Off-Street	Total
8:00 - 9:00 am	32%	53%	42%
10:00 - 11:00 am	48%	73%	60%
12:00 - 1:00 pm	51%	73%	62%
1:00 - 2:00 pm	56%	76%	66%
2:00 - 3:00 pm	48%	76%	62%
3:00 - 4:00 pm	53%	71%	62%
4:00 - 5:00 pm	40%	58%	49%

Table 2: Available SAD Parking Spaces at Average Utilization Rates			
Time	On-Street Available	On-Street Available	Excess Parking
8:00 - 9:00 am	278	194	472
10:00 - 11:00 am	213	112	325
12:00 - 1:00 pm	199	112	311
1:00 - 2:00 pm	179	99	278
2:00 - 3:00 pm	212	99	311
3:00 - 4:00 pm	191	120	311
4:00 - 5:00 pm	243	173	416

Table 1 shows average total parking usage peaking at 66% and *Table 2* shows that, at a peak utilization rate of 66%, 278 spaces remain available. This illustrates that there currently exists enough excess downtown capacity to accommodate the 109 new spaces that will not be available until construction of the Prime Development and the streetscape improvements to Durkee and Bridge Streets are complete.

Construction Parking Plan

Concluding that the total downtown parking supply contains more than enough excess capacity to accommodate the maximum 109 spaces in question, we must then determine which specific areas are best able to absorb the need for temporary parking. The options presented below attempt to accommodate and balance the parking needs of residents, employees, and visitors to our downtown with a minimal amount of disruption.

Option 1: Allow long term parking at the following locations (all figures reflect total parking capacity)

1. Broad Street – 9 Spaces Between Margaret and Oak Streets
2. Oak Street – 76 Spaces Between Broad and Cornelia Streets
3. Couch Street – 19 Spaces Between Oak and N. Catherine Streets
4. Brinkerhoff Street – 40 Spaces Between Oak and N. Catherine Streets

5. Court Street – 41 Spaces Between Oak and N. Catherine Streets
6. Broad Street Parking Lot – Utilize existing available parking supply

Map 1

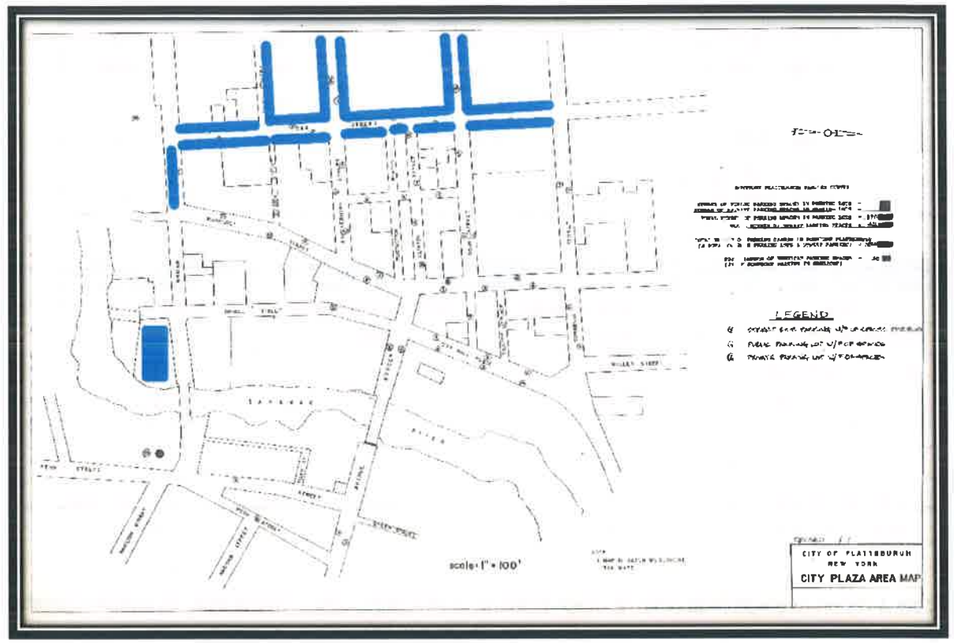

Table 5 below shows the average utilization rates of the selected locations above in *Map 1*.

Table 5: Parking Utilization (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)						
Parking	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot
8:00 - 9:00 am	11%	27%	98%	45%	16%	53%
10:00 - 11:00 am	7%	42%	65%	35%	33%	58%
12:00 - 1:00 pm	17%	33%	52%	43%	31%	63%
1:00 - 2:00 pm	22%	33%	70%	40%	45%	54%
2:00 - 3:00 pm	15%	32%	36%	32%	35%	55%
3:00 - 4:00 pm	22%	34%	65%	30%	50%	51%
4:00 - 5:00 pm	11%	27%	64%	28%	32%	51%

Taking the information from *Table 5* it is possible to determine the average available parking spaces available shown in *Table 6*.

Table 6: Parking Availability (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)							
Parking Available	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot	Total Available
8:00 - 9:00 am	8	54	1	10	34	28	136
10:00 - 11:00 am	8	43	14	12	27	25	129
12:00 - 1:00 pm	7	49	19	11	28	21	136
1:00 - 2:00 pm	7	50	12	11	23	27	130
2:00 - 3:00 pm	8	50	26	13	27	26	150
3:00 - 4:00 pm	7	49	14	13	21	29	132
4:00 - 5:00 pm	8	54	15	14	28	29	147

Table 6 shows that even at peak utilization, 130 available parking spaces currently exist in the selected areas. This is enough capacity to absorb the 109 spaces in question. Permitting long term parking in these areas would adequately address the need for parking during construction of the Prime development.

Option 2: Allow long term parking at the following locations

To further reduce impacts to the City's core business district during the construction period, this option would keep the parking time limits on Oak Street between Brinkerhoff Street and Court Street untouched. A number of businesses occupy this section of Oak Street. This change is highlighted in *Map 2* below.

Map 2.

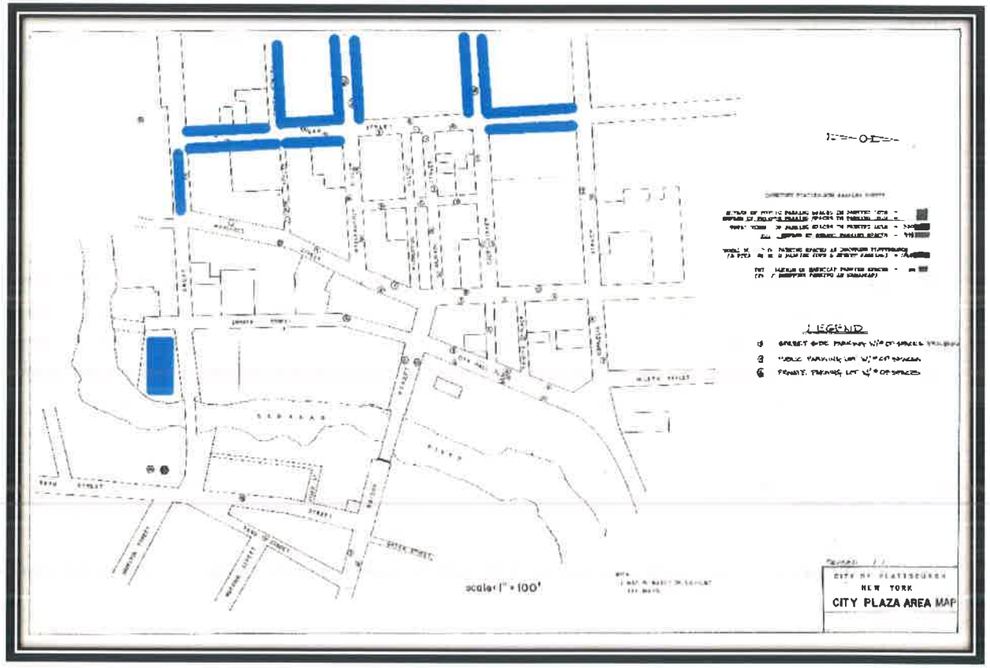

Table 7 below shows the average utilization rates of the selected locations above in *Map 2*.

Table 7: Parking Utilization (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)						
Parking	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot
8:00 - 9:00 am	11%	17%	98%	45%	16%	53%
10:00 - 11:00 am	7%	35%	65%	35%	33%	58%
12:00 - 1:00 pm	17%	23%	52%	43%	31%	63%
1:00 - 2:00 pm	22%	21%	70%	40%	45%	54%
2:00 - 3:00 pm	15%	23%	36%	32%	35%	55%
3:00 - 4:00 pm	22%	34%	65%	30%	50%	51%
4:00 - 5:00 pm	11%	21%	64%	28%	32%	51%

Taking the information from *Table 7*, it is possible to determine the average number of available parking spaces available at various times. These figures are shown in *Table 8* below.

Table 8: Parking Availability (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)							
Parking Available	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot	Total Available
8:00 - 9:00 am	8	39	1	10	34	28	121
10:00 - 11:00 am	8	31	14	12	27	25	117
12:00 - 1:00 pm	7	36	19	11	28	21	122
1:00 - 2:00 pm	7	37	12	11	23	27	117
2:00 - 3:00 pm	8	36	26	13	27	26	135
3:00 - 4:00 pm	7	31	14	13	21	29	115
4:00 - 5:00 pm	8	37	15	14	28	29	130

Table 8 shows that even at peak utilization, 117 available parking spaces currently exist in the selected areas. This is enough capacity to absorb the 109 spaces in question. Permitting long term parking in these areas would adequately address the need for parking during construction of the Prime development.

Permitting

The PPAC has already recommended to the Common Council that, pending completion of the GEIS and its associated traffic study, parking permits should offered for sale for use in certain off-street lots. The list of off-street lots already includes the Broad Street lot. During the construction period, the City could add signage to those selected on-street areas detailed above allowing permit holders to park in those areas during the workweek. For those without a permit, the existing on-street time limits would still apply.

Other Options

The City of Plattsburgh has additional options if needed for addressing the temporary 109 parking space shortage.

1. The City currently has a temporary downtown daily parking permit system which allows users, who purchase a parking pass, to park in parking spaces past the listed time limit of 2 hours or above. This program could be made more robust.
2. The City can rent out parking spaces from privately-owned downtown parking lots. This would require the cooperation of private lot owners and likely be more expensive than converting existing on-street parking to long term parking for the duration of construction.

Conclusion

In conclusion, the City of Plattsburgh currently possesses a more than adequate supply of existing parking capacity to accommodate the 109 parking spaces that will not be available for use until the Prime Development and the Durkee/Bridge Street improvements are complete. Multiple solutions exist that allow for the temporary utilization of on-street parking capacity in selected areas to accommodate those 109 spaces with minimal disruption to downtown businesses.

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TRAFFIC IMPACT STUDY
for
DOWNTOWN AREA IMPROVEMENT PROJECTS

City of Plattsburgh
Clinton County, New York

Issued: November 11, 2019

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EXECUTIVE SUMMARY

The City of Plattsburgh is undertaking revitalization efforts that will result in several Downtown Area Improvement Projects in the Durkee Street area. The projects include improvements to parking, streetscapes and traffic configuration, riverfront and open space resources, and redevelopment projects. To better understand the implications of the various projects on traffic, several projects were considered as part of this Traffic Impact Study, as follows:

1. Durkee Lot Mixed Use Development – 13,400 square feet (SF) of retail space, 115 residential units, an 86-space parking lot for visitors and customers including 50 parking spaces to be made available for use by the public, and a 35-space surface parking lot for tenants. Private parking for 165 spaces will also be provided for the residential component.
2. Durkee Street Reconfiguration and Streetscape Improvements – introduction of angled parking for net gain of 27 spaces; or potential of reconfiguration to one-way northbound traffic with a combination of parallel and angled parking and a net gain of approximately 43 parking spaces.
3. Bridge Street Parking Improvements – addition of approximately 6 on-street parking spaces adjacent to Durkee Lot Mixed Use Development.
4. Arnie Pavone Memorial Parking Plaza – removal of existing bank building for approximately 109 new public parking spaces and abandonment of Division Street.
5. Broad Street Parking Lot – expansion of public parking lot to add approximately 22 spaces.

