

MOUNT KISCO PLANNING BOARD

Agenda

Tuesday, January 12, 2016

7:30 PM

Minutes

- a. October 27, 2015
- b. November 10, 2015

Formal Applications:

**c. Tesla Motors – 115 Kisco Avenue
PB2013-0252, 69.65-2-3 (SBL)
Site Plan**

- Memorandum from Peter Miley, Building Inspector, dated January 7, 2016
- Memorandum from Jan K. Johannessen, AICP, dated January 6, 2016
- Memorandum from Anthony Oliveri, P.E. dated January 7, 2016
- Site Plan Application
- Temporary Certificate of Occupancy
- Resolution of Site Plan Approval, dated January 22, 2013
- As Built Survey prepared by H. Stanley Johnson and Co., dated March 12, 2015
- Approved Site Plan prepared by Finn Daniels Architects, dated March 6, 2014 (12 Sheets)

**d. Devereux NY Cares – 27 Radio Circle (Former Little Garden Day Care)
PB2015-0304, 80.64-1-2 (SBL)
Special Permit and Change of Use**

- Memorandum from Peter Miley, Building Inspector, dated January 8, 2016
- Memorandum from Jan K. Johannessen, AICP, dated January 6, 2016
- Memorandum from Anthony Oliveri, P.E. dated January 7, 2016
- Memorandum from Zarin & Steinmetz, dated December 22, 2015
- Memorandum from Zarin & Steinmetz, dated December 16, 2015
- Memorandum from Maser Consulting, dated December 17, 2015
- Traffic Study from Maser Consulting, dated December 17, 2015
- Site Plan Approved by DEP, dated August 15, 2013 (4 pages)
- Lighting Plan prepared by RUDD Lighting, dated October 7, 2002
- School Van Arrival/Departure/Queuing Plan prepared by Insite Engineering, P.C., dated December 15, 2015 (3 Sheets)
- School Van Maneuvering Plan prepared by Insite Engineering, P.C., dated December 15, 2015
- Existing Floor Plans prepared by Insite Engineering, revised December 15, 2015
- Site Plan prepared by Insite Engineering, revised December 15, 2015

Special Discussion:

- 2016 Planning Board Schedule
- Mercedes Benz Status Discussion

Correspondence:

- Mount Kisco Beautification Committee Minutes of November 4, 2015



VILLAGE/TOWN OF MOUNT KISCO
WESTCHESTER COUNTY, NEW YORK

104 Main Street
Mount Kisco, New York 10549-0150

Telephone
(914) 241-0500

TO: Chairman Cosentino and Planning Board Members
FROM: Robert Melillo, Assistant Building Inspector
DATE: January 7, 2016
RE: Tesla Motors
115 Kisco Avenue, ID# 69.65-2-3

In reviewing our files, we have found that Tesla Motors Planning Board approval expired on February 13, 2015. At the direction of the Building Department, Tesla reapplied for Site Plan approval and a Temporary Certificate of Occupancy until they are able to complete the site work.

/mkl



VILLAGE/TOWN OF MOUNT KISCO
WESTCHESTER COUNTY, NEW YORK

104 Main Street
Mount Kisco, New York 10549-0150

Telephone
(914) 241-0500

December 4, 2015

Tesla Motors
115 (125) Kisco Avenue
Mount Kisco, NY 10549

Re: Notice of Violation and Order to Correct
115 (125) Kisco Avenue, Property ID 69.65-2-3

Dear Tesla Corp:

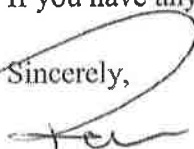
In reviewing our files, we have found that your Temporary Certificate of Occupancy for the subject property expired on June 18, 2014 and your Planning Board approval for change of use and amended site plan expired on February 13, 2015.

In order to continue operating your business at this location, you must resubmit a new Planning Board application, including plans and fees, by December 22, 2015 for the January 12, 2016 Planning Board meeting to have your approval re-approved and to request an additional Temporary Certificate of Occupancy. In addition, you are also required to resubmit a new Certificate of Occupancy/Compliance application, along with a fee of \$590.00, to renew your Temporary Certificate of Occupancy. This will only be granted for a period of 45 day period.

If we have not received the proper documentation by the time period listed above, we will be forced to take further action.

If you have any questions, you can contact me at the Building Department at 914-864-0019.

Sincerely,


Robert Melillo
Assistant Building Inspector


/pat

cc: Joseph C. Cosentino, Planning Board Chairman
Peter J. Miley, Building Inspector
Whitney Singleton, Village Attorney

MEMORANDUM

TO: Honorable Joseph Cosentino and
Members of the Mount Kisco Planning Board

CC: Michelle Lailer
Whitney Singleton, Esq.
Anthony Oliveri, P.E.
Peter Miley

FROM: Jan K. Johannessen, AICP 
Village Planner

DATE: January 6, 2016

RE: Tesla Motors
115 Kisco Avenue
Site Plan Application
Section 69.65, Block 2, Lot 3

The subject property consists of ± 0.912 acres of land and is located at 115 Kisco Avenue and within the GC Zoning District. On December 17, 2013, the Planning Board granted Amended Site Plan Approval and Change of Use Approval, subject to certain conditions. While Building Permits were issued, construction ensued, and the facility is in operation, it is our understanding that the Temporary Certificate of Occupancy that was issued by the Building Inspector has expired. Further, the Planning Board's approving resolution, which required project completion within 1-year of the commencement of construction, has also expired.

The applicant has submitted a site plan application and the originally approved plans and is requesting that the Planning Board re-approve the project.

Please note that the landscaping installed is not complete and in some cases certain shrubs and trees have died or are in poor condition and require replacement. Further, it is our understanding through the Village Engineer that the required rain garden was not installed. These items must be resolved.

Plans Reviewed, prepared by Finn Daniels Architects (Previously Approved Plans):

- Project Information (A0.0)
- Site Plan (A0.0b)
- Landscape Plan (A0.0c)
- Site Map & Property Key (A0.0d)
- Site Plan Details (A0.0f)
- Notes, Schedules & Accessibility (A0.2)
- Demolition Floor Plan (A1.1a)
- Demolition Reflected Ceiling Plan (A1.1b)
- First Floor Plan (A2.1a)
- Second Floor Plan and First Floor Finish Plan (A2.1b)
- Fixture/Equipment Plan (A2.2)
- Site Photometric Plan (E5.0)

Documents Reviewed:

- Change of Use Application
- Temporary Certificate of Occupancy
- Planning Board Resolution
- As-Built Survey, prepared by H. Stanley Johnson & Company, dated November 17, 2014

JKJ/dc

Dolph Rotfeld Engineering, P.C.

MEMORANDUM

To: Joseph Cosentino, Planning Board Chairman

C: Edward W. Brancati, Village Manager
Planning Board Members
Peter Miley, Building Inspector
Whitney Singleton Esq., Village Attorney,
Jan K. Johannessen AICP, Village Planner

From: Anthony Oliveri, P.E.

Date: January 7, 2016

Re: Site Plan Review
Tesla
115 Kisco Avenue
Village/Town of Mount Kisco

With regard to the above mentioned project, this office has reviewed the following plans and submittals:

- Approved Site Plan for Tesla, Mount Kisco, prepared by Fin Daniels Architects, last dated 1/7/14;
- As-built Survey, prepared by H. Stanley Johnson & Co, dated 11/14/14;

Our comments are as follows:

1. It should be noted that the rain garden that was detailed on the previously approved plan was never completed as required. This will need to be completed as well as any other site plan elements not in conformance with the approved plan prior to issuance of a Certificate of Occupancy.

Thank you.

Application for Site Plan/Subdivision/Special Use Permit Approval

RECEIVED

DEC 22 2015

Submission Date 12/21/2015Application Fee \$500.00

(Due 21 Days in advance of Planning Board Meeting)

PLANNING BOARD

Escrow Fee \$2,854.25**Type of Application:** (Please Check All that Apply)Site Plan Approval ☐ Land Subdivision Approval ☐ Special Use Permit ☐ Change of Use ☒New Construction ☐ Addition ☐**Applicant Information:**Applicant Name: TESLA MOTORSAddress: 2500 DEER CREEK ROAD PALO ALTO, CA 94304Phone Number: 650.681.6249 Fax: 650.681.5200 Email: CORPUS@TESLAMOTORS.COM

Applicant's relationship to property: _____

Name of Property Owner: (if different from above) VICTOR CANNISTRAAddress: 43 KENSICO DRIVE HOUNT KISCO NY 10549Phone Number: 914.241.3605 Fax: 914.241.9278 Email: VICTOR@CANNISTRA.CPA.COMHas property owner been notified of proposed action? Yes ☒ No ☐**Application Information:**Project Name: TESLA HOUNT KISCO SERVICEProject Address/Location: 115 (125) KISCO AVE, HOUNT KISCO NY 10549Property Tax #: 69.65-2-3Proposed Use (be specific): MOTOR VEHICLE SERVICE / SALESProposed New Floor Area(s) (square feet): 16,723 SF EXISTINGNumber of newly created parking spaces: 30Number of newly created building lots: N/A EXISTINGNumber of newly created curb cuts: N/A EXISTINGNumber of newly created water connections: N/A EXISTINGNumber of newly created sewer connections: N/A EXISTING

Conformance with Lot and Bulk Requirements:What is the Zoning Classification of the site? GC

	Required	Proposed
Minimum Gross Site Area		
Minimum Lot Area	40,000	No CHANGE
Maximum Building Coverage	56%	No CHANGE
Maximum Site Development Coverage	75%	No CHANGE
Minimum Lot Depth	100'	No CHANGE
Maximum Lot Width	100'	No CHANGE
Yard Setbacks:		
Front	10'	No CHANGE
Rear	10'	No CHANGE
Side	15'	No CHANGE
Buffer:		
Front	10'	No CHANGE
Rear	10'	No CHANGE
Side	10'	No CHANGE
Maximum Building Height	40'	No CHANGE
Required Parking Spaces	35	36
Other		

Do any easement agreements, property covenants or deed restrictions apply to this property? Yes ___ No X
 If yes, please list these documents and attach copies.

