

## MEMORANDUM

To: Village of Cold Spring Planning Board  
From: Chuck Voss, AICP  
Re: Butterfield Site Plan – Realignment of Bldgs. 1 & 2  
Date: December 19<sup>th</sup>, 2014

Dear Chairman Molloy and Board Members;

The purpose of this memo is to provide a brief summary of the possible realignment scenarios for Buildings 1 & 2 on the Butterfield Redevelopment site plan, and provide some technical analysis of the preferred alternatives selected by the Planning Board.

**Background**

At a regular Planning Board meeting held on Wednesday, December 17<sup>th</sup>, 2014, the Board received, reviewed and discussed several alternatives for the potential realignment/repositioning of Buildings 1 & 2 of the Butterfield Redevelopment project by the applicant. As you are aware, these realignment alternatives were developed by the applicant in response to the Planning Board's request which was based on comments provided by the Village of Cold Spring Historic District Review Board (HDRB).

As part of their review of the project, the HDRB had expressed interest in repositioning Buildings 1 & 2 for aesthetic and contextual reasons. After convening a joint meeting of the Planning Board and HDRB on December 3<sup>rd</sup>, 2014, at which time the HDRB discussed possible realignment alternatives with the Planning Board, the Planning Board directed the applicant to develop several graphic alternatives to re-present to the Board for consideration. At the December 17<sup>th</sup> meeting, the Planning Board had opportunity to review four realignment scenarios for Building #2, and three repositioning scenarios for Building #1. A summary of their findings are as follows:

**Building #2 - Preferred Option**

All four of the realignment scenarios presented to the Board for Building #2 included turning the building on its central and/or northeast corner axis by varying degrees, as well as shifting the building's footprint by varying feet to show four new positions in contrast to the original position proposed in the approved B4A Concept Plan. In addition, each realignment scenario was careful not to violate the maximum allowable angular change (15\*) or lateral foot shift (25') enumerated in the B4A code.

Of the four new realignment scenarios present to the Board for Building #1, the most preferred option by a majority (3 members) of the Board was Option "D". It was noted that this scenario offered the greatest amount of angular shift without negatively impacting site access or infrastructure facilities. Also noted was that this scenario had minimal impacts to the proposed Butterfield Square park, and in fact offered additional space to possibly expand Butterfield Square park as a result of the realignment. The only primary concern expressed was the potential loss of 3-4 parking spaces in Butterfield Court. It was also noted by Board members that this scenario did not require the maximum angular shift or lateral shift permitted, yet maintains compliance with the B4A code.

It should be noted that Board member Impellizzeri expressed a desire to keep building #2 in its original position, stating that keeping Building #2 in its original position "provides a more settled, logical entrance





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from 9D with Building 2 perpendicular to the entrance road”. Board member Saari expressed a desire to not comment on any alternative and deferred final selection of a realignment scenario to the HDRB.

### **Building #2 - Preferred Option Technical Analysis**

In reviewing the preferred realignment scenario (**Option “D”**) for this project, we offer the following comments:

- This option complies with §134-15A 5 (c)(d) of the B4A code, and does not exceed the maximum allowable shift in angular repose (15\*) or the maximum lateral repositioning (25’).
- No variances from the B4A code are required to achieve this preferred redesign scenario.
- This option substantially satisfies the HDRB’s desires with realigning Building #2 so that it is in a parallel position proximate to Lahey Pavilion. Which further screens the Lahey Pavilion from visual receptor points along Route 9D and minimizes potential visual impacts.
- Of all the options offered for the repositioning of Building #2, this option maintains the greatest setback (15’ +/-) from the Route 9D right-of-way. Maintaining maximum setbacks of all new proposed buildings along Route 9D conforms to the expressed design preferences of the HDRB.
- The Butterfield Court parking lot will need substantial redesign to accommodate shifting Building #2 under this scenario. The repositioning will also trigger redesign of various elements such as surface parking spaces, curbing, pedestrian sidewalks, underground stormwater management facilities, retaining wall(s), and landscaping.
- It is not anticipated under current plans that this realignment scenario will necessitate the relocation or redesign of any primary infrastructure systems or facilities such as sewer, water, or power lines. There will be impacts to the proposed underground stormwater management facilities proposed for under Butterfield Court.
- The anticipated loss of 3-4 parking spaces under this scenario can be potentially recouped by exploring options to add several parking spaces along the southeast side of Butterfield Court, near the building.
- This option will minimize impacts to Butterfield Square, and in fact allow for possible expansion of the park area. Care should be taken to not let the park expansion impact the existing mature trees along Route 9D.
- If this realignment scenario is implemented, opportunities for new pedestrian amenities (patio, outdoor seating area) and landscaping are available in the newly created space fronting on Butterfield Road adjacent to the west side of Building #2. Perhaps the Butterfield Square design elements can be incorporated on the west side of the building to create a more dynamic park area on two sides of Building #2?
- This option, upon completion, will not cause any disruptions to the pedestrian or vehicular flow of the project in this general proximity.