This Traffic Impact Study assesses and compares existing traffic conditions to anticipated traffic conditions upon completion of the proposed projects. While the Arnie Pavone Memorial Parking Plaza and expansion of the Broad Street Parking Lot are anticipated to be completed prior to commencement of construction of the Durkee Lot Mixed Use Development, the remaining projects are anticipated to be operational by 2022.

Seven intersections surrounding the project area were reviewed and analyzed to determine the potential for traffic impacts that may result from the proposed projects. Traffic volumes at the existing seven locations were documented with turning movement counts during three weekday peak periods: AM, Midday, and PM. These time frames, as well as the intersections studied, were chosen in conjunction with the City of Plattsburgh.

Traffic analyses were conducted for two future roadway scenarios: Durkee Street remaining as two-way, and Durkee Street reconfigured into one-way travel in the northbound direction. The conclusions of the study, including the conversion of Durkee Street to one-way traffic northbound, show that the potential traffic effects of the proposed projects will be minimal and that no improvements are needed to mitigate these effects.

Based on the analyses contained in this study, it is the considered professional opinion of The Chazen Companies that the proposed Downtown Area Improvement Projects will not have a significant adverse impact on traffic operating conditions on the roadway system.

1.0 INTRODUCTION

The Chazen Companies (Chazen) has been retained by the City of Plattsburgh to investigate the potential for traffic impacts that may be associated with certain proposed Downtown Area Improvement Projects listed below:

1. Durkee Lot Mixed Use Development
2. Durkee Street Reconfiguration and Streetscape Improvements
3. Bridge Street Parking Improvements
4. Arnie Pavone Memorial Parking Plaza
5. Broad Street Parking Lot

The study area is shown on Figure 1 and is bounded by Bridge Street on the north, Broad Street on the south; Margaret Street on the west, and Peru Street on the east.

2.0 PROJECT DESCRIPTIONS

The Downtown Area Improvement Projects are defined as:

1. Durkee Lot Mixed Use Development – 13,400 square feet (SF) of retail space, 115 residential units, an 86-space parking lot for visitors and customers including 50 parking spaces to be made available for use by the public, and a 35-space surface parking lot for tenants. Private parking for 165 spaces will also be provided for the residential component.
2. Durkee Street Reconfiguration and Streetscape Improvements – introduction of angled parking for net gain of 27 spaces; or potential of reconfiguration to one-way northbound traffic with a combination of parallel and angled parking and a net gain of approximately 43 parking spaces.
3. Bridge Street Parking Improvements – addition of approximately 6 on-street parking spaces adjacent to Durkee Lot Mixed Use Development.
4. Arnie Pavone Memorial Parking Plaza – removal of existing bank building for approximately 109 new public parking spaces and abandonment of Division Street.
5. Broad Street Parking Lot – expansion of public parking lot to add approximately 22 spaces.

In addition, the proposed reconfiguration of the Clinton County Government Center parking lot to add public parking spaces was considered in calculating available parking since those additional public parking spaces could be used by future displaced parkers from the Durkee Street parking lot.

3.0 SCOPE OF STUDY

This traffic study follows standard engineering principles and practices and examines the potential traffic impacts associated with the proposed projects. The following tasks were performed for this study:

- Collected intersection manual turning-movement vehicle counts on a typical weekday for the Weekday AM, Midday, and PM peak hours at seven intersections;
- Contacted the City to determine if other projects are in the area which may affect traffic flows in the area;
- Obtained historical traffic volume data for area roadways from NYSDOT website, and applied a representative growth rate to the Existing conditions to establish Horizon Year conditions to determine "No-Build" conditions;
- Conducted a trip generation analysis for the proposed projects;
- Assigned the project generated trips to the roadway system;

- Added the project generated trips to the "No-Build" conditions to establish the "Build" condition traffic volumes;
- Conducted intersection capacity analyses for the "Existing", "No-Build" and "Build" conditions during the Weekday AM, Midday, and PM peak hours to evaluate existing and future operating conditions; and
- Reviewed the available accident data for the most recent three years at the study intersections.

4.0 STUDY INTERSECTIONS

Seven intersections were studied in detail to assess the potential traffic impacts of the projects:

- **Margaret Street and Bridge Street**
  This is an unsignalized three-way intersection with Stop sign control on the Bridge Street approach. Bridge Street is one-way westbound into the intersection and has separate left-and right-turn lanes.
- **Margaret Street and Brinkerhoff Street**
  This is a signalized three-way intersection. There are no turn lanes at the intersection.
- **Margaret Street and Broad Street/Pine Street**
  This is a signalized four-way intersection. The eastbound approach of Broad Street includes a left-turn lane. There are no turn lanes on the other approaches.
- **Durkee Street and Bridge Street**
  This four-way intersection operates under all-way Stop sign control. The west leg is one-way westbound away from the intersection. The westbound approach includes a separate right-turn lane.
- **Durkee Street and Broad Street**
  This four-way intersection operates under Stop sign control on the Durkee Street approaches. The southbound approach of Durkee Street includes a separate left-turn lane.
- **Peru Street and Bridge Street/Green Street**
  This is a signalized four-way intersection with Green Street slightly offset from Peru Street. Turn lanes are included on the Bridge Street approaches as well as the Peru Street approach.
- **Peru Street and Broad Street/Hamilton Street**
  Peru Street at Broad Street and at Hamilton Street are signalized intersections offset by about 100 feet. The two intersections operate under a single signal controller. Turn lanes are on the eastbound Broad Street approach and the northbound Peru Street approach.

5.0 PEDESTRIAN FACILITIES

Sidewalks are provided throughout this downtown study area. Crosswalks and pedestrian signal indications at the signalized intersections also exist throughout the area. Mid-block crosswalks are provided on Durkee Street and Bridge Street. A walkway exists along a portion of the western bank of the Saranac River between Broad Street and Bridge Street and continues into MacDonough Park.

6.0 TRANSIT AVAILABILITY

Clinton County Public Transit is the local public transit system in Plattsburgh. Most regular transit routes have a stop at the Government Center on Cornelia Street (north and adjacent to the study area) and some routes travel along Durkee Street, including the Express Shuttle, Keeseville au Sable, CCC Seasonal, South Connector and Uptown Downtown routes. The Express Shuttle and Uptown Downtown routes have flag stops on Durkee Street.

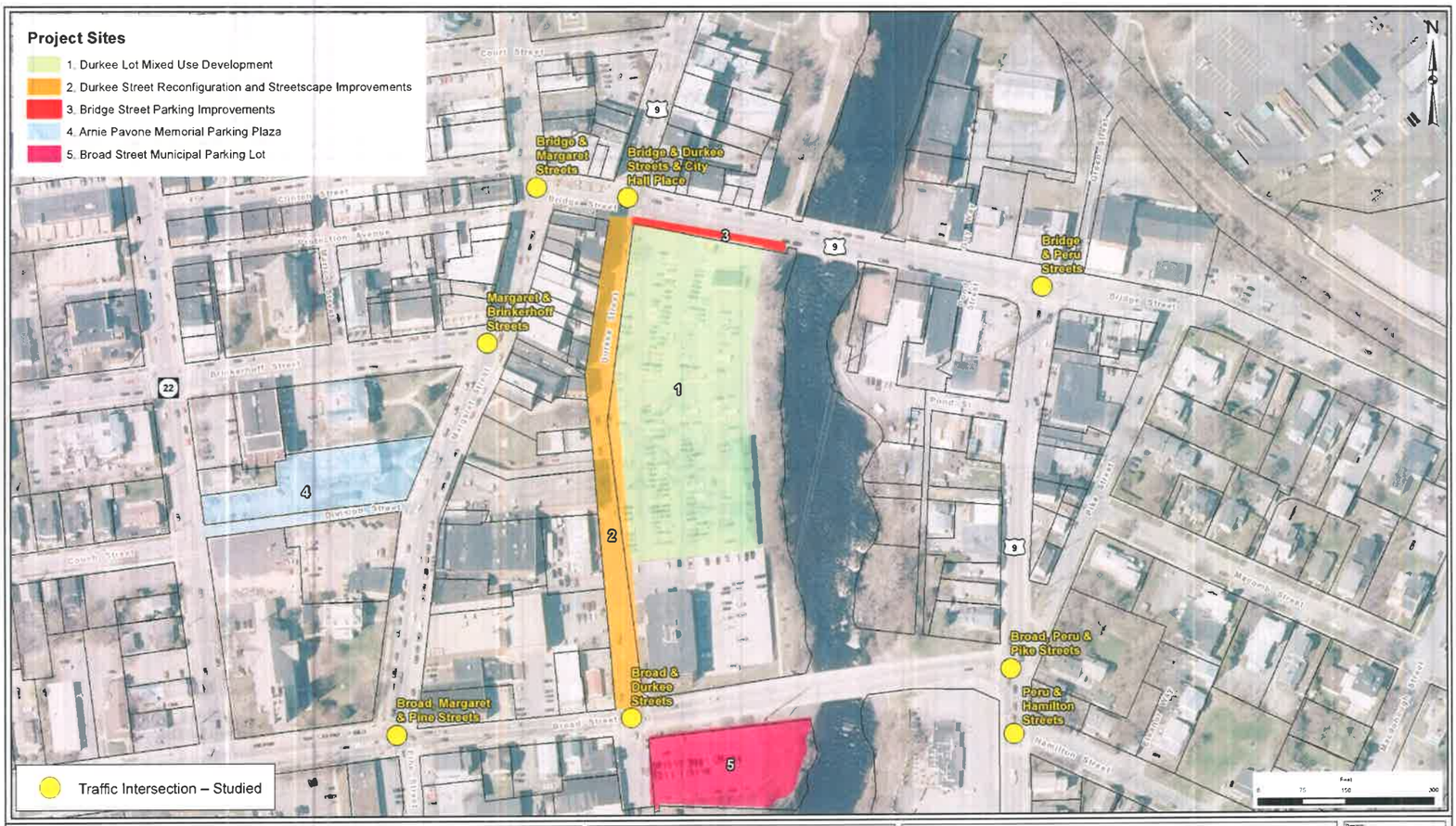
7.0 FIELD STUDIES

Typically, the busiest periods of traffic activity on the roadway network under consideration near the project area are during the weekday morning, midday, and evening commuter periods. To develop baseline data for the peak commute hours, turning movement counts were collected at the seven intersections on Tuesday and Wednesday, September 10 and 11, 2019 from 6:00 AM to 9:00 AM, 11:30 AM to 2:30 PM, and from 3:00 PM to 6:00 PM.

A review of the traffic data revealed the peak hours of traffic activity in the project area to generally be:

- AM Peak Hour 7:30 AM to 8:30 AM.
- Midday Peak Hour 12:15 PM to 1:15 PM.
- PM Peak Hour 3:45 PM to 4:45 PM.

The 2019 Existing peak hour traffic volumes are shown on Figures 2, 3, and 4 for the AM, Midday, and PM peak hours, respectively. The traffic count data is included in Appendix A.