Will action require approval from the New York State Department of Transportation? Yes ___ No X

Will action require approval from the New York City Department of Environmental Protection? Yes ___ No X

Will action require approval from the New York State Department of Environmental Conservation? Yes ___ No X

Will action disturb any wetlands or wetland buffer? Yes ___ No X

If yes, please fill out a permit to disturb sensitive natural areas.

Will action disturb any steep slopes greater than 20 percent? Yes ___ No X

If yes, please fill out a permit to disturb sensitive natural areas.

Note: APPLICATION WILL ONLY BE PROCESSED WHEN:

1. APPLICATION FEE / ESCROW FEE IS PAID
2. COMPLETED APPLICATION FORM IS SIGNED AND SUBMITTED
3. FOLDED COPIES OF REQUIRED NUMBER OF DRAWINGS ARE SUBMITTED

The above information is complete and factually correct to the best of my knowledge:

Applicant's Signature

Owner's Signature

[Signature]
[Signature]
 VICTOR J. CAMPESAN

date

date 12/21/2015

Application reviewed by:

Date:



Village of Mount Kisco

104 Main Street

Mt Kisco, New York 10549

Phone - 914-864-0019

TEMPORARY CERTIFICATE OF OCCUPANCY

Certificate Number: 20140019

Street Address: 125 Kisco Ave

Certificate Holder: Tesla Motors

Property Owner: Cannistra Realty LLC

RECEIVED

DEC 22 2015

PLANNING BOARD

Date of Issue: 3/18/2014

Expires: 6/18/2014

SBL: 69.65-2-3

Address: 115 (125) Kisco Avenue

Address: c/o Victor Cannistra
43 Kensico Dr
Mt Kisco NY 10549

Inspection of the building or space at the above location constructed or altered under the terms of

BUILDING PERMIT NO: 20140018

Issued: 2/13/2014

to

Change interior finishes and layout and add storefront to side of building - Tesla Motors

Permit Amended 2/27/14 to include site improvements required as per Planning Board Resolution (PB 2013-252) dated December 17, 2013

This TCO is valid for 90 days (expires 6/18/14)

has been made by the undersigned, and that said construction or alteration is hereby certified ready for occupancy and use in compliance with all terms and conditions of said permit and as otherwise may be conditioned herein.


BUILDING INSPECTOR

**PLANNING BOARD RESOLUTION
VILLAGE OF MOUNT KISCO**

**AMENDED SITE PLAN APPROVAL
CHANGE OF USE APPROVAL**

**TESLA MOTORS
115 KISCO AVENUE**

**Section 69.65, Block 2, Lot 3
Application No: PB2013-252**

December 17, 2013



WHEREAS, the subject property, owned by Cannistra Realty, LLC, consists of ± 0.912 acres of land and is located at 115 Kisco Avenue and within the GC Zoning District ("the subject property"); and

WHEREAS, the subject property is currently developed and was formerly occupied by the Jaguar-Land Rover Service Center, approved by the Planning Board by Resolution dated September 24, 2002; and

WHEREAS, Tesla Motors ("the applicant") is proposing to utilize the site for the sales and service of automobiles, which is a permitted principal use within the underlying GC Zoning District; and

WHEREAS, in addition to the proposed change of use, the applicant is proposing certain exterior site improvements including modification to the parking lot and curbing, landscaping and lighting improvements, the installation of a new dumpster enclosure and fencing, the installation of exterior charging stations for electric powered automobiles, a new building entrance on the northwest corner of the existing building, interior and exterior vehicle display areas, and signage ("the proposed action"); and

WHEREAS, the above-mentioned site improvements require an amendment to the site plan of record, which was prepared by KG&D Architects, PC, last revised September 12, 2002; and

WHEREAS, reference is made to surveys prepared by H. Stanley Johnson and Company entitled "Survey of Property Prepared for Cannistra Realty, LLC", dated (last revised) September 10, 2013, and "Topographic Survey Prepared for Tesla Motors, Inc.", dated November 22, 2013; and

WHEREAS, the project plans have been reviewed by the Building Department, Village Engineer and Village Planner and reference is made to a memorandum issued by the Assistant Building Inspector, dated November 4, 2013; and

WHEREAS, the subject property is located within the New York City East of Hudson Watershed and within the New York City Department of Environmental Protection (NYCDEP) Designated Main Street Area; and

WHEREAS, the proposed action was referred to the Westchester County Planning Board in accordance with Section 239-m of the General Municipal Law; and

WHEREAS, the applicant has submitted the Short Environmental Assessment Form (EAF), dated October 11, 2013; and

WHEREAS, the proposed action is a Type II Action, pursuant to the New York State Environmental Quality Review Act (SEQRA), 6 NYCRR Part 617.5; and

WHEREAS, the Planning Board has determined that the submitted site plan is in substantial conformance with the requirements outlined under Section 110-45D of the Zoning Code; and

NOW THEREFORE BE IT RESOLVED THAT, the Planning Board of the Village of Mount Kisco hereby grants Amended Site Plan Approval and a Change of Use Approval and approves the following plans (hereafter referred to as "the approved plans"), subject to the below conditions:

The following plans, prepared by Finn Daniels Architects and dated (last revised) November 26, 2013:

- Project Information (A0.0)
- Site Plan (A0.0b)
- Landscape Plan (A0.0c)
- Site Map & Property Key (A0.0d)
- Rendered Site Plan (A0.0e)
- Site Plan Details (A0.0f)
- Notes, Schedules & Accessibility (A0.2)
- Demolition Floor Plan (A1.1a)
- Demolition Reflected Ceiling Plan (A1.1b)
- First Floor Plan (A2.1a)
- Second Floor Plan (A2.1b)
- Fixture/Equipment Plan (A2.2)
- Site Photometric Plan (E5.0)

BE IT FURTHER RESOLVED THAT, unless extended by the Planning Board, construction shall commence within six (6) months of the date of this Resolution and be completed within one (1) year of commencement of construction.

Conditions to be Satisfied Prior to the Signing of the Approved Plans:

1. The applicant shall obtain/maintain the following outside agency approvals, as necessary; copies of said permits/approvals shall be submitted to the Planning Board and Building Department. In the event that such permit(s) require any modification to the plans approved herein, a determination shall be made by the Building Inspector and Village Engineer as to whether the modification(s) is substantive and should be returned to the Planning Board for review:
 - ARB approval for façade and signage improvements
 - NYCDEP approval or letter of non-jurisdiction
2. The plans shall be revised to illustrate the construction of a landscape island (9'-6" min.) along the northerly property line, commencing from the northwest property corner and extending ± 70 feet to the east (towards the train tracks); this will eliminate parking stalls #32 and #33 as illustrated on the plans referenced herein.
3. The Landscape Plan shall be revised, as follows, and to the satisfaction of the Village Planner:
 - a. Within the existing landscape island along Kisco Avenue, in front of the parking lot and Parking Spaces #1 and #2:
 - Remove all existing plant material.
 - Green Velvet Boxwoods (*Buxus "Green Velvet"*) planted $\pm 42"$ -48" on center; they shall be planted along the rear curb line (closest to the parking lot) to form a low hedge; minimum height 30"-36".
 - In front of the boxwoods (toward Kisco Avenue) plant Dwarf Fountain Grass in groups of 15 (minimum size 2 gallons, planted 30" on center) and Stella D'Oro Daylilies in groups of 20 (minimum size 1 gallon, planted 18" on center); minimum 60 grasses and 40 daylilies.
 - b. Along the existing block wall located between Parking Spaces #2 and #3, on either side of the entrance and wrapping around the northwesterly corner of the building:
 - Remove all existing plant material.
 - Plant nine (9) Blue Maid Holly (*Ilex X Meserveae*); minimum height 6' – 7', planted 4' – 5' on center.

- c. Within the existing landscape island along Kisco Avenue, center of building between existing trees:
 - Remove all existing plant material, with the exception of mature trees.
 - Group of four (4) Nellie Stevens Holly (*Ilex X "Nellie Stevens"*) minimum height 7' – 8', planted ±8' -10' on center.
 - Around and between the hollies, plant ±40 Goldmound Spirea (*Spiraea japonica "Goldmound"*); minimum size 2 gallons planted 24"-30" on center.
- d. On either side of hollies described in subsection ("c") above:
 - Remove all the existing plant material, with the exception of mature trees.
 - Along the face of the building plant Green Velvet Boxwood (*Buxus "Green Velvet"*); plant 10 boxwoods along each side (20 total); minimum height 4', planted ±42" on center.
 - In front of the boxwoods plant Dwarf Fountain Grass in groups of 15 (minimum size 2 gallons, planted 30" on center) and Stella D'Oro Daylilies in groups of 20 (minimum size 1 gallon, planted 18" on center); minimum 60 grasses and 75 daylilies.
- e. Within the new landscape island to be installed within the parking lot (running north-south):
 - Steeds Holly (*Ilex crenata "Steeds"*) planted ±4' on center; minimum height 7' – 8'.
- f. Within the new landscape island proposed along the northerly property line:
 - Green Giant Arborvitae (*Thuja plicata*) planted ±10' on center; minimum height 8-10'.
 - Chanticleer Pear Trees (*Pyrus calleryana chanticleer*) planted 30' on center in front of the Green Giant Arborvitae, equally spaced and planted just behind the northern curb line (minimum 2 ½" - 3" caliper).
- g. Within the ±20' x 20' landscape island located just east of the proposed fence:
 - Plant one (1) 4" caliper Pin Oak (*Quercus palustris*) within the center of the island
 - Plant ±25 Dwarf Fountain Grass (*Pennisetum alopecuroides "Hameln"*; 2 gallon minimum)
4. The site plan shall be revised to clearly distinguish between parking spaces designated for customers, employees, vehicle storage, and vehicle display.
5. The site plan shall be revised to illustrate the interior vehicle display area.