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- B&L supports this preferred realignment scenario because it represents minimal impacts to the approved Butterfield Redevelopment Concept Plan, conforms to the B4A zoning code and offers opportunities for enhanced site design.

### **Building #1 - Preferred Option**

Three repositioning scenarios were presented to the Board for Building #1, which graphically illustrated placing the building deeper into the site, in contrast with the original position of the building proposed in the approved B4A Concept Plan. In addition, each realignment scenario for Building #1 was careful not to violate the maximum allowable angular change or lateral foot shift permitted in the B4A code.

Of the three new repositioning scenarios presented to the Board for Building #1, the preferred option of the Planning Board was Option “Z”. Board members expressed great concern with the other two scenarios’ impacts to parking areas, internal access roads, and circulation into and around this portion of the site. There was a consensus that Option “Z” posed the least impacts to parking and circulation. Board members also were very much supported the HDRB’s efforts to seek a slight redesign of Building #1’s architecture so that building facades and footprints offered greater relief, which in turn created more interesting setbacks facing Route 9D. The Board also expressed strong approval for the proposed new outdoor pedestrian plaza located on the east side of Building #1 that is made possible under this scenario.

As with the Building #2 scenarios, Board member Saari expressed a desire to not comment on any alternative for Building #1 and deferred final selection of a realignment scenario for Building #1 to the HDRB.

### **Building #1 - Preferred Option Technical Analysis**

In reviewing the preferred repositioning scenario (Option “Z”) for this project, we offer the following comments:

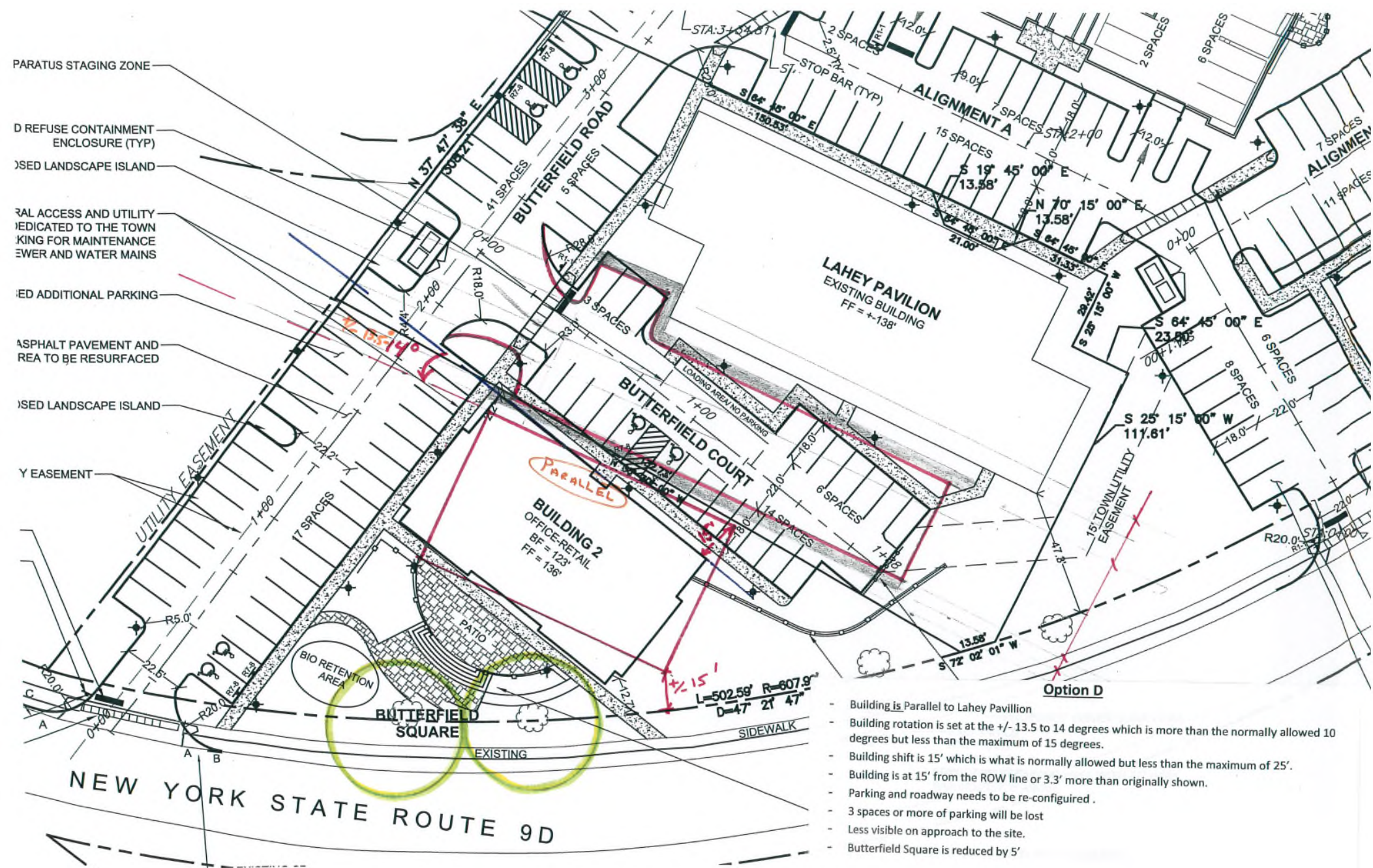
- This option complies with §134-15A 5 (c)(d) of the B4A code, and does not exceed the maximum allowable shift in angular repose (15\*) or the maximum lateral repositioning (25’).
- No variances from the B4A code are required to achieve this preferred redesign scenario.
- Of all the options offered for the repositioning of Building #1, this option maintains the greatest setback (22’-25’ +/-) from the Route 9D edge of pavement. Maintaining maximum setbacks of all new proposed buildings along Route 9D conforms to the expressed design preferences of the HDRB.
- Minimal redesign of immediate and adjacent amenities would be required under this scenario as opposed to the other two scenarios, which would require extensive redesign. The repositioning of Building #1 under this scenario will require some minor redesign of various elements such as surface parking spaces, curbing, pedestrian sidewalks, stormwater management facilities, and landscaping.



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- It is not anticipated under current plans that this realignment scenario will necessitate the relocation or redesign of any primary infrastructure systems or facilities such as sewer, water, stormwater, or other utilities.
- This option also does not create any negative impacts to site access onto or off of Route 9D, or internal circulation roadways. A previously proposed loading dock to service the commercial uses located along the northeast side of Building #1 will be lost under this scenario. However 4 new parking spaces are added resulting in a net positive increase in parking spaces adjacent to this proposed commercial building.
- If this repositioning scenario is implemented, opportunities for new pedestrian amenities (patio, outdoor seating area) and landscaping are available in the newly created space fronting on Route 9D adjacent to the east side of Building #1. Similar design elements as are proposed for the Butterfield Square and/or the bio retention/wetlands gardens just to the north of Building #1 should be incorporated into this new pedestrian plaza to create broader continuity of open pedestrian spaces across the whole site.
- This option, upon completion, will not cause any disruptions to the pedestrian or vehicular flow of the project in this general proximity, nor will it necessitate the repositioning of other buildings, structures or amenities.
- B&L supports this preferred realignment scenario because it represents minimal impacts to the approved Butterfield Redevelopment Concept Plan, conforms to the B4A zoning code and offers opportunities for enhanced site design.









### Option "Z"

- Net Building shift of 13' to the North from proposed location.
- Building 1 is set 2' from the Property/ROW line along left face.
- Building 1 is set 15' from the ROW/Property line along right face.
- Net Parking shift if 5' North
- (1) additional parking space created Via reconfiguring spaces and by removing Drop Off/Loading area
- Useful Plaza created.
- Note that closest face of building to Rt 9D would be about 25'