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Plattsburgh

Source: NYS ITS GIS Program Office
Statewide Parcel Map Program 2018 Statewide Orthophoto Program 2014 Road Centerline Data 2014

Downtown Area Improvement Projects

Study Area

City of Plattsburgh - Clinton County, New York

Drawn:	MO/RL-B
Date:	10/11/2019
Scale:	1 inch = 150 feet
Project:	91922.00
Figure:	1

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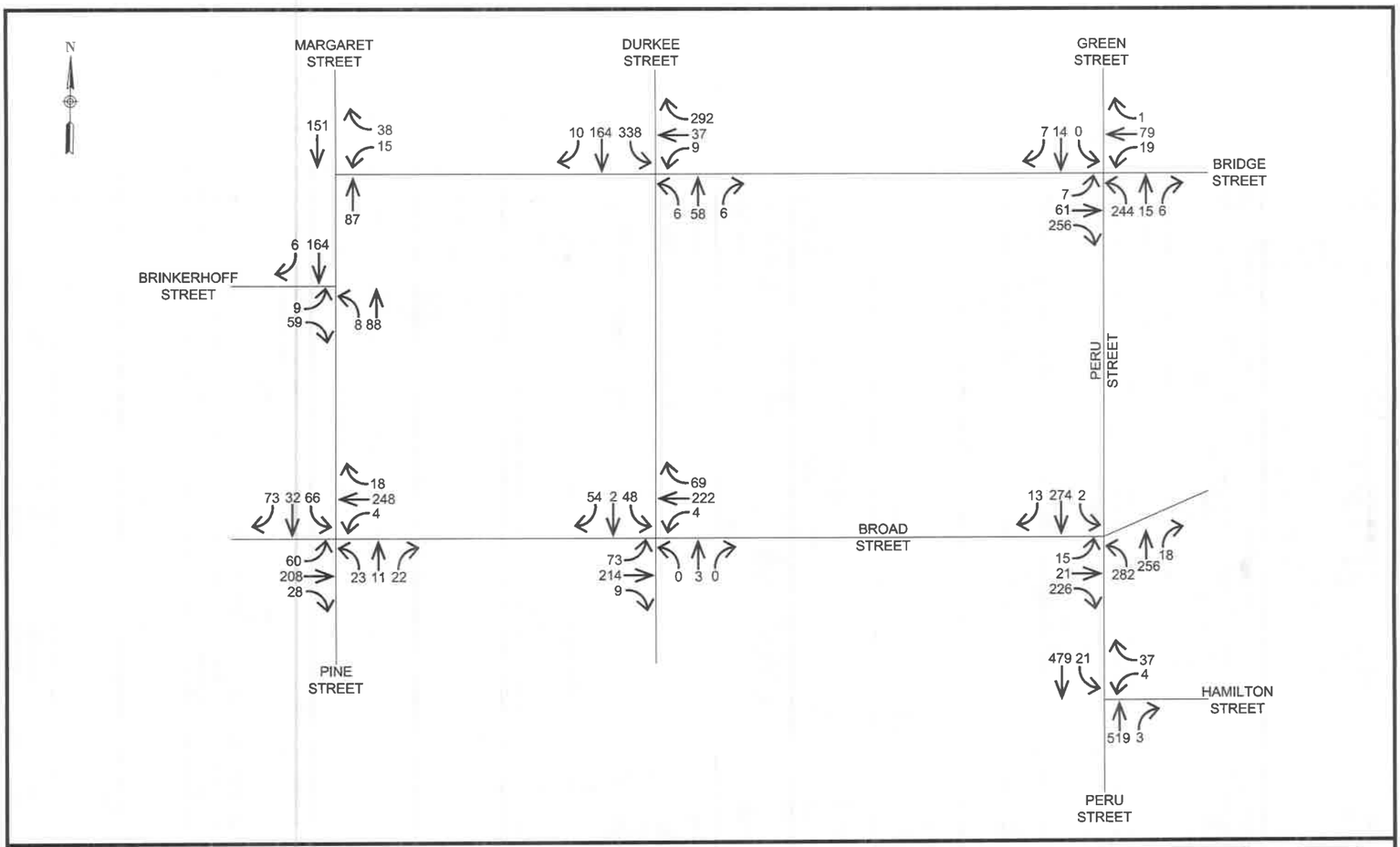

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Phone: (615) 380-1359

Chattanooga Tennessee Office:
1426 Williams Street (Suite 12)
Chattanooga, Tennessee 37408
Phone: (423) 241-6575

CITY OF PLATTSBURGH GEIS

2019 AM EXISTING INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

design	chked
CR	TJ
date 11/11/19	scale NTS
project no. 91922.01	
sheet no. FIG. 2	

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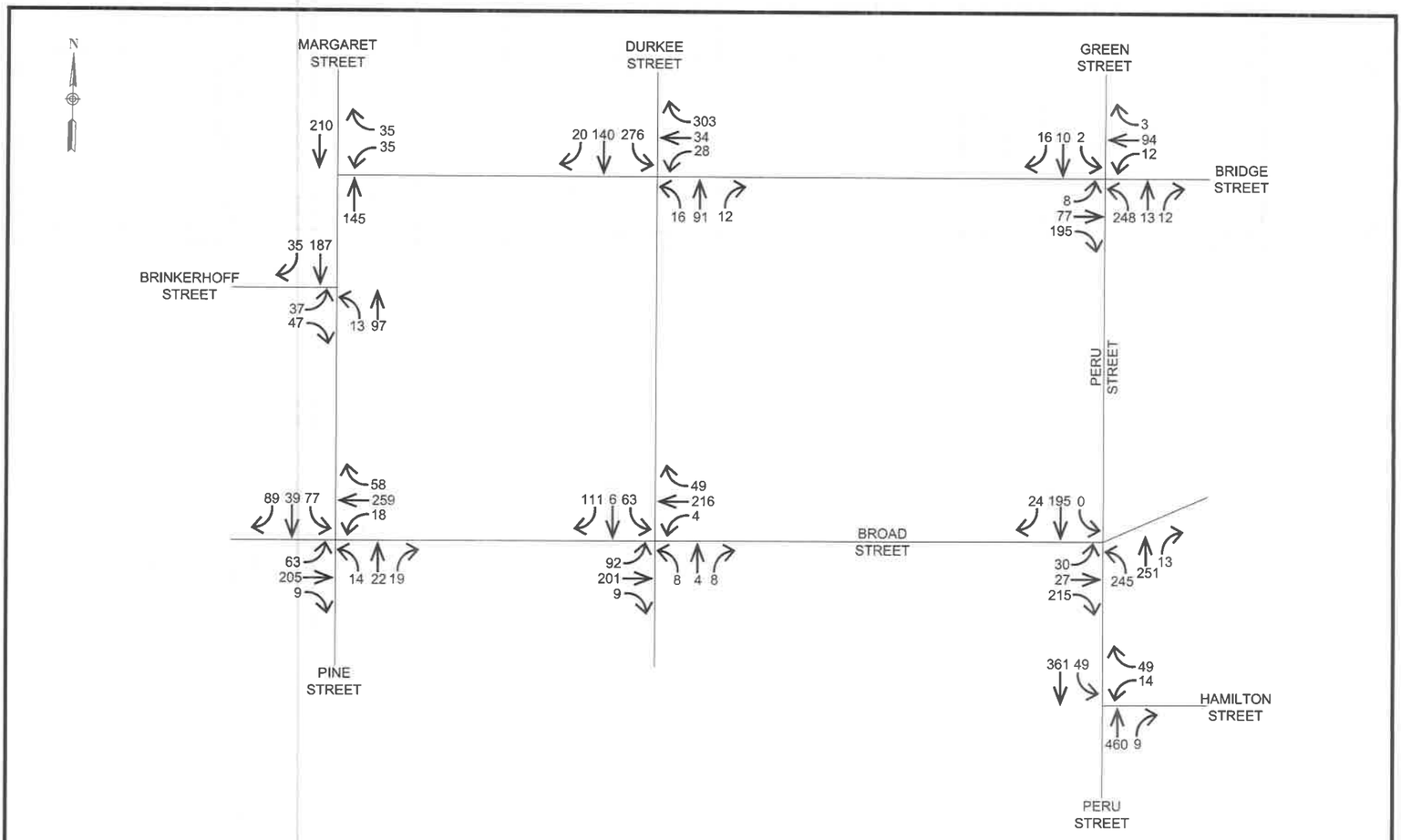
Drawing Name: Z:\projects\91900-91999\91922.00 - C of Plattsburgh GEIS\TRANS\Intersection Counts\FIGS_2-13\FIG-2_91922-00_AM-EXIST.dwg Date Printed: Nov 11,



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CITY OF PLATTSBURGH GEIS

2019 MIDDAY EXISTING INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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CR	TJ
date 11/11/19	scale NTS
project no. 91922.01	
sheet no. FIG. 3	

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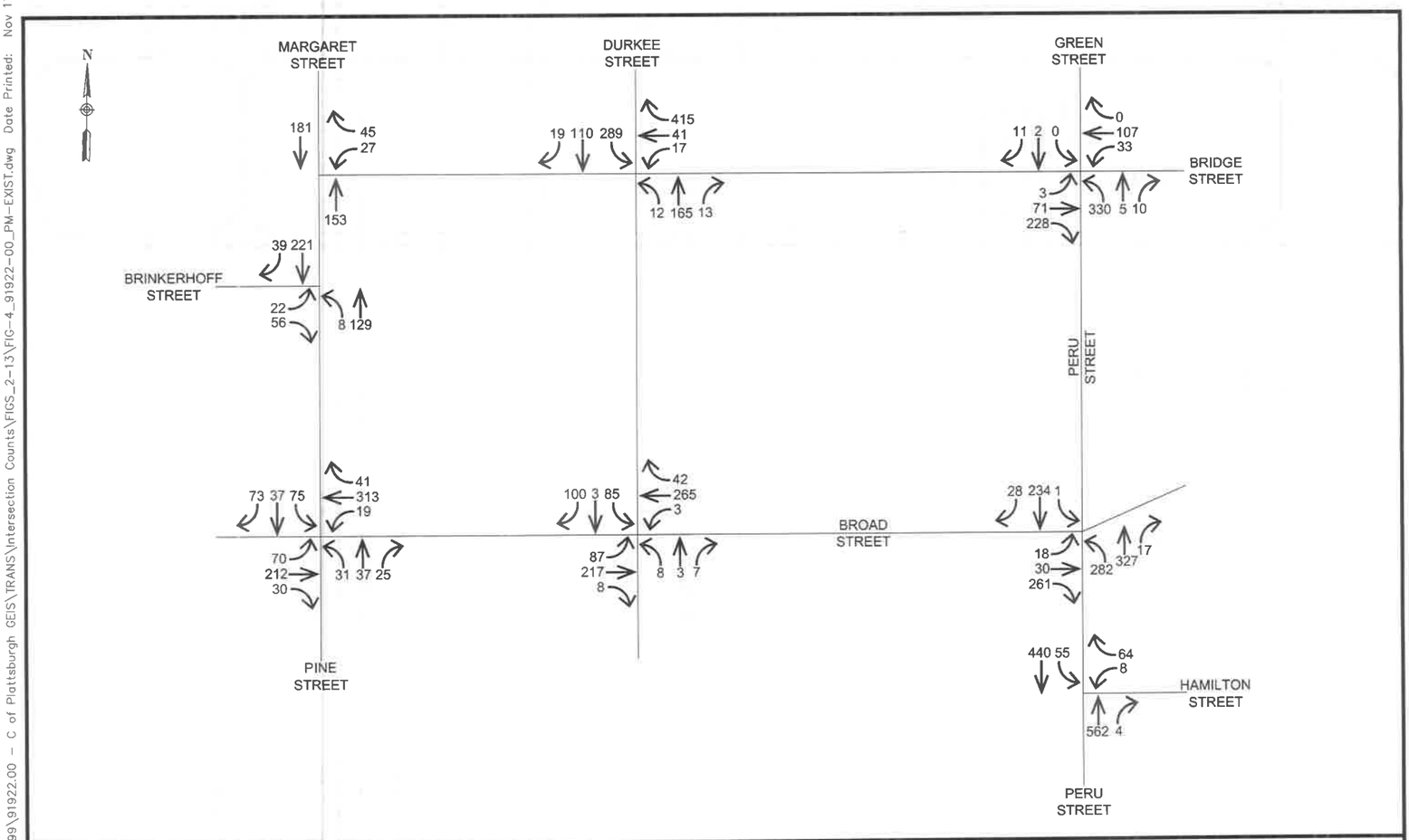

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CITY OF PLATTSBURGH GEIS

2019 PM EXISTING INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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8.0 CAPACITY ANALYSES PROCEDURES

Traffic impacts are measured by intersection capacity analyses, computed in accordance with procedures outlined in the Sixth Edition of the Highway Capacity Manual (HCM), published by the Transportation Research Board. In general, analyses' results are a measure of the ability of an intersection to process vehicles. This is evaluated for each approach to the intersection as well as for the entire intersection. The analyses' results are identified as Levels of Service (LOS) which range from "A" through "F," with LOS "A" representing the least delays and LOS "F" representing longer delays or capacity deficient operations.