6. The exterior lights mounted on the northern side of the building shall be replaced with shielded LED light fixtures, to the satisfaction of the Village Engineer/Planner; a detail shall be provided.
7. The exterior pole lights shall be replaced with downward-facing (full cut-off) LED light fixtures, to the satisfaction of the Village Engineer/Planner; a detail shall be provided.
8. The proposed garbage enclosure detail shall be revised to illustrate that the north, east and south sides of the enclosure will be constructed of textured block (to match the façade of the building) and that the westerly facing gate shall be constructed of black vinyl coated chain-link; a detail shall be provided to the satisfaction of the Village Engineer.
9. The plans shall be revised to illustrate that all perimeter/interior fencing shall be replaced with black vinyl coated chain-link fencing; fencing along the easterly property line shall be extended in a southerly direction to the property corner; a fence detail shall be provided to the satisfaction of the Village Engineer/Planner.
10. The site plan shall be revised to illustrate on-site topography and spot grades, to the satisfaction of the Village Engineer.
11. A curb detail shall be provided; all curbing shall be constructed of concrete and to the satisfaction of the Village Engineer.
12. The applicant shall submit an erosion and sediment control plan, prepared to the satisfaction of the Village Engineer.
13. The applicant shall satisfactorily address any outstanding comments provided by the Building Inspector, Village Attorney, Village Engineer, and/or Village Planner.
14. All applicable application fees and fees associated with professional legal, engineering and planning consultation shall be paid for by the applicant.
15. The approved plans shall be revised to conform to the above conditions and to the satisfaction of Village staff. The applicant shall submit six (6) original copies of the approved site plan, signed and sealed by a NYS Professional Engineer, for final review by Village staff and for signature by Village staff and the Planning Board Chairman.

Conditions to be Satisfied Prior to the Issuance of a Building Permit:

16. The applicant shall satisfy the above conditions and the approved plans shall be signed by Village staff and the Planning Board Chairman.

Conditions to be Satisfied Prior to Commencement of Any Work:

17. If it is determined that land disturbance will equal or exceed 5,000 s.f., the applicant shall submit the Notice of Intent (NOI) and MS4 SWPPP Acceptance Form to the Village Engineer. Following the Village Engineer's review and approval of these documents, the Village's MS4 Official shall sign the SWPPP Acceptance Form. The applicant shall submit the completed Acceptance Form, along with the Notice of Intent (NOI), to the NYSDEC, Division of Water and copy the Village Engineer with same. The applicant shall demonstrate coverage under SPDES General Permit GP-0-10-001.
18. The applicant shall submit a schedule for all earthwork and land disturbance to the Village Engineer for approval. The applicant shall notify the Village Engineer and Building Inspector at least 72 hours in advance of any site disturbance.
19. Before commencement of any land disturbance, placing construction equipment on-site or actual construction, the subject property must be staked out by a NYS licensed land surveyor.
20. A pre-construction meeting shall be conducted with the applicant, contractor, Building Inspector, and Village Engineer.

Conditions to be Satisfied During Construction:

21. The applicant shall comply with Chapter 92A of the Village Code and the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity.
22. Tree protection fencing shall be installed around the drip line of trees to remain within construction zones.
23. Except for newly established lawn areas during the first growing season, the applicant, owner or future owner(s) shall not apply any lawn fertilizer on the subject property that is labeled as containing phosphorus or other compound containing phosphorus, such as phosphate. No lawn fertilizers shall be used between December 1st and April 1st.
24. All construction activities shall be performed during the times permitted under the Village Code. If deemed necessary by the Village Engineer, Building Inspector or the Chief of Police, the applicant shall pay for a police officer to direct traffic at the entrance to the site during the permitted hours of construction, as needed.

Conditions to be Satisfied Prior to the Issuance of the Final Certificate of Occupancy:

25. A Backflow preventer device(s) shall be installed to the satisfaction of the Village Engineer and Building Inspector, as needed.

26. There shall be no Final Certificate of Occupancy issued until there is full compliance with the plans approved herein and all conditions of this Resolution.
27. Prior to the issuance of a Final Certificate of Occupancy, an as-built survey, signed and sealed by a NYS Licensed Land Surveyor and demonstrating compliance with the approved plans shall be submitted. This survey shall be prepared to the satisfaction of the Village Engineer.
28. Prior to the issuance of a Final Certificate of Occupancy, all required landscaping installations shall be completed and inspected by the Village Planner.
29. A final site inspection shall be completed by the Building Inspector, and Village Engineer.
30. All applicable application fees and fees associated with professional legal, engineering and planning consultation shall be paid for by the applicant.

Other Conditions:

31. The Planning Board is to retain original jurisdiction.
32. All repairs and service shall be performed within a totally enclosed building.
33. All exterior lighting shall be turned off during non-operating hours, with the exception of security lighting which illuminance levels shall be reduced to 30% during non-operating hours.
34. Motor vehicles shall not contain or bear advertising gimmicks or devices that can be seen from the street.
35. There shall be no more than two (2) vehicles on display on the exterior of the building and two (2) vehicles on display within the interior of the building.
36. The sale of used vehicles manufactured by Tesla Motors shall be permitted on-site; the rental of new or used vehicles is prohibited, unless otherwise approved by the Planning Board.
37. Unless otherwise approved by the Planning Board, no more than two (2) exterior vehicle charging stations shall be permitted and said charging stations shall only be used by the applicant and its customers.
38. Unless otherwise approved by the Planning Board, the second floor of the building shall be used by Tesla Motors as office space in support of its automobile sales and service business.

39. With the exception of Parking Spaces #1 and #2, the storage and display of motor vehicles shall be located on east side of the landscape island/gate (i.e., Parking Space #5 - #24).
40. Backing up of delivery vehicles from or onto Kisco Avenue shall be prohibited.
41. All loading and unloading of transported vehicles shall occur solely within the site. Acceptance of vehicle deliveries in any unauthorized fashion shall constitute a violation of the site plan.
42. Any violation of customer parking for use other than customer parking shall be prohibited and shall constitute a violation of the site plan.
43. All signage, including within windows, shall be fully compliant with Chapter 89 of the Village Code. No signs, lights or other materials or devices, except as approved and detailed on the approved plans, shall be permitted to be supported, hung, flown, or otherwise attached to site buildings, structures or the site grounds.
44. On-site and off-site landscaping shall be maintained for the life of the facility and in accordance with the approved landscaping plan. The applicant/property owner shall be responsible for any re-grading, replanting, or irrigation necessary to ensure that the landscaping is installed and maintained in accordance with the approved plan. In the event that landscaping is not maintained to the satisfaction of the Village Engineer and/or Building Inspector, the Village Engineer and/or Building Inspector shall notify the applicant in writing of the violation. If the required landscaping maintenance is not satisfactorily performed within 30 days, the Village shall correct the violation and be reimbursed for Village costs by the applicant.
45. Site lighting shall be consistent with the approved lighting plan. If site lighting is not consistent with the approved lighting plan, the Village Engineer and/or Building Inspector shall notify the applicant in writing of the violation. If the lighting is not satisfactorily corrected within 30 days, the Village shall correct the violation and be reimbursed for Village costs by the applicant.
46. Failure to comply with any of the aforesaid conditions shall constitute a violation of this site plan pursuant to Section 110-45 and shall subject the applicant/property owner and tenant to prosecution, penalties and/or permit revocations pursuant to applicable law. Deviation from any such approvals may render the site plan, change of use permit or certificates of occupancy issued in conjunction therewith null and void.

ADOPTION OF RESOLUTION


WHEREUPON, the Resolution herein was declared adopted by the Planning Board of the Village of Mount Kisco as follows:

The motion was moved by: Ralph Vigliotti

The motion was seconded by: Stanley Bernstein

The vote was as follows:

JOSEPH COSENTINO	<u>AYE</u>
ANTHONY STURNIOLO	<u>ABSENT</u>
STANLEY BERNSTEIN	<u>AYE</u>
DOUGLAS HERTZ	<u>AYE</u>
SOL GIBBONS	<u>AYE</u>
ENRICO MARESCHI	<u>AYE</u>
RALPH VIGLIOTTI	<u>AYE</u>



Joseph Cosentino, Chairman

December 17, 2013



VILLAGE/TOWN OF MOUNT KISCO
WESTCHESTER COUNTY, NEW YORK

104 Main Street
Mount Kisco, New York 10549-0150

Telephone
(914) 241-0500

MEMORANDUM

TO: Mount Kisco Planning Board

FROM: Peter Miley, Building Inspector

SUBJECT: Devereux NY Cares
27 Radio Circle, Property ID #80.64-1-2

DATE: January 8, 2016


The review of the new submission includes the Planning Board specified unique use required number of parking spaces, this calculation is based on a shared parking approval. At this time, the applicant is continuing to refine their parking calculation.

\mkl

MEMORANDUM

TO: Honorable Joseph Cosentino and
Members of the Mount Kisco Planning Board

CC: Michelle Lailer
Whitney Singleton, Esq.
Anthony Oliveri, P.E.
Peter Miley

FROM: Jan K. Johannessen, AICP 
Village Planner

DATE: January 6, 2016

RE: Devereaux Foundation
27 Radio Circle
Special Use Permit & Change of Use Permit
Section 80.64, Block 1, Lot 2

Project Description

The subject property is located at the corner of Lexington Avenue and Radio Circle, consists of ± 2.8 acres of land and is located within the RD Zoning District. The applicant is proposing to occupy $\pm 15,825$ s.f. of space with a State approved, non-profit, school that will serve 48 students (ages 5-21) diagnosed with autism and will include 46 employees. We note that $\pm 10,878$ s.f. of the proposed lease area was formerly occupied by the Little Garden Childcare Center. The proposed use is a Special Permit Use within the underlying RD Zoning District.

The applicant is also proposing to resurface and restripe the existing southern parking lot, in addition to striping five (5) new spaces along the south side of the building. Further, the applicant is proposing to modify the circulation pattern to allow for one-way circulation around the perimeter of the southern parking lot, allowing room for bus queuing within the driveway and parking area.

SEQRA

The proposed action is a Type II Action and is categorically exempt from the State Environmental Quality Review Act (SEQRA).