According to generally accepted practice, LOS "A," "B" and "C" reflect clearly acceptable conditions, LOS "D" reflects the existence of delays within a generally tolerable range, LOS "E" is generally only tolerated on minor movements and LOS "F" indicates typically undesirable delays often associated with breakdown conditions.

The parameters considered in the calculations include: the type of intersection control, the volumes on each approach, the distribution of vehicles by direction (left, through and right) and other factors including vehicle types, pedestrian movements and parking constraints. Roadway parameters relate to the geometry of the intersection, specifically, the number of lanes, the widths of lanes and lane-use considerations.

The computed LOS is defined in terms of the average control delay per vehicle for the peak 15-minute period within the peak one-hour period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, capital letters are used in this study to indicate the Levels-of-Service. The range of delay within each signalized level of service category are:

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (Seconds)
A	Less than or equal to 10.0
B	Between 10.1 and 20.0
C	Between 20.1 and 35.0
D	Between 35.1 and 55.0
E	Between 55.1 and 80.0
F	Greater than 80.0

For unsignalized intersections, levels of service and delay are reported for the individual lane groups in that they provide a more meaningful representation of operating conditions than the overall intersection LOS and delay. Lower-case letters are used in this study to identify that the analysis refers to unsignalized intersections. The ranges of delay within each unsignalized level of service category are as follows:

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (Seconds)
a	Less than or equal to 10.0
b	Between 10.1 and 15.0
c	Between 15.1 and 25.0
d	Between 25.1 and 35.0
e	Between 35.1 and 50.0
f	Greater than 50.0

These delay ranges for the unsignalized level of service categories are less than those at signalized intersections because it is assumed that motorists will tolerate longer delays at a signalized intersection in exchange for guaranteed entry into the intersection in a definite period of time.

9.0 EXISTING TRAFFIC OPERATING CONDITIONS

The existing traffic volumes were compared with current roadway capacities using the Synchro, Version 10 software. The capacity analysis results for the Existing Conditions are summarized in Table 1. Printouts of the analyses are included in Appendix B.

Table 1: Level of Service, Existing Conditions

Intersection	Approach[1]	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b[2]/11.0[3]	b/12.6	b/11.8
	WB r	a/9.2	a/9.7	a/9.5
Margaret St at Brinkerhoff St	EB l/r	A/8.5	B/11.4	B/10.1
	NB l/t	A/7.1	A/6.7	A/6.5
	SB t/r	A/7.8	A/6.6	A/6.7
	Overall[4]	A/7.7	A/7.6	A/7.2
Margaret St at Broad St	EB l	D/41.5	C/29.3	C/33.5
	EB t/r	C/26.7	C/22.2	C/22.2
	WB l/t/r	C/29.4	C/27.5	C/29.2
	NB l/t/r	B/10.4	B/10.4	B/12.0
	SB l/t/r	B/15.6	B/11.8	B/12.5
	Overall	C/25.2	C/21.5	C/22.9
Durkee St at Bridge St	WB l/t	b/10.1	a/9.8	b/10.1
	WB r	c/16.3	b/12.7	c/20.4
	NB t/r	b/10.2	a/9.9	b/12.2
	SB l/t	e/46.8	c/18.1	c/21.6
Durkee St at Broad St	EB l	a/8.4	a/8.1	a/8.1
	WB l	a/8.0	a/7.7	a/7.8
	NB l/t/r	c/20.8	c/15.9	c/16.3
	SB l	c/24.9	c/19.8	c/21.1
	SB t/r	b/11.6	b/11.2	b/11.1
Peru St at Bridge St	EB l/t	B/17.3	B/17.2	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.3	B/17.2	B/17.2
	WB t/r	B/17.1	B/17.0	B/17.4
	NB l/t	B/18.9	B/16.2	B/19.0
	NB r	A/0.0	A/0.1	A/0.0
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	B/11.6	B/11.6	B/13.0

Table 1 (continued)

	EB l	D/52.3	D/52.2	D/52.1
	EB t/r	F/82.7	F/86.7	F/91.5
	WB l/t/r	C/22.7	C/27.0	C/22.2
Peru St at Broad St/Hamilton St	NB l	A/6.7	A/4.9	A/5.4
	NB t/r	B/11.3	B/10.5	B/11.7
	SB l/t/r	C/30.9	C/25.0	C/27.4
	Overall	C/27.8	C/28.3	C/29.9

Notes:
1. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, l = left, t = thru, r = right.
2. LOS = Level of Service. Uppercase letters represent levels of service for signalized intersections. Lowercase letters represent levels-of-service for unsignalized intersections.
3. Delays are the average for each lane group in seconds per vehicle. For signalized intersections, the average delay per vehicle for the entire intersection is also included. For unsignalized intersections, the value represents the average delay per vehicle for the lane group experiencing the greatest delays.
4. Overall = the weighted average delay of all movements and the corresponding LOS.

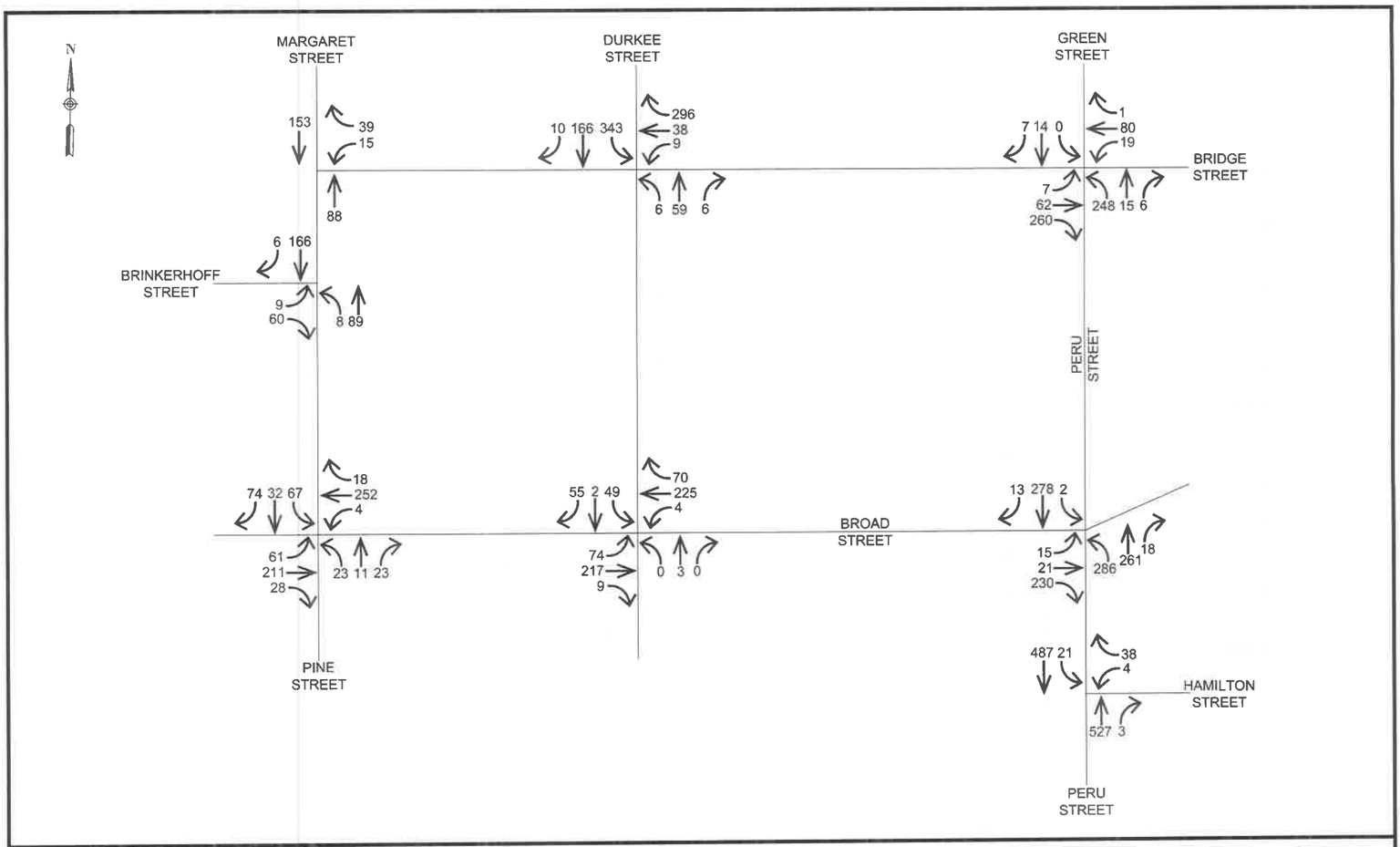
Table 1 indicates that all movements are operating at LOS "D" or better except for the southbound movement on Durkee Street at Bridge Street with LOS "e" conditions in the AM peak hour, and the eastbound right-turn movement on Broad Street at Peru Street with LOS "F" conditions in the three peak hours.

10.0 NO-BUILD TRAFFIC VOLUMES

In determining future traffic volumes, existing traffic volumes are projected forward to the Build-out Year using a generalized growth factor and accounting for other projects in the area. It is anticipated that the projects will be completed by 2022.

Based on available historical volume data from NYSDOT databases, traffic volumes have decreased over the past few years. However, to be conservative, a general growth rate of 0.5% per year was used for the No-Build conditions. There are no other developments of significance that are planned, approved, or pending approval near the project area which may generate traffic through the study area.

The No-Build volumes represent future traffic operating conditions without the proposed projects and are a benchmark against which potential project-related traffic impacts can be measured. The 2022 No-Build traffic volumes are shown on Figures 5, 6, and 7.



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CITY OF PLATTSBURGH GEIS

2022 AM NO-BUILD INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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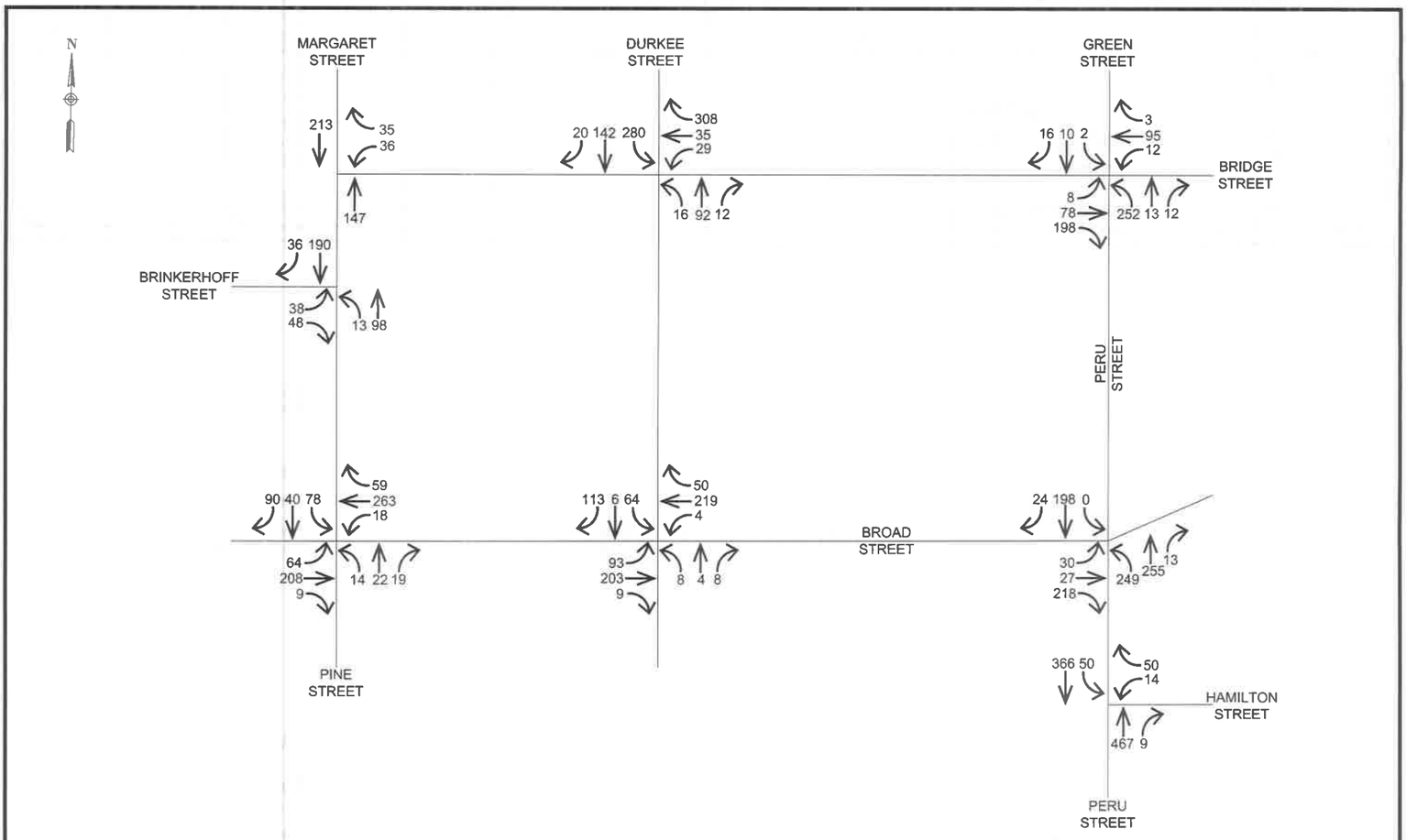