Comments

1. We note that the applicant is proposing to remove the existing "Benefit Shop" as a tenant, subject to Planning Board approval. According to the Building Inspector, this use has no certificate of occupancy and is not permitted within the underlying zone. The applicant proposes to replace this use with professional office space.
2. The number of spaces provided within the two (2) center rows of parking stalls located in the rear parking area are misidentified; there are 13 spaces in each row not 14 as identified. In addition, we count a total of 109 stripped spaces where the applicant's calculation identifies a total of 111 spaces provided. Further, we question the legitimacy of the single parking space located at the end of the rear driveway (located adjacent to the building). A vehicle parked in this location would reduce the width of the driveway to ± 14 feet.
3. We note that the applicant has developed its off-street parking requirement for the proposed use based on the number of employees (46), number of fleet vehicles (6), and number of visitor spaces (2) for a total of 54 required parking spaces. Based on the information provided thus far, this office is in agreement with the parking calculation provided. However, based on our Comment #2 above, we note that the total number of spaces required for Devereux may not be able to be met entirely within the rear parking lot.
4. While we defer to the Building Inspector regarding zoning and off-street parking requirements, we note that when comparing the existing and proposed uses to the Village's off-street parking requirements, a shortfall of 86.02 parking spaces results (according to the applicant's analysis 111 spaces are provided where 198 space are required). Please note that the applicant's parking calculation and the resulting shortfall is subject to change as a result of Comment #2 above.

The applicant has requested that the Planning Board allow the joint use of parking spaces in accordance with Section 110-28C.2 of the Zoning Code and has stated that Soundview Sports, Inc. and Ministerio Fraternidad (church) have hours of operation that do not coincide with Devereux. Devereux's hours of operation are reported to be Monday through Friday, 8:00 a.m. - 3:30 p.m., while Soundview Sports, Inc. operates Monday through

Friday from 3:30 p.m. - 10:00 p.m. and on weekends; Ministerio Fraternidad holds services on Wednesdays at 6:00 p.m. and Sundays at 5 p.m.

The applicant has submitted a parking utilization study prepared by Maser Consulting which evaluates actual parking demand at the site. The applicant conducted its parking survey on Wednesday November 18, 2015 from 12 noon to 6:45 p.m., which coincided with Ministerio Fraternidad's church services. Not including Devereux or the office use which is proposed to replace the Benefit Shop, the survey results identify that there were no less than 74 and no greater than 98 unoccupied parking spaces available between the hours of 12:00 p.m. and 6:45 p.m. Based on the applicant's study and taking the Village's zoning provisions out of the equation, it appears that there is sufficient on-site parking to support the proposed use, even if the Benefit Shop were to be replaced with professional office which would require 23 parking spaces.

In evaluating the sufficiency of on-site parking, it is recommended that the applicant expand its study to evaluate an additional day (preferably a second Wednesday). This survey should be conducted between 8:30 a.m. - 6:45 p.m. to capture morning hours when vans will be on-site for drop-off.

5. As stated above, the applicant has requested that the Planning Board approve the joint-use of parking spaces in accordance with Section 110-28C.2 of the Zoning Code, which appears to have merit given the submitted parking utilization study. We note that this code section allows the Planning Board to approve the joint-use of parking spaces in cases where two or more establishments on the same or contiguous lot have substantially different operating times. The applicant has identified two (2) uses that have opposing hours of operation when compared to Devereux, whose collective required number of parking spaces total 73.2 spaces. While it appears that a maximum of 73.2 parking spaces could potentially be waived under the Village's joint-use provisions, the applicant's parking shortfall totals 86.02 spaces, leaving a deficiency of 12.82 or 13 parking spaces. Please note that the parking shortfall identified by the applicant is subject to change as identified in Comment #2 above.

The Zarin and Steinmetz cover letter recognizes this deficiency and requests that the Planning Board "waive" and remaining required parking above those allowed to be jointly used pursuant to the Board's authority under Section 110-28G of the Zoning Code. While Section 110-28G allows the Planning Board to waive the installation of required parking spaces when the Board determines that the required number of spaces would be in excess of that needed, this section requires that the waived spaces to be land-banked. If the Planning Board were to exercise this waiver provision, it appears that a least 13 parking spaces would need to be land-banked on-site. As the Board is aware, land-banked parking

spaces must be fully designed, permitted, and accounted for in the zoning analysis and the area must be planted and maintained with a grass cover.

6. Devereux's hours of operation are not consistently identified within the reports and plans submitted; please clarify the hours of operation and adjust all plans and reports accordingly.
7. The applicant should identify whether staff will be present and parked before the school buses begin dropping off students in the morning. Similarly, will all staff remain on-site until the children are picked-up at the end of the school day?
8. Maser's parking evaluation states that students will arrive before 8:30 a.m. and leave before 2:45 p.m., while notes on the queing plans state that buses will drop-off students at 8:45 a.m. and 9:00 a.m.; drop-off and pick-up times should be clarified and all plans and reports should be updated to be consistent.
9. The Board has expressed concerns regarding the queing of buses on-site. While the applicant has developed a number of on-site queing alternatives (to be reviewed by the Village Engineer), the applicant should identify whether there are any off-site queing options or ability to vary the bus drop-off/pick-up schedule which would allow fewer vans on-site at any given time.
10. The applicant anticipates there will be 24 buses entering and leaving the site each day because there are between 20-24 referring school districts each year. Is there any potential for the number of referring school districts to increase over time? Is there any potential to reduce the number of referring districts to reduce the number of buses entering the site?
11. While previously submitted separately as a standalone document, it would be helpful if the parking table on Sheet EF-1 was revised to identify the hours of operation of each existing and proposed use.
12. We note that the proposed dumpster enclosure does not meet Village design standards.
13. During a recent site visit, it was noted that there are a few landscaping beds that are missing shrubs and/or trees, particularly along the north side of the rear access driveway and on the south side of the building. It is recommended that the applicant's Landscape Architect conduct a site visit to identify missing and proposed replacement plants.

Chairman Joseph Cosentino
January 6, 2016
Page 5 of 5

14. As discussed with Village staff, this office defers parking and zoning compliance review to the Building Inspector and the review of the traffic report and bus queuing plans to the Village Engineer.

In order to expedite the review of subsequent submissions, the applicant should provide annotated responses to each of the comments outlined herein.

Plans Reviewed, prepared by Insite Engineering and dated December 15, 2015:

- Site Plan (Sheet SP-1)
- Existing Floor Plans (Sheet EF-1)
- School Van Arrival/Departure/Queuing Plan (Sheets VQ-1a, 1b, 1c)
- School Van Maneuvering Plan (Sheet VM-1)

Documents Reviewed:

- Letter, prepared by Zarin & Steinmetz, dated December 16, 2015
- Traffic Impact Report, prepared by Maser Consulting, dated December 17, 2015
- Parking Demand Report, prepared by Maser Consulting, dated December 17, 2015
- Maintained Footcandles Shown at Grade Plan, prepared by Ruud Lighting

JKJ/dc

Dolph Rotfeld Engineering, P.C.

MEMORANDUM

To: Joseph Cosentino, Planning Board Chairman

C: Edward W. Brancati, Village Manager
Planning Board Members
Peter Miley, Building Inspector
Whitney Singleton Esq., Village Attorney,
Jan K. Johannessen AICP, Village Planner

From: Anthony Oliveri, P.E.

Date: January 7, 2016

Re: Site Plan Review
Devereux
27 Radio Circle
Village/Town of Mount Kisco

With regard to the above mentioned project, this office has reviewed the following plans and submittals:

- Plan entitled: "Site Plan", prepared by Insite Engineering, PC, dated 11/4/15;
- Plan entitled: "Existing Floor Plans", prepared by Insite Engineering, PC, dated 11/4/15;
- Memorandum from Maser Consulting P.A., dated 11/4/15;

Our comments are as follows:

1. The submitted traffic study information indicates that the Lexington Avenue / Radio Circle intersection will not experience a reduction to the overall Level of Service (LOS) which currently operates at a LOS of B, however there would be slight increases in the vehicle delay at some approaches. The intersection of Lexington Avenue and the site access driveway however will experience a reduction in the LOS during the PM Peak Hour, from B to C along with slight vehicular delay increases at each approach. The Planning Board may wish to verify the methodology and report conclusions with a review by the Village traffic engineering consultant in determining if this is acceptable.
2. With regard to the school bus queuing and maneuvering plans submitted, the plans each block some number of parking spaces in the rear and Lexington Avenue lots (the letter submitted by M. Zarin mistakenly notes that only one row of spaces would be blocked in the rear lot?). The 12 buses queued at the rear lot in particular will be difficult in that a

Dolph Rotfeld Engineering, P.C.

Mr. Joseph Cosentino, Chairman
January 7, 2016
Page 2 of 2

double wide row of buses is proposed in the 24' aisle. We again note that this seems to work dimensionally, however it may prove to be problematic and difficult to manage. In addition, the Building Inspector should determine if these queuing scenarios are in conformance with any required fire access to the building.

We will be happy to continue our review should additional information be provided. Please feel free to contact me if you have any questions.

Thank you.



ZARIN &
STEINMETZ

David J. Cooper
Jody T. Cross ●
Marsha Rubin Goldstein
Jeremy E. Kozin
Helen Collier Mauch ▲
Matthew R. Plsciotta
Daniel M. Richmond
Brad K. Schwartz
Lisa F. Smith ●
David S. Steinmetz ■
Krista E. Yacovone
Michael D. Zarin

■ Also admitted in D.C.
● Also admitted in CT
▲ Also admitted in NJ

December 22, 2015

RECEIVED

DEC 22 2015

PLANNING BOARD

Via Hand Delivery

Hon. Joseph Cosentino
Chairman of the Village of Mount Kisco Planning Board and
Members of the Planning Board
104 Main Street
Mt. Kisco, New York 10549

Re: Devereux NY CARES ("Devereux")
Amended Site Plan/Special Permit Application

Dear Chairman Cosentino and Members of the Planning Board:

As you know, we represent Devereux in connection with its Site Plan/Special Permit Application (the "Application") currently pending before the Board. We write to request that the Application be added to the Agenda for the Board's January 12, 2016 meeting.