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CITY OF PLATTSBURGH GEIS

2022 MIDDAY NO-BUILD INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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project no. 91922.01	
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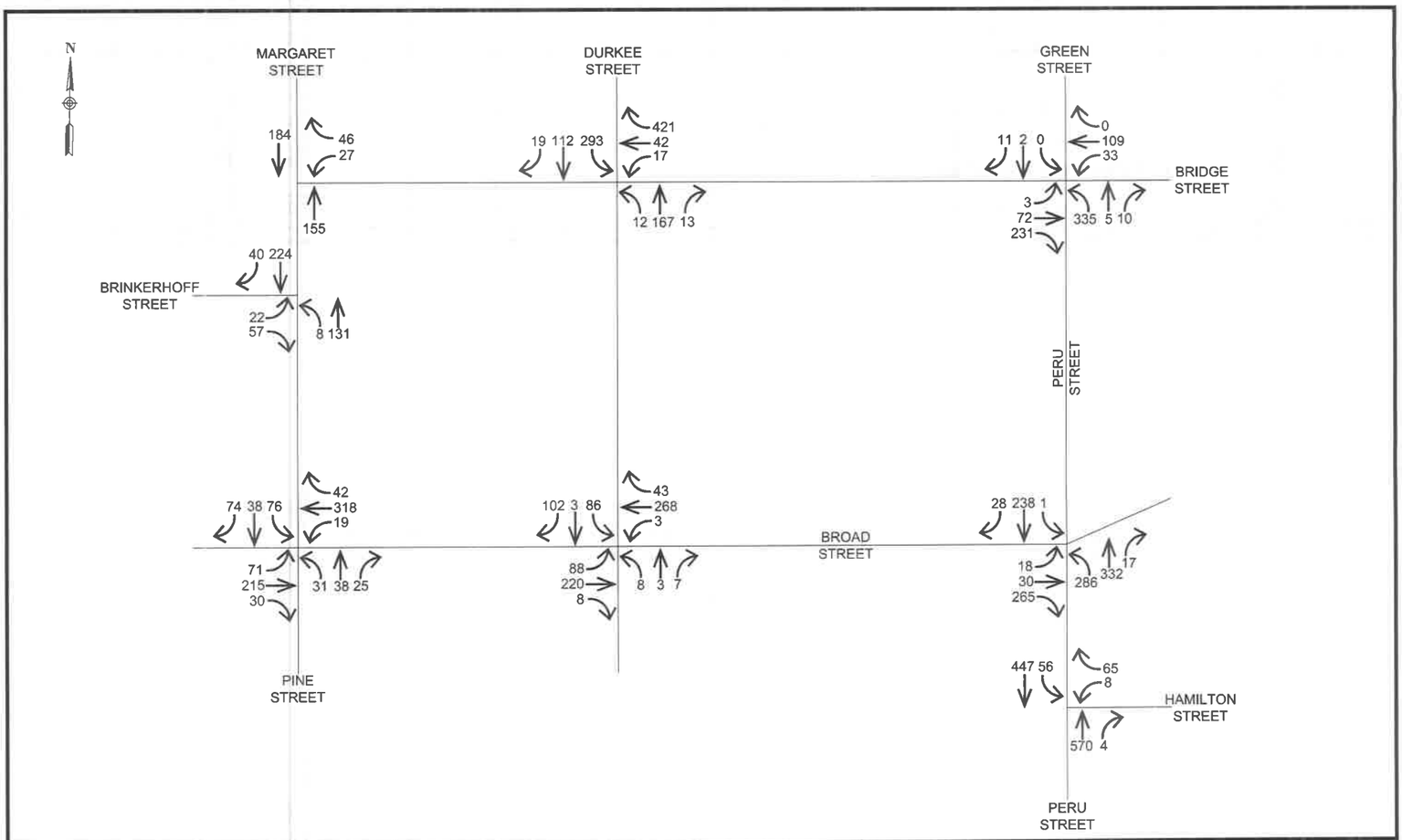

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CITY OF PLATTSBURGH GEIS

2022 PM NO-BUILD INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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11.0 NO-BUILD CAPACITY ANALYSIS RESULTS

The results of the analysis for the 2022 No-build conditions are summarized in Table 2.

Table 2: Level of Service, 2022 No-Build Conditions

Intersection	Approach[1]	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b/11.1	b/12.7	b/11.9
	WB r	a/9.3	a/9.7	a/9.5
Margaret St at Brinkerhoff St	EB l/r	A/8.5	B/11.4	B/10.1
	NB l/t	A/7.1	A/6.7	A/6.6
	SB t/r	A/7.8	A/6.7	A/6.7
	Overall[4]	A/7.7	A/7.7	A/7.2
Margaret St at Broad St	EB l	D/41.6	C/30.0	C/34.4
	EB t/r	C/26.6	C/22.2	C/22.3
	WB l/t/r	C/29.3	C/27.7	C/29.5
	NB l/t/r	B/10.4	B/10.5	B/12.1
	SB l/t/r	B/15.8	B/11.9	B/12.6
	Overall	C/25.2	C/21.7	C/23.1
Durkee St at Bridge St	WB l/t	b/10.2	a/9.9	b/10.2
	WB r	c/16.7	b/13.0	c/21.1
	NB t/r	b/10.3	b/10.0	b/12.3
	SB l/t	f/50.6	c/18.7	c/22.5
Durkee St at Broad St	EB l	a/8.4	a/8.1	a/8.1
	WB l	a/8.0	a/7.7	a/7.8
	NB l/t/r	c/21.1	c/16.1	c/16.5
	SB l	d/25.5	c/20.0	c/21.5
	SB t/r	b/11.7	b/11.2	b/11.1
Peru St at Bridge St	EB l/t	B/17.3	B/17.3	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.3	B/17.2	B/17.2
	WB t/r	B/17.2	B/17.1	B/17.5
	NB l/t	B/19.1	B/16.4	B/19.2
	NB r	A/0.0	A/0.1	A/0.0
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	B/11.7	B/11.7	B/13.1
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.3	D/52.1
	EB t/r	F/82.4	F/86.8	F/91.3
	WB l/t/r	C/22.4	C/26.7	C/22.0
	NB l	A/7.0	A/4.9	A/5.5
	NB t/r	B/11.4	B/10.6	B/11.7
	SB l/t/r	C/31.1	C/25.1	C/27.6
	Overall	C/28.2	C/28.5	C/30.1

Table 2 shows that the southbound movement of Durkee Street at Bridge Street experiences a drop in LOS from "e" to "f" conditions in the AM peak hour. Printouts of the analyses are also in Appendix B.

12.0 PROJECT-GENERATED TRAFFIC VOLUMES

Traffic expected to be generated by the proposed projects was determined as follows:

1. Durkee Lot Mixed-Use Development – The Durkee Lot Mixed-Use Development will displace the existing Durkee Street public parking lot; therefore, before adding the trips for this development the volumes from the existing lot were estimated and removed from the roadway network to develop 2022 No-build volumes without the existing Durkee Street lot. Figure C1 in Appendix C shows the Durkee Street lot volumes and Figures C2 through C4 show the No-build volumes without the existing Durkee Street Lot. These No-build volumes serve as the base network that proposed improvement projects are added to determine the potential for future impacts.

   A Trip Generation Assessment was prepared by McFarland Johnson on July 29, 2019 for this project and the retail portion of the project consisted of 10,000 SF of floor space. The trip rates were updated for this study to account for an additional 3,400 SF of retail space and the total space was further defined as 7,250 SF of general retail use and 6,150 SF of restaurant use. Table 3 presents the trip generation estimates for this analysis. It is noted that no credits were taken for transit trips, pass-by trips, or internal trips.

Table 3: Durkee Lot Mixed-Use Generated Trips

Component	Land Use Code	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Retail 7,250 SF	820	12	10	22	18	15	33	15	15	30
Restaurant 6,150 SF	932	49	37	86	72	72	144	56	51	107
Residential 115 units	220	18	46	64	32	38	70	45	32	77
Public Parking 50 Spaces	90	18	4	22	25	25	50	7	21	28
Total New Trips		**97**	**97**	**194**	**147**	**150**	**297**	**123**	**119**	**242**

   The retail Midday trips were calculated using hourly distribution tables in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 10th Edition*. Hourly distribution tables are not available for the residential and parking uses so the Midday trips were calculated using an average of the AM and PM trips. Figures C5 – C7 show the trip assignments for this development with Durkee Street remaining as two-way. Figures C13 – C15 show the trip assignments with Durkee Street changed to one-way northbound.

2. Durkee Street Reconfiguration and Streetscape Improvements – The Durkee Street reconfiguration will add 27 on-street parking spaces with Durkee Street remaining as two-way. For trip generation purposes it is assumed that these spaces would generate 20 new trips in the peak hours. As a one-way street, 43 on-street parking spaces would be added and it was assumed that 32 new trips would be generated during the peak hours.

3. Bridge Street Parking Improvements – Six parking spaces will be added to Bridge Street with this improvement project. It is assumed that 4 new trips will be added during the peak hours.

4. Broad Street Parking Lot – Expansion of this lot will add 22 parking spaces. It is assumed that 12 new trips will be added during the peak hours.

   Figures C8 shows the trip assignments for the Durkee Street Reconfiguration, Bridge Street, and Broad Street projects with Durkee Street as two-way. Figure C 16 show the trip assignments with Durkee Street as one-way northbound.

5. Arnie Pavone Memorial Parking Plaza – this project replaces the existing bank and its 32 parking spaces for a new 109-space public parking lot. Division Street will be abandoned with this project. Table 4 presents the trip generation estimates for this lot.