The Applicant provided a comprehensive Submission to the Town's Professional Staff on December 17, 2015, addressing all the issues raised by the Town's Professional Staff at a meeting between Staff and representatives of the Applicant held on December 7, 2015. This Submission, including the Applicant's cover letter and all Exhibits, is enclosed with this correspondence.

We understand that the Town's Professional Staff will hold another Staff Meeting on December 23, 2015, at which time the Submission will be reviewed. The Applicant will fully cooperate to produce to the Board any additional information that might be required by Staff as quickly as possible.

Devereux is a school for students with autism spectrum disorder. The length of the review process to date continues to cause significant uncertainty for Devereux's special needs students and their families. It is important that the Board's review of Devereux's Application be completed at its January 12, 2016 meeting, if at all possible.

Respectfully, the Applicant has provided this Board with all the necessary information to make an informed determination.

Thank you for your attention.

Respectfully submitted,

ZARIN & STEINMETZ

By: Michael D. Zarin (MRE Corp)
Michael D. Zarin

cc: Scott W. Blakely, RLA
Michelle Lailer, Planning Board Secretary
Mr. Robert Melillo
Mr. Anthony Oliveri
MRE Management Corp.
Whitney Singleton, Esq.



ZARIN &
STEINMETZ

David J. Cooper
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Matthew R. Pisciotta
Daniel M. Richmond
Brad K. Schwartz
Lisa F. Smith ●
David S. Steinmetz ■
Krista E. Yacovone
Michael D. Zarin

December 16, 2015

Via Hand Delivery

Jan K. Johannessen, AICP
Kellard Sessions Consulting PC
Village Consulting Planner
104 Main Street
Mount Kisco, New York 10549

RECEIVED
DEC 22 2015
PLANNING BOARD

■ Also admitted in D.C.
● Also admitted in CT
▲ Also admitted in NJ

Re: Devereux NY CARES ("Devereux")
Amended Site Plan/Special Permit Application

Dear Jan:

As you know, we represent Devereux in connection with its Site Plan/Special Permit Application (the "Application") currently pending before the Board. We write to finalize various issues raised by the Village's Professional Staff and consultants for consideration at the Planning Board's January 12, 2016 meeting.

Hopefully, we will be able to clarify any outstanding issues before the Board meeting. Devereux is a school for students with special needs, and really needs to be able to finalize its plans and buildout.

The Applicant submits the following technical materials:

- Exhibit A: Revised Existing Floorplan, including Table of Parking Requirements;
- Exhibit B: Revised letter from Maser Consulting P.C. to Insite Engineering, Surveying, & Landscape Architecture, P.C. ("Insite"), regarding parking evaluation ("Revised Parking Accumulation Study"), dated December 15, 2015;
- Exhibit C: Revised Site Plan, prepared by Insite, dated December 15, 2015;

- Exhibit D: Photometric Lighting Plan, prepared by Ruud Lighting, dated October 7, 2002;
- Exhibit E: Approved Site Plan for Little Garden Childcare Center, prepared by Keane, Coppelman, Gregory Engineers P.C., dated August 15, 2013;
- Exhibit F: School Van Arrival/Department/Queuing Plan, Figure VQ-1a, prepared by Insite, dated December 15, 2015;
- Exhibit G: School Van Arrival/Department/Queuing Plan, Figure VQ-1b, prepared by Insite, dated December 15, 2015;
- Exhibit H: School Van Arrival/Department/Queuing Plan, Figure VQ-1c, prepared by Insite, dated December 15, 2015; and
- Exhibit I: School Van Maneuvering Plan, Figure VM-1, prepared by Insite, dated December 15, 2015.

**Memorandum from Robert Melillo, Interim Building Inspector
to Planning Board, Dated November 18, 2015**

1. *In review of the proposed parking tabulation, there are a few errors:*
 - *The applicant needs to show the total required parking counting by which their tabulation total 180.06. The applicant failed to credit themselves for over 10,000 s.f. at 1 parking space per 275 s.f., which changes the total to 179.41.*
 - *In that tabulation Ministerio Fraternidad and Soundview Sports are not included. Without these uses added into the tabulation it lowers the required parking to 106.86. The plans need to be revised to show the corrected amount of parking.*
 - *The parking tabulation by adding the one loading space to bring the grand total of required parking spaces to 181.06.*
2. *The applicant is proposing to double count parking spaces for Soundview Sports and the Ministerio Fraternidad with Devereux because they have different operating times.*
5. *Considering that the applicant can only provide 111.00 parking spaces where 179.41 and with the loading spaces which equals 180.41 parking spaces are required. There is a deficiency of 69.41 and that without recalculating for the Benefit Shop or Devereux Staff.*

As discussed in greater detail below, to address the Board's concerns regarding the use of the Benefit Shop, MRE Management Corp. ("MRE") shall remove the Benefit Shop as a tenant as a condition of approval. Given that MRE does not have a tenant to fill this space at this time, for purposes of the Applicant's current Submission, the required parking ratio for the space shall be calculated as 5,576 s.f. of professional office space at "1 space per 250 square feet for the first 10,000 square feet of gross floor area."¹ Applying this ratio yields 22.30 parking spaces that would be required if the Benefit Shop space is reallocated as professional office space. The Applicant submits the following revised Table of Parking Requirements reflecting this change:

[Left Intentionally Blank-See Figure on next page]

¹ The Applicant has had preliminary talks with a prospective tenant that would use some or all of the space as a professional office. The Applicant will update its Site Plan, and parking calculations, accordingly should MRE sign a lease with this, or any other, prospective tenant during the pendency of the review process for this Application.

TENANCY AND PARKING SCHEDULE

	GROSS AREA	MECHANICAL	NET AREA
FIRST FLOOR:	38,339 S.F.	489 S.F.	37,850 S.F.
SECOND FLOOR:	10,076 S.F.	62 S.F.	10,014 S.F.
OVERALL:	48,415 S.F.	551 S.F.	47,864 S.F.

SECOND FLOOR

TENANT/SPACE NAME	USE	AREA (S.F.±)	PARKING CALCULATIONS	PARKING REQUIREMENTS
1 MRE Management Corp.	Office	2,388	1 Space/250 s.f.	9.55
2 Growthink, Inc.	Office	2,017	1 Space/250 s.f.	8.07
3 Ibiza LLC	Office	426	1 Space/250 s.f.	1.70
4 Learning Resource Center (1 Employee - 2 Students)	Educational Facility	502	1 Space/Faculty, Staff, or Employee + 1 Space/2 Students	2.00
5 Corning Incorporated	Office	529	1 Space/250 s.f.	2.12
6 TruLink, Inc.	Office	495	1 Space/250 s.f.	1.98
7 Soundview Sports, Inc. (ProSwing) (15 Participants max - 5 Staff)	Physical Training	2,512 (Additional Space Listed Below)	1 Space/2 Participants + 1 Space/Staff Member (Peak)	12.50 (1)
Second Floor Common Area	Common Area	1,145	1 Space/250 s.f.	4.58
SUBTOTAL		10,014		42.50

FIRST FLOOR

TENANT/SPACE NAME	USE	AREA (S.F.±)	PARKING CALCULATIONS	PARKING REQUIREMENTS
7 Soundview Sports, Inc. (ProSwing)	Physical Training	8,975 (Additional Space Listed Above)	1 Space/2 Participants + 1 Space/Staff Member (Peak)	(See Above For Total)
8 Future Office Space (The Benefit Shop)	Office	5,576	1 Space/250 s.f.	22.30
9 Devereux Foundation	Educational Facility	15,825	1 Space/Employee (46) + 2 Visitor Spaces + 6 Fleet Van Spaces	54.00
10 UJA Federation of New York	Office	2,032	1 Space/250 s.f.	8.12
11 Ministerio Fraternidad	Place of Religious Worship	2,647 (1,700 Assembly Area)	1 Space/28 s.f. of Assembly Area	60.70 (1)
12 Right Click Solutions LLC	Office	1,419	1 Space/250 s.f.	5.67
Second Floor Common Area	Common Area	1,376	1 Space/250 s.f.	5.50
SUBTOTAL		37,850		156.29
FIRST AND SECOND FLOOR TOTAL				198.79
ADJUSTED PARKING REQUIREMENT FOR OFFICE SPACE PER (2) BELOW				197.02 (2)

(1) Hours of operation do not coincide with the proposed Devereux Foundation hours; therefore, are not included within the total required parking spaces. Devereux's hours of operation are Monday through Friday 8:00 AM to 3:30 PM. Soundview Sports hours of operation are after school, 3:30 PM to 10:00 PM and on weekends. The Ministerio Fraternidad (Church) hours of operation include services on Wednesdays at 6:00 PM and Sundays at 5:00 PM. The Planning Board has the authority under §110-28(c)(2) of the Village Code to approve joint use of parking spaces, provided that the Board finds the number of spaces to be provided substantially meets the intent of this section by reason of variation in the probable time of maximum use by patrons or employees among such establishments.

(2) Adjustment to parking based on office space calculated @ 1 space/250 sf for the first 10,000 sf of office = 40 spaces & 1 space/275 sf for additional office space (4,882 sf/275 sf) = 17.75 spaces for a total office space adjustment of -1.77 spaces.

PARKING/LOADING

Parking:

TOTAL Parking Required: 197.02 Spaces (2)
TOTAL Parking Provided: 111.00 Spaces

Parking: (Without #7 & #11 Included:)

123.82 Spaces (2)
111.00 Spaces

Loading:

Per Section 110-28, Off-Street Loading: 1 Space
TOTAL Loading Provided: 2 Spaces

See Exhibit A. As you can see, with the removal of the Benefit Shop, the off-street parking requirements for the Site increase by 14.49 spaces, for a total of 197.02 spaces. The Site contains 111 off-street parking spaces, leaving a deficit of 86.02 spaces.

To address this shortfall, the Applicant requests that the Board consider the joint use of spaces by several of the building's tenants, as well as grant a parking waiver to address the remaining shortfall. The Revised Parking Accumulation study performed by the Applicant confirms that there is more than sufficient parking available throughout the day to accommodate all parking required for the building's uses.

The Applicant notes that two (2) of the building's tenants, Soundview Sports and Ministerio Fraternidad, have hours of operation that do not conflict with the hours of operation for Devereux. Devereux will operate Monday – Friday from 8:00 AM to 3:30 PM.² In contrast, Soundview Sports operates daily from 3:30 PM to 10:00 PM, while Ministerio Fraternidad holds services Wednesday at 6:00 PM, and Sunday at 5:00 PM. As you know, the Planning Board has the authority under Section 110-28 (C)(2) of the Mount Kisco Zoning Code (the "Code") to approve the joint use of parking spaces, "provided that the Board finds that the number of spaces provided substantially meets the intent of the section by reason of variation in the probable time of maximum use by patrons or employees among such establishments." In this case, due to the fact that Devereux, and Soundview Sports and Ministerio Fraternidad's hours of operation do not overlap, each use can independently utilize the off-street parking spaces provided.

The sufficiency of on-site parking is confirmed by the Parking Accumulation Study performed by the Applicant. A copy of this revised Study is attached hereto as Exhibit B. The Study found that significant parking existed on Site throughout the Study date.³ Specifically, between 12:00 PM and 3:30 PM, while Devereux would be in operation, at no point were there less than 92 available parking spaces. See Exhibit B. Even considering Devereux's use of 54 spaces,⁴ and the approximately 23 parking spaces allocated for the use of the space currently occupied by the Benefit Shop (neither of which are reflected in these figures), there still would be at least fifteen (15) spaces available. From 3:00 PM to 6:45 PM, after Devereux has

² The Applicant submits that this estimate for Devereux's hours of operation is conservative. Bus pickup begins 2:45 PM at the latest, and is estimated to be completed by 3:05 PM. All of Devereux's employees will depart by 3:15 PM.

³ The Study date was a representative day in terms of the building's tenants. The Parking Accumulation Study was performed on November 18, 2015, from 12:00 PM to 6:45 PM. The Study time period covered the Wednesday service of Ministerio Fraternidad, and did not contain any Holidays or other atypical conditions.

⁴ In response to concerns from the Board, the Applicant has added two (2) visitor parking spaces to the parking required for Devereux.

vacated the Site, there were no less than 74 available parking spaces, which included the parking for Soundview Sports and Ministerio Fraternidad. Again, even adding the approximately 23 parking spaces allocated for the use of the space currently occupied by the Benefit Shop would leave a surplus of fifty-one (51) spaces.

In light of the abundance of parking available throughout the day, the Applicant requests that the Board grant a waiver for any remaining required above those found to be jointly used, pursuant to its authority under Section 110-28(G) of the Code. This provision permits the Board to waive the installation of otherwise required parking spaces where the Board determines "that the required number of parking spaces would be in excess of the needs expected to be generated by a particular use on a particular lot."

Accordingly, the Applicant submits that the Site can accommodate all necessary parking for its uses.

3. *In further review of the parking tabulation questions arise on the count for the Benefit Shop. The applicant has proposed this as a storage/warehouse which I believe is incorrect for this use, there is retail sales of items and they also conduct auctions once a month. I believe that since this is a unique use that the Planning Board should deem the parking for this use since the Code is silent regarding this issue.*

- *The tenant has listed The Benefit Shop as hours of operation, one day per month and that is Sundays but the website for The Benefit Shop advertises weekday's 10:00 am to 5:00 pm. Auctions previews by appointment, suctions on Wednesdays and Sundays.*

During the December 7, 2015 Staff Meeting, concerns were raised by the Board and its Professional Staff that the Benefit Shop as an auction house/warehouse is not a permitted use in the RD District, and that this use had never been formally approved. To address the Board's concerns, as a condition of approval, MRE is willing to sacrifice the rental income from the Benefit Shop and exercise a clause in the Benefit Shop's lease allowing MRE to terminate the lease upon 30 days notice. Accordingly, the Applicant respectfully submits that the use of the Benefit Shop should no longer be an issue connected to Devereux's Application.

4. *Also for Devereux per our last memo, we also believe that this use does not fall under educational uses within the Code.*

The Applicant respectfully disagrees with the Building Inspector's assessment that Devereux is not an educational use. Pursuant to the Code, an "educational facility" is defined as a facility "authorized by New York State to award degrees or certificates." See Zoning Code at §110-59. Devereux is authorized by New York State to administer a curriculum to individuals with autism spectrum disorder that are referred from other New York State School

Districts. While much of the curriculum differs from a traditional educational curriculum, it focuses on teaching students day-to-day life skills rather than academic achievement. This is a function of the students' disabilities. Devereux, like any other school under the purview of the New York State Department of Education is subject to monitoring by the Department of Education, to ensure that students are being taught an appropriate curriculum. Devereux's students are, in many cases, ultimately awarded a "skills diploma." The Applicant also notes that multiple members of the Planning Board have referred to Devereux as a "school" on multiple occasions during the Application approval process.

6. *The applicant needs to address fleet vehicles parking on the site.*

In addition to parking for employees and visitors, the Applicant has accounted for parking spaces for all six (6) of Devereux's fleet vehicles in its parking count.

**Memorandum from Jan K. Johannessen, Village Planner
to Planning Board, Dated November 18, 2015**

1. *While we defer to the Building Inspector regarding zoning and off-street parking requirements, we note that when comparing the existing and proposed uses to the Village's off-street parking requirements, a shortfall of 69 parking spaces results (according to the applicant's analysis). The applicant has requested that the Planning Board allow the joint use of parking spaces in accordance with Section 110-28C.2 of the Zoning Code. The applicant has identified that two (2) of the existing tenants have hours of operation that do not coincide with the other tenancies and, therefore, the number of parking spaces provided (111 spaces) will be adequate for the proposed mix of uses. It is recommended that the applicant conduct a parking utilization study to confirm the sufficiency of the parking provided and to support the ability for the Board to implement this provision.*

See response to Comment No. 1 in Memorandum from Robert Melillo above.

2. *The floor plans should be revised to identify how the additional 4,861 s.f. of lease area will be used and demised by the applicant.*

The additional 4,861 s.f. of lease area will be used by Devereux as a gymnasium. This change is reflected on the Applicant's Revised Existing Floorplan. See Exhibit A.

3. *The applicant should identify if any exterior lighting is proposed; the Planning Board should determine if the existing building and parking lot light is acceptable. A photometric plan has not been provided.*

The Applicant confirms that no new exterior lighting is proposed as part of Devereux's Application. A Photometric Lighting Plan is included with this Submission as Exhibit D.

4. *Based on at recent site visit, it is recommended that the following items be addressed as part of the site plan process:*

- *It is understood that the rear (southern) parking lot will be resurfaced and restriped; however, parking stall lines throughout much of the parking lot are fading and may need to be restriped.*

In addition to the rear parking lot, the Applicant will restripe all sections of the parking lot in which the existing parking stall lines are fading as a condition of approval.

- *There are existing "No Parking Fire Lane" signs along northern driveway and southern parking lot. If these are designated fire lanes, they should be striped accordingly and signage should meet minimum standards.*

The Applicant will stripe all designated fire lanes, and provide all duly required signage as a condition of approval.

- *There are a few landscaping beds that are missing shrubs or trees, particularly along the north side of the rear access driveway and on the south side of the building.*

The Applicant has revised its Site Plan to depict all shrubs and trees currently on Site. See Exhibit C.

- *Please identify if the two (2) existing MRE "for lease" signs along Lexington Avenue can be removed upon occupancy.*

The Applicant confirms that MRE will remove the "for lease" signs located on Lexington Avenue as a condition of approval.

- *The existing mailbox on the north side of the building should be straightened and reset (it appears that the mailbox was hit and is leaning over).*

The Applicant confirms that the existing mailbox on the north side of the existing building will be reset.

- *A dumpster enclosure detail should be provided.*

The Applicant has revised its Site Plan to include the requested dumpster enclosure and detail. See Exhibit C.

Memorandum from Anthony Oliveri, P.E. to
Joseph Cosentino, Planning Board Chairman,
Dated November 19, 2015

1. *It should be noted that under the previous site plan approval application (Little Garden Daycare), stormwater quality controls were required by the NYCDEP but never installed; any approval should include installation of the previously approved stormwater controls as a condition.*

The Applicant shall install all stormwater quality controls required by the NYCDEP as depicted on the Site Plan previously approved by the Village, dated August 15, 2015, enclosed with this Submission as Exhibit E. The Applicant notes that MRE previously posted a bond of \$10,000.00 with the Village to secure the construction of these improvements.

2. *The proposed handicap spaces/aisles do not all meet required minimum dimensions.*

The Applicant will restripe all handicap spaces/aisles to comply with the minimum dimensions required under the Americans with Disabilities Act and the Village Code as a condition of approval. This is indicated on the Applicant's Revised Site Plan. See Exhibit C.

3. *The submitted traffic study information should be reviewed by the village traffic engineer.*

During the December 7, 2015 Staff Meeting, the issue was raised whether to refer the Applicant's Traffic Study and Revised Parking Accumulation Study (the "Traffic Studies") to an independent traffic engineer. Respectfully, the Applicant submits that the Village's Professional Staff, and the consultants already involved in the Project's review, specifically Kellard Sessions Consulting P.C., have the in-house capability to perform any review necessary.

To date, Devereux's Application has been under review by the Village for nearly seven (7) months during which time Devereux has incurred significant costs to process its Application, while being unable to open the School. Moreover, the Village has been in possession of the Applicant's initial parking study since November 5, 2015. The referral of the Applicant's Traffic Studies to an outside consultant at this time will substantially increase the review time of the Application. As such, the Applicant, again, respectfully requests that the Traffic Studies be performed in-house by the Village's consultants to expedite the review of Devereux's Application. Alternatively, if the Board does refer the Traffic Studies to an outside consultant, the Applicant requests that this relatively straightforward review be completed by the Board's January 12, 2016 meeting.

4. *No new lighting or landscaping has been proposed with this submittal.*

See response to Comment No. 3 in Memorandum from Jan K. Johannessen.