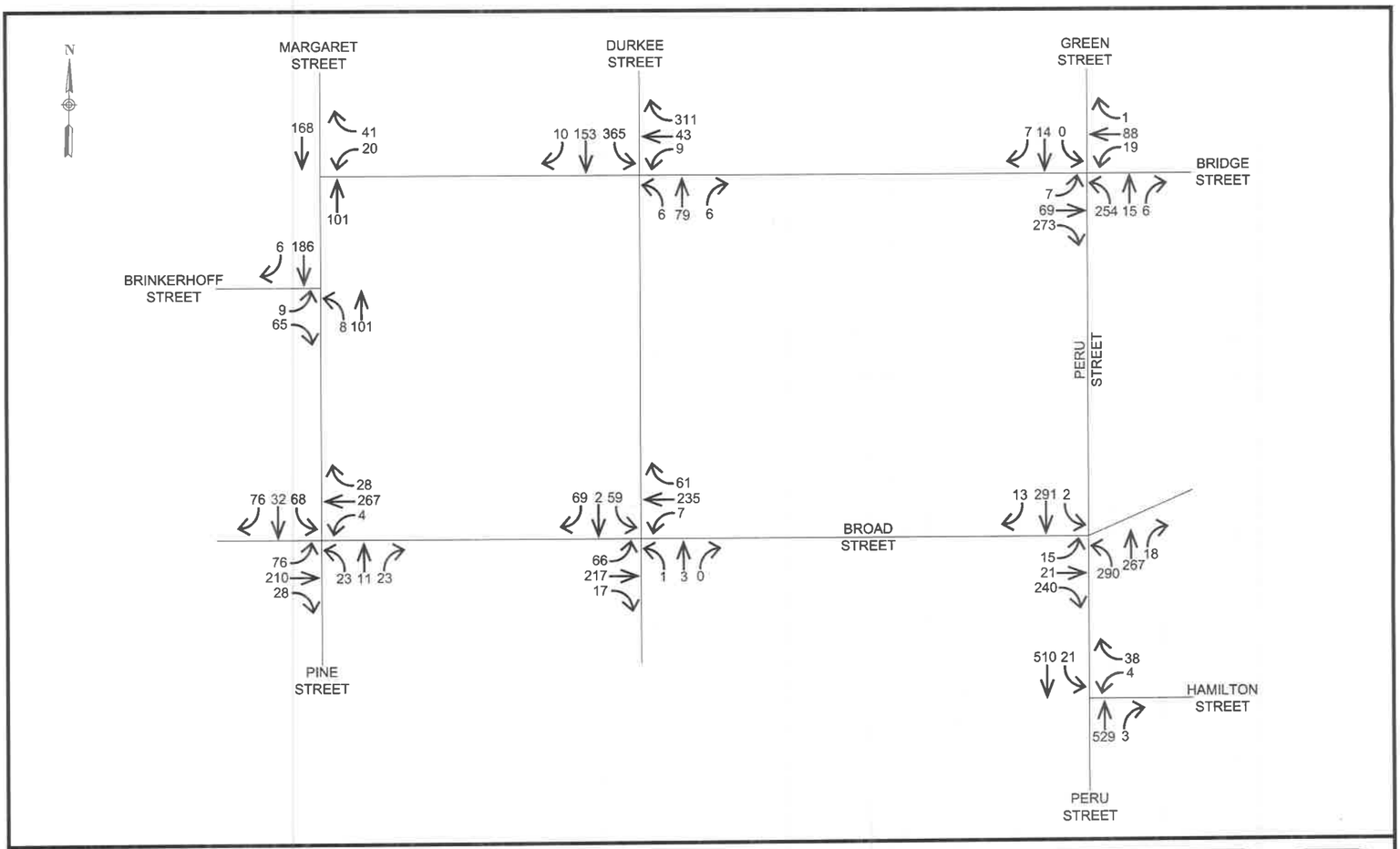
Table 4: Arnie Pavone Plaza Generated Trips

Component	Land Use Code	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Public Parking 109 Spaces	90	39	9	48	27	27	54	15	45	60

Two full-access driveways will be provided on Margaret Street with a one-way exit provided to Oak Street. Figure C9 shows the trip assignments.

13.0 BUILD TRAFFIC VOLUMES

The "Build" traffic volumes are the sum of the project generated traffic volumes and the No-Build without the existing Durkee Street lot traffic volumes. The Build traffic volumes for the study intersections are shown on Figures 8, 9, and 10 for Durkee Street as two-way, and Figures 11, 12, and 13 for Durkee Street as one-way.



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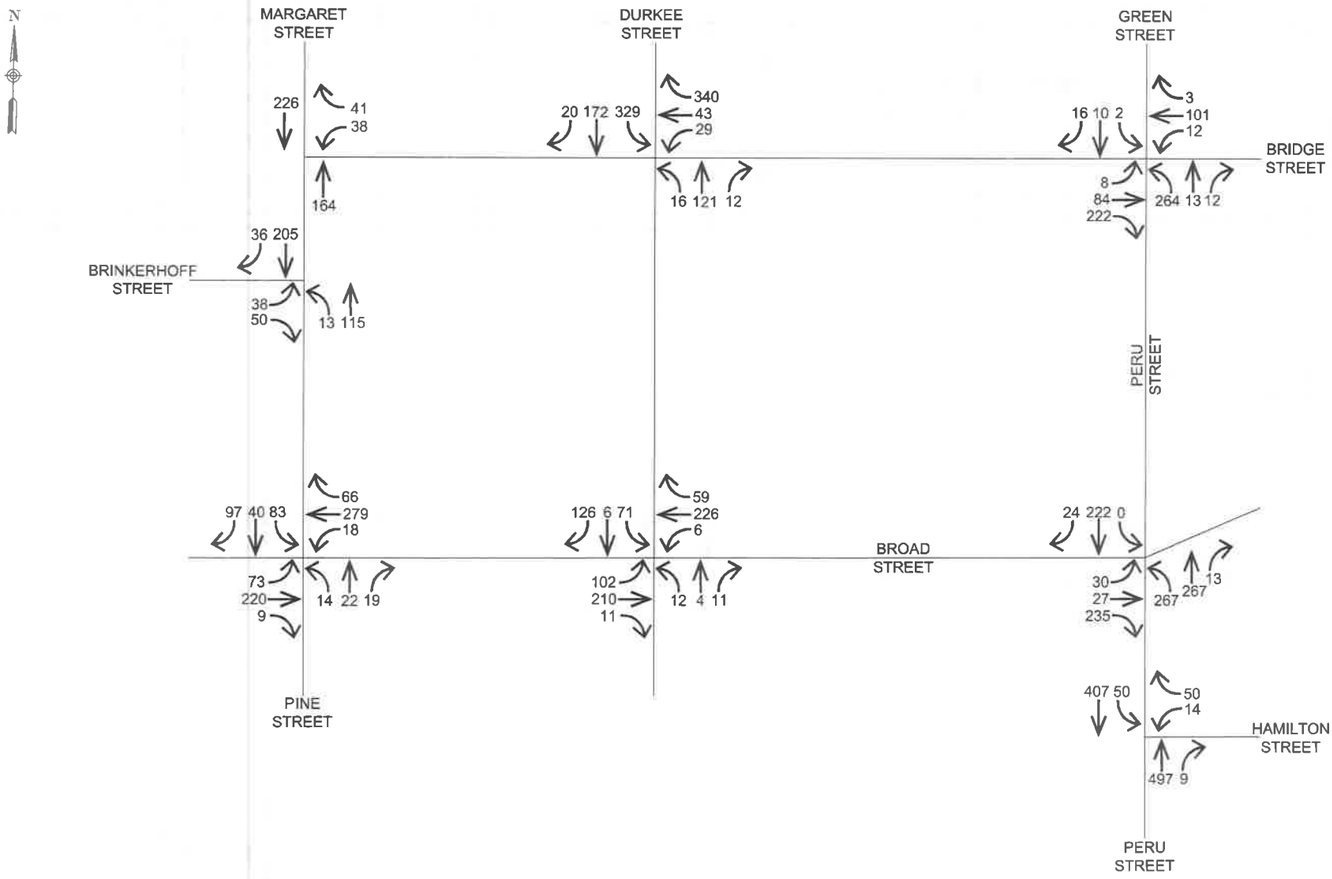

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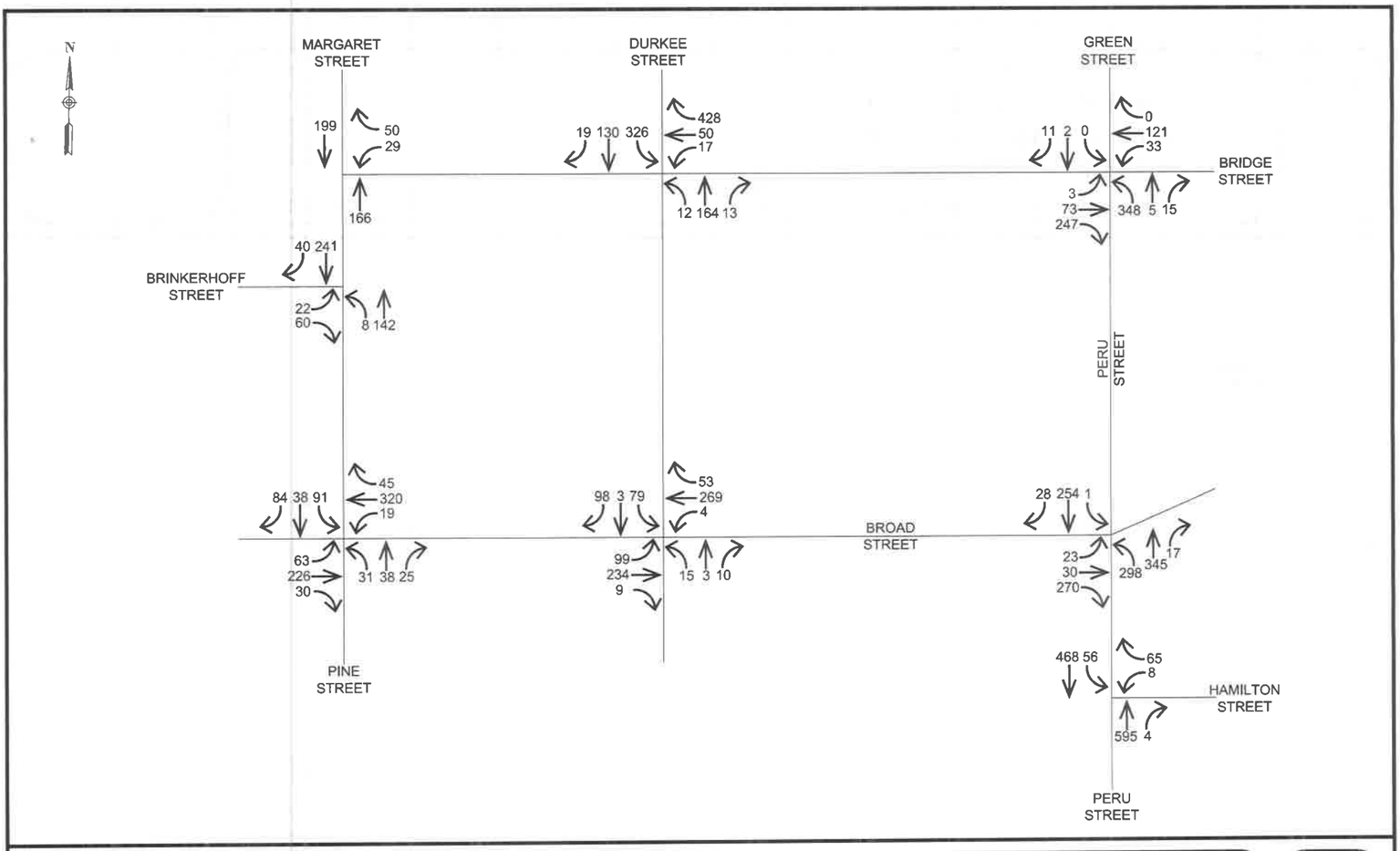