5. *This office has not performed an analysis of parking or zoning requirements.*

Again, the Applicant submits that by utilizing the shared parking and waiver provisions of the Code, the Applicant can provide sufficient parking for all uses within the building. The Applicant submits that pursuant to the Revised Parking Accumulation Study there is more than sufficient parking located on the Site to accommodate the building's uses. Devereux understands that Dolph Rotfield Engineering, P.C. has not performed an independent parking or zoning analysis. Respectfully, given the substantial information produced by the Applicant to date demonstrating its ability to provide ample parking and to comply with relevant zoning restrictions, no such "independent analysis" is needed. It is a relatively straightforward analysis.

6. *Although the school van queuing and maneuvering plans may work dimensionally, the stacking of 24 vans may prove problematic and difficult to manage.*

The Applicant understands the Board's concerns regarding school van queuing and maneuverability, and has produced a School Van Queuing Plan that addresses these concerns. The Applicant's plan, marked VQ-1a, and attached hereto as Exhibit F, depicts the following:

- All school vans will arrive via the driveway to Radio Circle.
- All school vans will depart via the Site's driveway to Lexington Avenue.
- Class start times will be staggered, with School vans dropping students off at 8:45 AM and 9:00 AM at the schools entrance to the rear parking lot, which should have the effect of decreasing the amount of buses on Site at any given time. To the extent that vans arrive prior to the drop off time, they will queue as illustrated in the figure and described below.
- Likewise, dismissal times will also be staggered, with School vans picking up students at 2:30 PM and 2:45 PM at the School's entrance to the rear parking lot. To the extent that vans arrive prior to the pickup time, they will queue in the following manner, as illustrated in Figure VQ-1a:

The first 12 buses that arrive for drop-off/pickup will queue within back parking area; and

- The next 12 buses that arrive for drop-off/pickup will queue along building and within parking area adjacent to Lexington Avenue.

- Under this plan, only one row of parking spaces would be temporarily blocked in the rear parking lot, with all other spaces able to freely pass. Moreover, to the extent that any Devereux employees' vehicles may have to leave prior to bus dismissal (an exceedingly rare occurrence), these vehicles will be able to park in the parking spaces located closest to Lexington Avenue, which will not be blocked by bus stacking.

While the Applicant submits that this plan addresses the Board's concerns, it has also produced two (2) alternate plans for the Board's consideration, if necessary. The second plan, marked VQ-1b, and attached hereto as Exhibit G, differs from VQ-1a in that five (5) vans will back into parking stalls located adjacent to the Lexington Avenue parking lot. This would have the effect of preventing the blockage of any spaces in the Lexington Avenue parking lot.

Again alternatively, the third plan, marked VQ-1c and attached hereto as Exhibit H, differs from the other plans in that the last five (5) vans to arrive would back into spaces located in the Lexington Avenue parking lot. This would have the effect of preventing any spaces in the Lexington Avenue lot from being blocked by queuing vans.

The Applicant respectfully submits that Plan VQ-1a addresses the Board's articulated concerns regarding van queuing and maneuverability. However, should the Board continue to have concerns, the Applicant offers the two additional alternative plans.

7. *The north arrow seems to be oriented in the wrong direction on the Maser plans.*

This error is corrected on all exhibits enclosed with this Submission.

8. *The van maneuvering plan does identify one possible conflict where there only exists about 23' between the southeast/middle building corner and the inside corner of the property line. This area should be examined to confirm that two vans can actually pass while in a turning motion.*

The Applicant's consultants have confirmed that the curvature marked on the Applicant's Site Plan, which was incorporated from the Little Garden Site Plan, exists in the field. It has added the dimension of this area to the Applicant's Revised Site Plan. Accordingly, sufficient area exists for two vans to pass while in a turning motion. This is demonstrated on the School Van Maneuvering Plan, enclosed with this Submission as Exhibit I. See Exhibit I.

The Applicant respectfully submits that with this Submission it has resolved all of the concerns articulated by the Board and the Village's professional staff, and as such it is ready

to make a formal Submission to the Board for review in advance of the Board's January 12, 2016 meeting.


Devereux is a School dedicated to helping some of the most vulnerable members of our society lead happy and fulfilling lives. Needless to say, the length of the review process to date has caused, and continues to cause significant uncertainty for Devereux's special needs students and their families. The Applicant has fully cooperated with the Village and its Professional Staff at every turn during the review process.

We trust that this Submission will resolve any outstanding issues, putting the Board in position to grant Site Plan/Special Permit approval at its next meeting.

Please let us know if you have any additional questions.

Respectfully submitted,

ZARIN & STEINMETZ

By: 
Michael D. Zarin

cc: Scott W. Blakely, RLA
Michelle Lailer, Planning Board Secretary
Mr. Robert Melillo
Mr. Anthony Oliveri
MRE Management Corp.



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December 17, 2015

VIA E-MAIL & U.S. MAIL

Mr. Scott W. Blakely, RLA
Insite Engineering
3 Garrett Place
Carmel, NY 10512

Re: Devereux – Parking Evaluation
Mt. Kisco, Westchester County, New York
MC Project No. 15002219A



Dear Mr. Blakely:

As requested, we have undertaken an evaluation of the actual parking demand. With respect to that evaluation, we note the following.

A. INTRODUCTION – ZONING REQUIREMENTS

The existing multi-tenant building at 27 Radio Circle comprises some 48,000 s.f. of floor area. Currently, there is 15,825 s.f. of vacant space, which is proposed to be leased as an educational facility to Devereux NY Cares (“Devereux”).

The tenancy and parking requirements based on zoning have been itemized and are shown on Drawing EF-1, prepared by Insite Engineering (copy attached). The information contained in that drawing indicated that there are 111 spaces provided on site. Note that two (2) tenants of the building, Soundview Sports and Ministerio Fraternidad, have hours of operation which do not overlap with those of Devereux.

B. PARKING UTILIZATION

To establish the actual current and future parking demands, based on utilization, a parking survey of the parking lot (Figure No. 1) was conducted on a typical peak Wednesday from 12:00 noon to 6:45 PM (Devereux will not operate on weekends and Ministerio Fraternidad will only operate on Wednesdays (evenings) and Sundays). The results of that survey, which



Mr. Scott W. Blakely, RLA
MC Project No. 15002219A
December 17, 2015
Page 2 of 2

does not include Devereux, are shown on Table P-1. Inspection of this indicated that there were 74 unoccupied spaces on-site at 5:00 PM when "Soundview Sports" was at peak operation. From 3:15 PM to 4:00 PM there were no less than 93 unoccupied spaces.

Devereux serves 48 autistic students who are dropped off and picked up by school vans. These school vans are provided by the home district and do not park on site. The students arrive before 8:30 AM and leave before 2:45 PM. The staff, which includes 36 full time and 10 part-time employees, works between 7:15 AM and 3:15 PM.

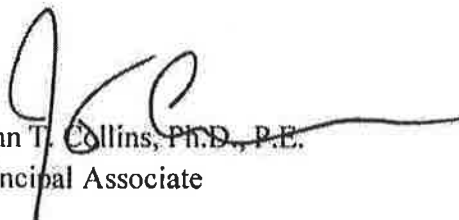
Assuming all staff drives and parks on site, there would be 54 (46 employee, 6 vans and 2 visitor) vehicles parked most likely in the rear area between 7:15 AM and 3:15 PM. This demand can be satisfied by the available spaces on site especially in the back parking area. In summary, based on the above information, there will be significant excess parking at all times. Note that the "Benefit Shop" is included in the current parking accumulation. If it was replaced by professional offices the parking demand would increase by 23 spaces. Even with these 23 spaces there would be adequate parking on site.

C. CONCLUSION

Based on the above, the proposed onsite parking (111 spaces) will meet the anticipated demand based on the actual utilization.

Very truly yours,

MASER CONSULTING P.A.


John T. Collins, Ph.D., P.E.
Principal Associate

JTC/jr

TABLE P-1**SUMMARY OF MT. KISCO PARKING SPACE UTILIZATION (WEEKDAY CONDITIONS)**

JOB # 15002219A
 LOCATION: MT. KISCO, NY
 DAY: WEDNESDAY
 DATE: 11/18/15
 TIME: 12:00 PM - 6:45 PM

		PARKING AREA CAPACITY (1)				
		1	2	3*	TOTAL	TOTAL
		RADIO CIRCLE DRIVE	LEXINGTON AVENUE	BACK LOT	OCCUPIED SPACES	UNOCCUPIED SPACES
TOTAL SPACES		27	25	59	111	
TIME		SPACES OCCUPIED				
12:00 PM	12:15 PM	11	10	0	21	90
12:15 PM	12:30 PM	9	7	0	16	95
12:30 PM	12:45 PM	6	7	0	13	98
12:45 PM	1:00 PM	8	7	0	15	96
1:00 PM	1:15 PM	7	4	2	13	98
1:15 PM	1:30 PM	7	7	3	17	94
1:30 PM	1:45 PM	7	7	4	18	93
1:45 PM	2:00 PM	7	7	4	18	93
2:00 PM	2:15 PM	7	8	4	19	92
2:15 PM	2:30 PM	8	7	0	15	96
2:30 PM	2:45 PM	6	7	0	13	98
2:45 PM	3:00 PM	7	7	0	14	97
3:00 PM	3:15 PM	7	8	0	15	96
3:15 PM	3:30 PM	9	8	0	17	94
3:30 PM	3:45 PM	7	8	0	15	96
3:45 PM	4:00 PM	8	10	0	18	93
4:00 PM	4:15 PM	9	19	0	28	83
4:15 PM	4:30 PM	8	19	0	27	84
4:30 PM	4:45 PM	11	23	0	34	77
4:45 PM	5:00 PM	12	25	0	37	74
5:00 PM	5:15 PM	12	25	0	37	74
5:15 PM	5:30 PM	10	8	0	18	93
5:30 PM	5:45 PM	7	11	0	18	93
5:45 PM	6:00 PM	5	13	0	18	93
6:00 PM	6:15 PM	5	13	0	18	93
6:15 PM	6:30 PM	4	12	0	16	95
6:30 PM	6:45 PM	4	17	0	21	90


(1) *INCLUDES UNSTRIPED PARKING SPACES BY PRO SWING ENTRANCE.