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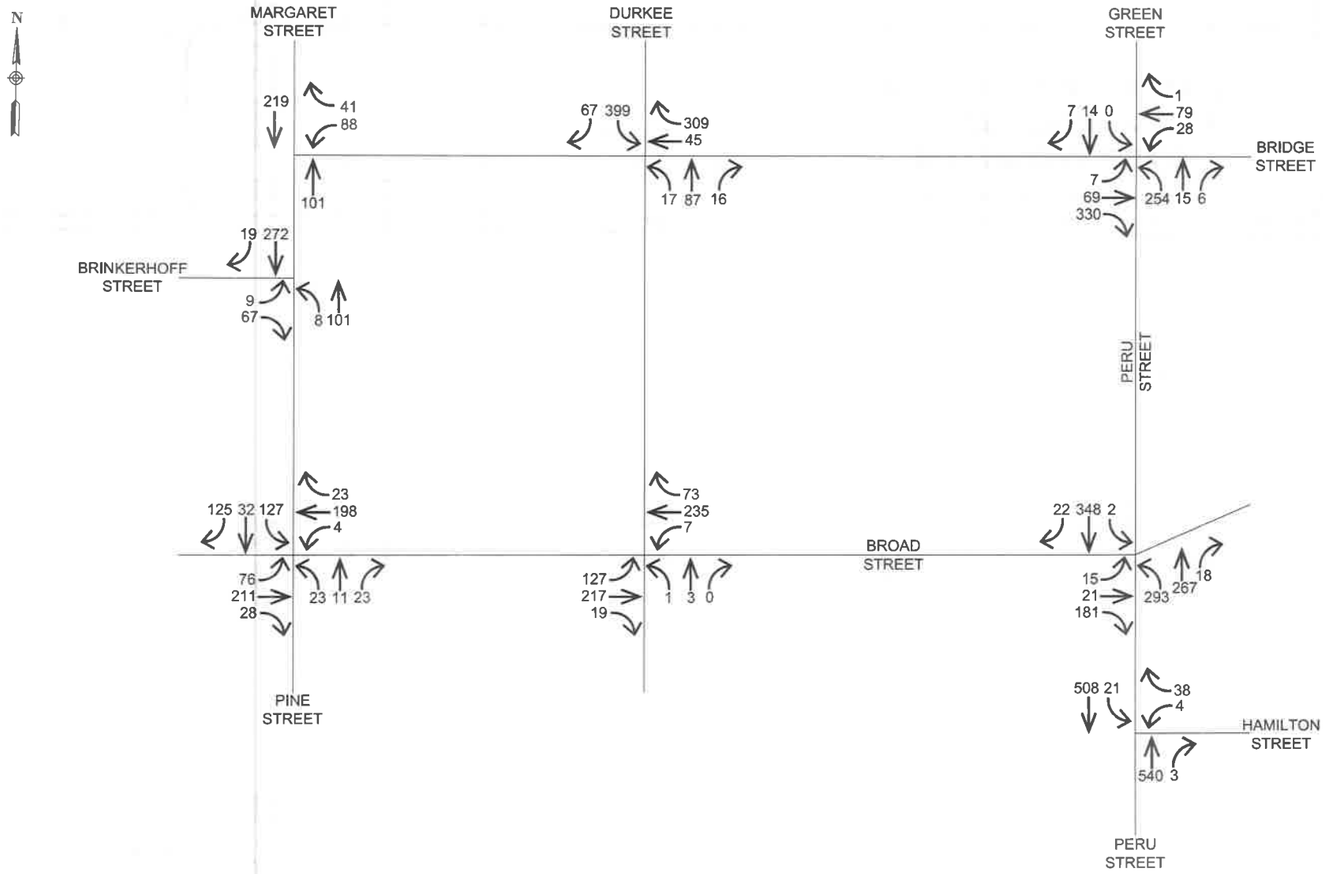

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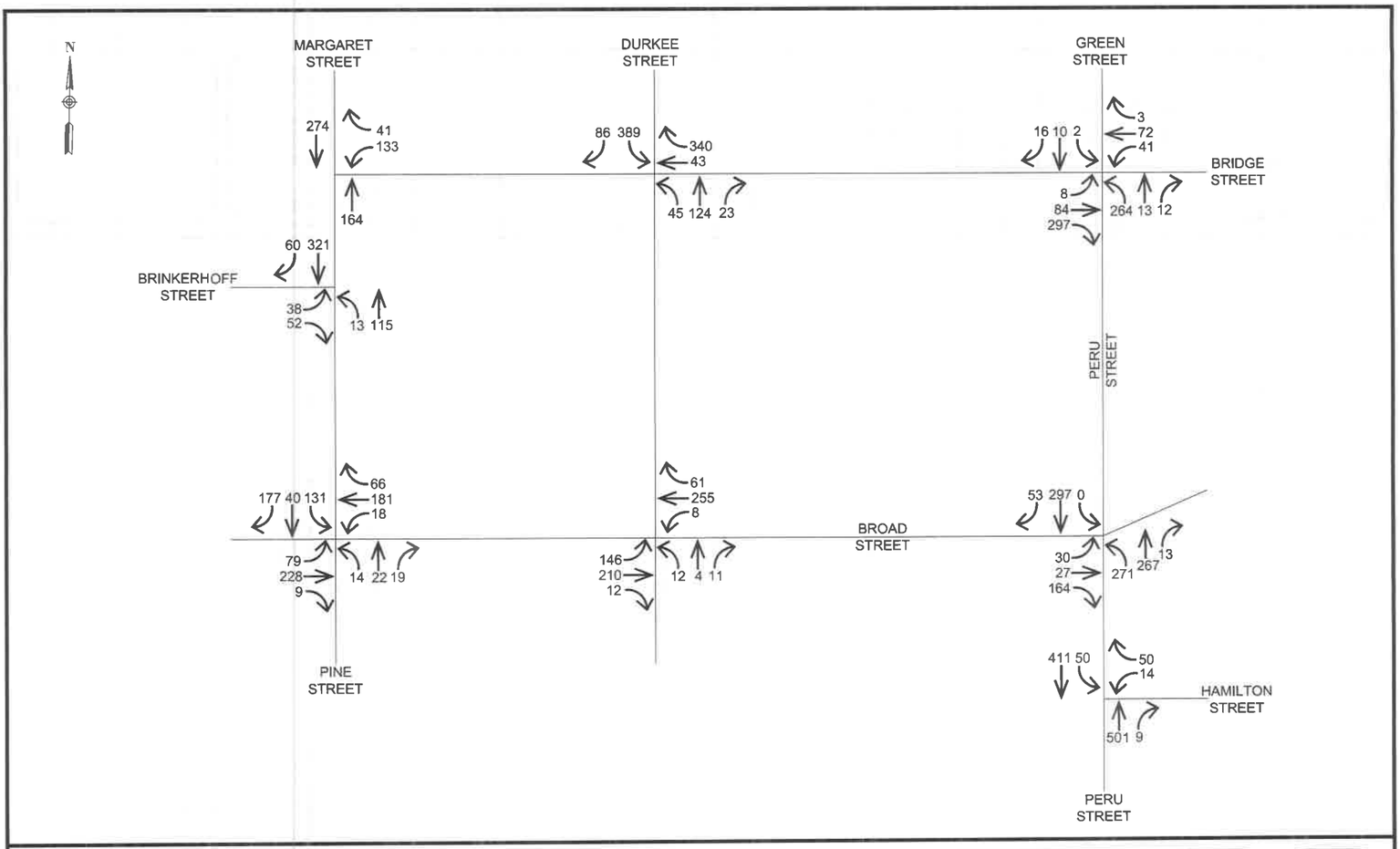

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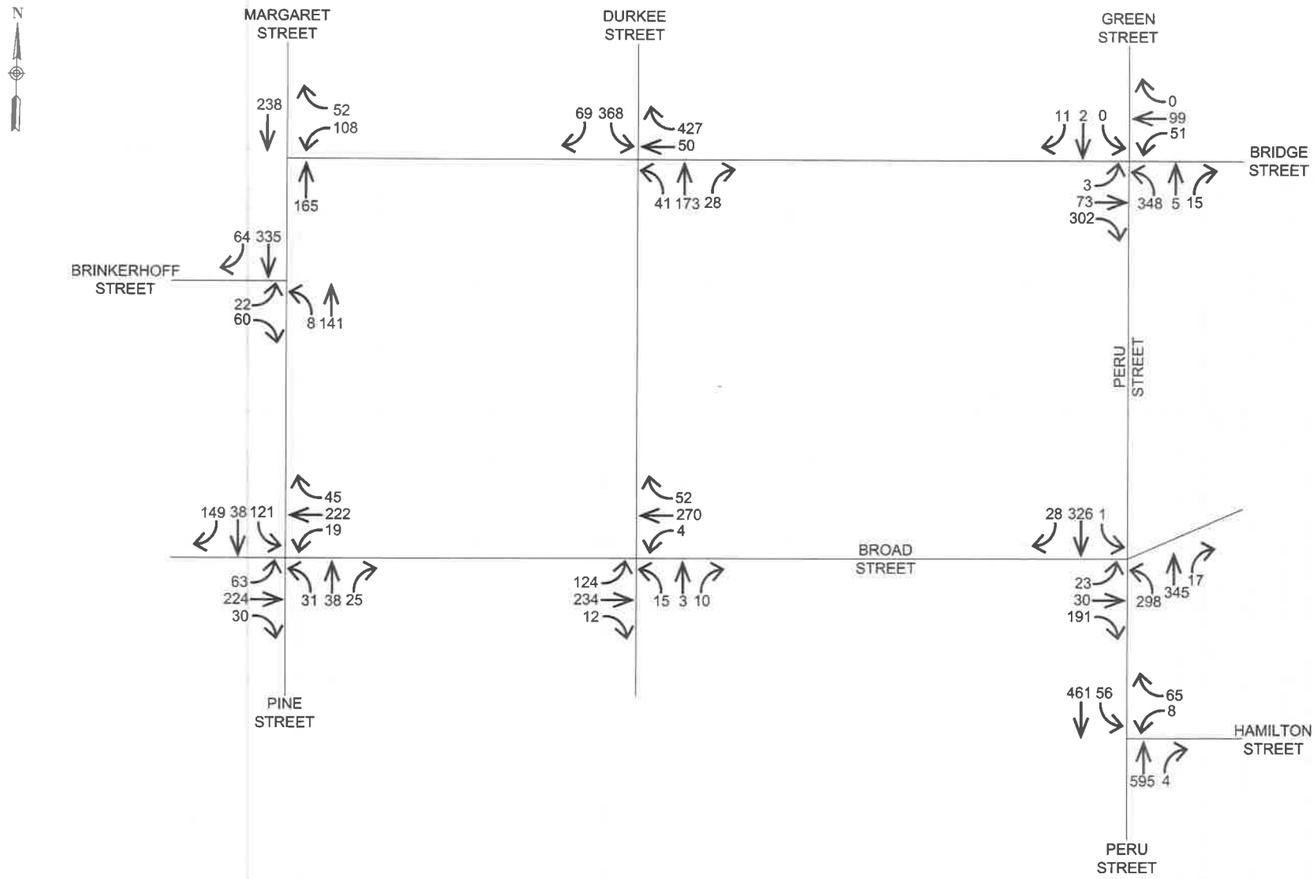

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14.0 BUILD TRAFFIC OPERATING CONDITIONS

Analysis results for the 2022 Build conditions are summarized in Table 5 for Durkee Street remaining as two-way and Table 6 for Durkee Street as one-way northbound. Analysis printouts are in Appendix B.

Table 5: Level of Service, 2022 Build Conditions (Durkee Street 2-Way)

Intersection	Approach	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b/11.5	b/13.2	b/12.2
	WB r	a/9.4	a/9.9	a/9.6
Margaret St at Brinkerhoff St	EB l/r	A/8.3	B/11.3	B/10.0
	NB l/t	A/7.3	A/7.0	A/6.6
	SB t/r	A/8.2	A/7.2	A/6.9
	Overall	A/7.9	A/7.9	A/7.3
Margaret St at Broad St	EB l	C/32.5	C/34.1	C/31.2
	EB t/r	C/21.7	C/22.3	C/22.7
	WB l/t/r	C/24.7	C/28.9	C/29.7
	NB l/t/r	B/11.9	B/10.6	B/12.2
	SB l/t/r	B/19.4	B/12.3	B/13.3
	Overall	C/22.6	C/22.8	C/22.9
Durkee St at Bridge St	WB l/t	b/10.4	b/10.5	b/10.5
	WB r	c/18.6	c/15.7	c/23.5
	NB t/r	b/10.9	b/11.1	b/12.6
	SB l/t	f/61.5	d/30.0	d/30.0
Durkee St at Broad St	EB l	a/8.4	a/8.2	a/8.2
	WB l	a/8.0	a/7.8	a/7.9
	NB l/t/r	c/22.1	c/17.6	c/18.4
	SB l	d/27.2	c/22.5	c/23.0
	SB t/r	b/11.9	b/11.5	b/11.2
Peru St at Bridge St	EB l/t	B/17.4	B/17.3	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.3	B/17.2	B/17.2
	WB t/r	B/17.3	B/17.2	B/17.7
	NB l/t	B/19.4	B/16.9	B/19.7
	NB r	A/0.0	A/0.1	A/0.1
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	B/11.8	B/11.7	B/13.2
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.5	D/52.6
	EB t/r	F/82.0	F/85.9	F/91.4
	WB l/t/r	C/22.4	C/26.8	C/22.0
	NB l	A/7.6	A/5.1	A/5.7
	NB t/r	B/11.4	B/10.6	B/11.8
	SB l/t/r	C/31.7	C/26.1	C/28.2
	Overall	C/28.4	C/28.4	C/30.0

Table 6: Level of Service, 2022 Build Conditions (Durkee Street 1-Way)

Intersection	Approach	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b/14.3	c/17.7	b/14.5
	WB r	a/9.4	a/9.9	a/9.6
Margaret St at Brinkerhoff St	EB l/r	A/8.3	B/11.2	B/10.0
	NB l/t	A/7.3	A/7.1	A/6.6
	SB t/r	B/12.0	A/8.6	A/8.2
	Overall	B/10.3	A/8.7	A/8.1
Margaret St at Broad St	EB l	D/38.9	C/29.9	C/27.7
	EB t/r	C/27.1	C/24.3	C/24.6
	WB l/t/r	C/25.0	C/24.3	C/25.7
	NB l/t/r	B/10.4	A/9.7	B/11.1
	SB l/t/r	C/20.7	B/13.4	B/13.4
	Overall	C/24.5	C/20.1	C/20.4
Durkee St at Bridge St	WB t	a/10.0	a/9.7	b/10.1
	WB r	c/18.2	c/15.7	c/22.9
	NB t/r	b/11.2	b/11.7	b/13.9
	SB l/t	e/37.2	c/23.5	c/25.0
Durkee St at Broad St	EB l	a/8.7	a/8.4	a/8.3
	WB l	a/8.1	a/7.8	a/7.9
	NB l/t/r	c/24.6	c/17.6	c/15.4
	SB l	---	---	---
	SB t/r	---	---	---
Peru St at Bridge St	EB l/t	B/17.4	B/17.3	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.4	B/17.4	B/17.5
	WB t/r	B/17.1	B/16.5	B/17.3
	NB l/t	B/19.4	B/16.8	B/19.7
	NB r	A/0.0	A/0.1	A/0.1
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	B/11.0	B/10.8	B/12.4
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.8	D/52.7
	EB t/r	F/85.8	F/93.7	F/96.0
	WB l/t/r	C/22.4	C/26.8	C/22.0
	NB l	A/9.5	A/5.9	A/6.5
	NB t/r	B/11.5	B/10.6	B/11.8
	SB l/t/r	D/35.7	C/29.2	C/31.6
	Overall	C/28.1	C/27.1	C/28.3

15.0 LEVEL OF SERVICE COMPARISON

To evaluate the potential traffic impact associated with the proposed projects, the No-Build and Build traffic operating conditions were compared. This comparison is summarized in Tables 7, 8, and 9.

Table 7: 2022 AM Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/11.1	b/11.5	b/14.3
	WB r	a/9.3	a/9.4	a/9.4
Margaret St at Brinkerhoff St	EB l/r	A/8.5	A/8.3	A/8.3
	NB l/t	A/7.1	A/7.3	A/7.3
	SB t/r	A/7.8	A/8.2	**B/12.0**
	Overall	A/7.7	A/7.9	**B/10.3**
Margaret St at Broad St	EB l	D/41.6	*C/32.5*	D/38.9
	EB t/r	C/26.6	C/21.7	C/27.1
	WB l/t/r	C/29.3	C/24.7	C/25.0
	NB l/t/r	B/10.4	B/11.9	B/10.4
	SB l/t/r	B/15.8	B/19.4	**C/20.7**
	Overall	C/25.2	C/22.6	C/24.5
Durkee St at Bridge St	WB l/t	b/10.2	b/10.4	*a/10.0*
	WB r	c/16.7	c/18.6	c/18.2
	NB t/r	b/10.3	b/10.9	b/11.2
	SB l/t	f/50.6	f/61.5	*e/37.2*
Durkee St at Broad St	EB l	a/8.4	a/8.4	a/8.7
	WB l	a/8.0	a/8.0	a/8.1
	NB l/t/r	c/21.1	c/22.1	c/24.6
	SB l	d/25.5	d/27.2	---
	SB t/r	b/11.7	b/11.9	---
Peru St at Bridge St	EB l/t	B/17.3	B/17.4	B/17.4
	EB r	A/0.9	A/0.9	A/0.9
	WB l	B/17.3	B/17.3	B/17.4
	WB t/r	B/17.2	B/17.3	B/17.1
	NB l/t	B/19.1	B/19.4	B/19.4
	NB r	A/0.0	A/0.0	A/0.0
	SB l/t/r	B/10.7	B/10.7	B/10.7
	Overall	B/11.7	B/11.8	B/11.0
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.3	D/52.3
	EB t/r	F/82.4	F/82.0	F/85.8
	WB l/t/r	C/22.4	C/22.4	C/22.4
	NB l	A/7.0	A/7.6	A/9.5
	NB t/r	B/11.4	B/11.4	B/11.5
	SB l/t/r	C/31.1	C/31.7	D/35.7
	Overall	C/28.2	C/28.4	C/28.1

Table 8: 2022 Midday Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/12.7	b/13.2	**c/17.7**
	WB r	a/9.7	a/9.9	a/9.9
Margaret St at Brinkerhoff St	EB l/r	B/11.4	B/11.3	B/11.2
	NB l/t	A/6.7	A/7.0	A/7.1
	SB t/r	A/6.7	A/7.2	A/8.6
	Overall	A/7.7	A/7.9	A/8.7
Margaret St at Broad St	EB l	C/30.0	C/34.1	C/29.9
	EB t/r	C/22.2	C/22.3	C/24.3
	WB l/t/r	C/27.7	C/28.9	C/24.3
	NB l/t/r	B/10.5	B/10.6	*A/9.7*
	SB l/t/r	B/11.9	B/12.3	B/13.4
	Overall	C/21.7	C/22.8	C/20.1
Durkee St at Bridge St	WB l/t	a/9.9	**b/10.5**	a/9.7
	WB r	b/13.0	**c/15.7**	**c/15.7**
	NB t/r	b/10.0	b/11.1	b/11.7
	SB l/t	c/18.7	**d/30.0**	c/23.5
Durkee St at Broad St	EB l	a/8.1	a/8.2	a/8.4
	WB l	a/7.7	a/7.8	a/7.8
	NB l/t/r	c/16.1	c/17.6	c/17.6
	SB l	c/20.0	c/22.5	---
	SB t/r	b/11.2	b/11.5	---
Peru St at Bridge St	EB l/t	B/17.3	B/17.3	B/17.3
	EB r	A/1.0	A/1.0	A/1.0
	WB l	B/17.2	B/17.2	B/17.4
	WB t/r	B/17.1	B/17.2	B/16.5
	NB l/t	B/16.4	B/16.9	B/16.8
	NB r	A/0.1	A/0.1	A/0.1
	SB l/t/r	A/8.9	A/8.9	A/8.9
	Overall	B/11.7	B/11.7	B/10.8
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.5	D/52.8
	EB t/r	F/86.8	F/85.9	F/93.7
	WB l/t/r	C/26.7	C/26.8	C/26.8
	NB l	A/4.9	A/5.1	A/5.9
	NB t/r	B/10.6	B/10.6	B/10.6
	SB l/t/r	C/25.1	C/26.1	C/29.2
	Overall	C/28.5	C/28.4	C/27.1

Table 9: 2022 PM Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/11.9	b/12.2	b/14.5
	WB r	a/9.5	a/9.6	a/9.6
Margaret St at Brinkerhoff St	EB l/r	B/10.1	B/10.0	B/10.0
	NB l/t	A/6.6	A/6.6	A/6.6
	SB t/r	A/6.7	A/6.9	A/8.2
	Overall	A/7.2	A/7.3	A/8.1
Margaret St at Broad St	EB l	C/34.4	C/31.2	C/27.7
	EB t/r	C/22.3	C/22.7	C/24.6
	WB l/t/r	C/29.5	C/29.7	C/25.7
	NB l/t/r	B/12.1	B/12.2	B/11.1
	SB l/t/r	B/12.6	B/13.3	B/13.4
	Overall	C/23.1	C/22.9	C/20.4
Durkee St at Bridge St	WB l/t	b/10.2	b/10.5	b/10.1
	WB r	c/21.1	c/23.5	c/22.9
	NB t/r	b/12.3	b/12.6	b/13.9
	SB l/t	c/22.5	**d/30.0**	c/25.0
Durkee St at Broad St	EB l	a/8.1	a/8.2	a/8.3
	WB l	a/7.8	a/7.9	a/7.9
	NB l/t/r	c/16.5	c/18.4	c/15.4
	SB l	c/21.5	c/23.0	---
	SB t/r	b/11.1	b/11.2	---
Peru St at Bridge St	EB l/t	B/17.0	B/17.0	B/17.0
	EB r	A/1.0	A/1.0	A/1.0
	WB l	B/17.2	B/17.2	B/17.5
	WB t/r	B/17.5	B/17.7	B/17.3
	NB l/t	B/19.2	B/19.7	B/19.7
	NB r	A/0.0	A/0.1	A/0.1
	SB l/t/r	A/8.5	A/8.5	A/8.5
	Overall	B/13.1	B/13.2	B/12.4
Peru St at Broad St/Hamilton St	EB l	D/52.1	D/52.6	D/52.7
	EB t/r	F/91.3	F/91.4	F/96.0
	WB l/t/r	C/22.0	C/22.0	C/22.0
	NB l	A/5.5	A/5.7	A/6.5
	NB t/r	B/11.7	B/11.8	B/11.8
	SB l/t/r	C/27.6	C/28.2	C/31.6
	Overall	C/30.1	C/30.0	C/28.3

With Durkee Street as two-way, the tables show four instances of level of service drops (**bold**) for the Build condition with three of them occurring at the Durkee Street and Bridge Street intersection in the Midday peak hour. The largest increase in delay is about 12 seconds for the southbound approach and changes from "c" to "d" which is an acceptable level of service. No mitigation is needed. There is one instance of level of service improvement (*italics*).

There are five instances of level of service drops for Build conditions with Durkee Street as one-way. All delay increases are minimal at less than 5 seconds and no mitigation is needed. There are three instances of level of service improvements (*italics*), including the southbound approach of Durkee Street at Bridge Street that improves from "f" to "e" in the AM peak hour.

16.0 CRASH DATA

Plattsburgh Police Department provided crash data for the study intersections for the latest 3-year period ending August 21, 2019. The data revealed 28 crashes at the seven study intersections:

a. Margaret Street at Bridge Street – 1
b. Margaret Street at Brinkerhoff Street – 4
c. Margaret Street at Broad Street/Pine Street – 10
d. Durkee Street at Bridge Street – 2
e. Durkee Street at Broad Street – 3
f. Peru Street at Bridge Street – 3
g. Peru Street at Broad Street – 5

A review of the actual police reports for the 10 crashes at Margaret Street and Broad Street was performed to determine if there were certain types of crashes or patterns of crashes. The reports indicate that none of the crashes involved personal injury and all 10 were property damage only crashes; there were no fatalities. Four were rear-end crashes, 2 right-angle; and 1 each of rear-end, sideswipe, backing, and hitting a fixed object. There was no discernable pattern to the crashes.

17.0 CONCLUSIONS

The traffic analyses presented in the previous sections show that the proposed Downtown Area Improvement Projects will have minimal traffic impacts. No mitigation measures are needed.

Based on the analyses contained in this study, it is the considered professional opinion of The Chazen Companies that the proposed Downtown Area Improvement Projects will not have a significant adverse impact on traffic operating conditions on the roadway system.

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Plattsburgh Mixed Use Development
Basement Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

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DRAFT

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Level Two & Three Plan

Project North

The City of Plattsburgh
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DRAFT

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Level Four Plan

Project North

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Plattsburgh, NY
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DRAFT

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Attic/Mezzanine Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

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