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MEMORANDUM

To: Scott W. Blakely
From: John T. Collins, Ph.D., P.E. 
Date: December 17, 2015
Re: Devereux
MC Project No. 15002219A

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PLANNING BOARD

Maser Consulting P.A. has undertaken an evaluation of the traffic impacts for the above project (Figure No. 1). With respect to this, we note the following:

Background

The Devereux NY Center for Autism Research and Education Services is a non-public, non-profit program serving 48 students from the ages of 5-21 who are diagnosed with autism spectrum disorder. Its hours of operation are Monday through Friday, 7:15 a.m. to 3:15 p.m. All students are transported by their referring school districts in school vans. There are between 20-24 referring school districts each year. We used 24 school vans to estimate these trips. The students' expected school day runs from 8:30 a.m. to 2:45 p.m.

The school vans drop off the students at varying times between 8:15 and 8:30 a.m. Taking into account the possibility of a school van queuing plan for pick up in the afternoons between 2:45 and 3:15 p.m., it is anticipated that there will be 24 school vans entering and leaving the site



during both the AM and PM Peak Hours. Based on the existing roadways, we concluded that 80% of school van trips will arrive from and return to the south of the site access and that the remaining 20% will arrive from and return to the north of the site access.

The new Devereux NY Cares Center in Mt. Kisco will have 36 full time employees. All employee arrivals would take place in the AM Peak Hour with all employee trips leaving during the PM Peak Hour (split 50/50 to/from the north and south).

Analysis

To evaluate the impacts of both vehicle types on existing traffic operations, the Existing Traffic Volumes at the intersection of Lexington Avenue and Radio Circle as well as Lexington Avenue and the Proposed Site Access were established for the AM and PM Peak Hours. Comparing the 2015 traffic counts at both intersections to 2012 traffic counts at the same locations indicated that the 2012 traffic counts were higher, especially for the right and left turns into and out of Radio Circle. This may be based on previous occupancy in the buildings located on Radio Circle since the 2012 counts were conducted. To be conservative, the 2012 traffic volumes were used in the analysis. These volumes are shown in Figures No. 2 and 3.

The site generated traffic volumes for the Devereux NY Cares Center for both student and staff (Figures No. 4 – 11) were added to the Existing Traffic Volumes resulting in the Build Traffic Volumes. These are shown on Figures No. 12 and 13.



To determine the operating condition, the 2010 Highway Capacity Manual was used to determine the Levels of Service (copies of the analyses are attached. In addition, the capacity analyses take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service. Table No. 1 summarizes the results of the capacity analysis for the Existing and Build conditions.

1. Lexington Avenue & Radio Circle

Lexington Avenue and Radio Circle intersect at signalized intersection. The northbound Lexington Avenue approach consists of a $150 \pm$ ft. left turn lane and one through lane. The southbound Lexington Avenue approach consists of a $150 \pm$ ft. right turn lane and one through lane. The eastbound Radio Circle approach consists of a $150 \pm$ ft. right turn lane and one left turn lane.

A capacity analysis was conducted for this intersection utilizing the Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM and PM Peak Hours.

The intersection was reanalyzed using the future Build Traffic Volumes. The results indicate that the intersection will continue to operate at an overall Level of Service "B" during the AM and PM Peak Hours.



2. Lexington Avenue & Site Access

The existing access road to an existing site is a “T” shaped intersection with Lexington Avenue.

The northbound Lexington Avenue approach consists of an approximately 25 ft. left turn lane that is part of the Lexington Avenue and Radio Circle northbound left turn lane and one through lane, while the southbound approach consists of a shared through/right turn lane. The eastbound site access approach consists of a shared left/right turn lane.

A capacity analysis was conducted for this intersection utilizing the Existing Traffic Volumes.

The analysis results indicate that the intersection will experience a Level of Service “B” during each of the peak hours. Under future conditions, the intersection will experience a Level of Service “B” during the AM Peak Hour and a Level of Service “C” during the PM Peak Hour.

The analysis also indicated that there was minimal queuing of vehicles turning left into the site at this location.

Conclusions

Based on the above occupancy by Devereux, we have concluded that this project will not result in operational problems on the adjoining roads. In addition, to ensure that any queuing of vehicles does not impact the operation along Radio Circle or Lexington Avenue, the site was designed to provide adequate turning radii and storage for all 24 school vans without backup onto the adjoining roadways.

It should be noted that it is very unlikely that all 24 school vans will be on site at the same time.

In addition, the staff will arrive prior to the students and leave after the students have departed the site in the school vans thus there is adequate on site circulation for both the school vans and private (staff) vehicles. Furthermore, the site provides adequate space for other vehicles not associated with Devereux to circulate as school vans queue.

TABLE NO. 1
LEVEL OF SERVICE SUMMARY TABLE



					EXISTING				BUILD			
					AM		PM		AM		PM	
					LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
1	LEXINGTON AVENUE	SIGNALIZED										
	RADIO CIRCLE											
	RADIO CIRCLE	EB	L	C	30.8	C	30.7	C	30.8	C	30.7	
			R	C	33.6	C	32.8	C	33.6	C	32.8	
	LEXINGTON AVENUE	NB	L	A	9.3	B	10.9	B	10.0	B	11.3	
			T	A	2.6	A	4.7	A	2.6	A	4.9	
	LEXINGTON AVENUE	SB	T	B	10.3	B	12.9	B	10.5	B	12.9	
			R	A	8.6	B	10.3	A	8.6	B	10.4	
		OVERALL		B	11.0	B	14.8	B	11.1	B	14.7	
2	LEXINGTON AVENUE &	UNSIGNALIZED										
	SITE ACCESS											
	SITE ACCESS	EB	LR	B	11.1	B	13.7	B	12.4	C	15.3	
	LEXINGTON AVENUE	NB	L	A	8.3	A	0.0	A	8.4	A	0.0	

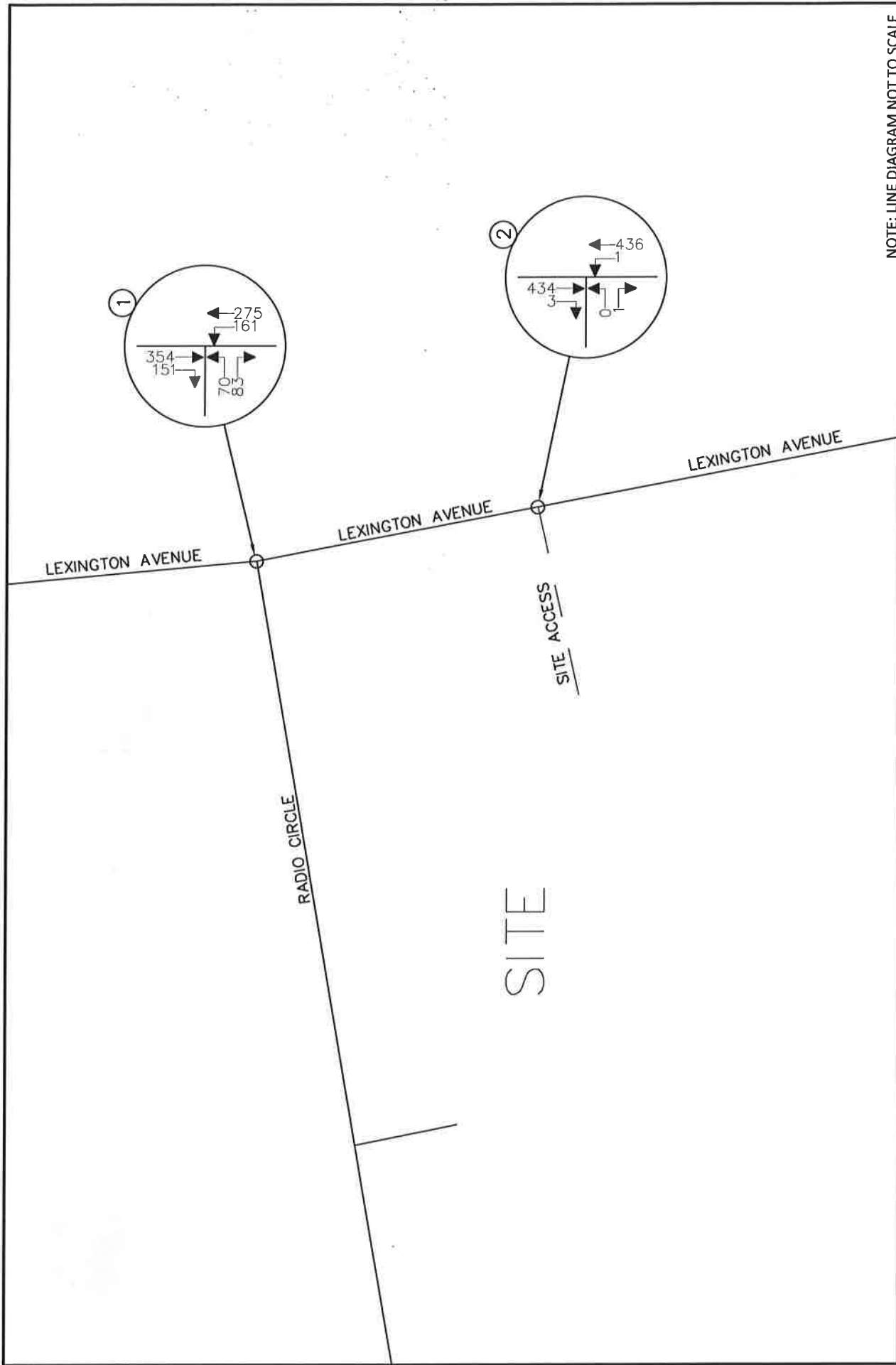
NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.



NOTE: LINE DIAGRAM NOT TO SCALE

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	SITE LOCATION MAP	JOB NUMBER: 15002219A DATE: 12/9/2015 FIGURE NUMBER: 1	New Jersey New York Pennsylvania Virginia Customer Loyalty through Client Satisfaction



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JOB NUMBER:	DATE:
15002219A	12/9/2015
FIGURE NUMBER:	
	2

DEVEREUX
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EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

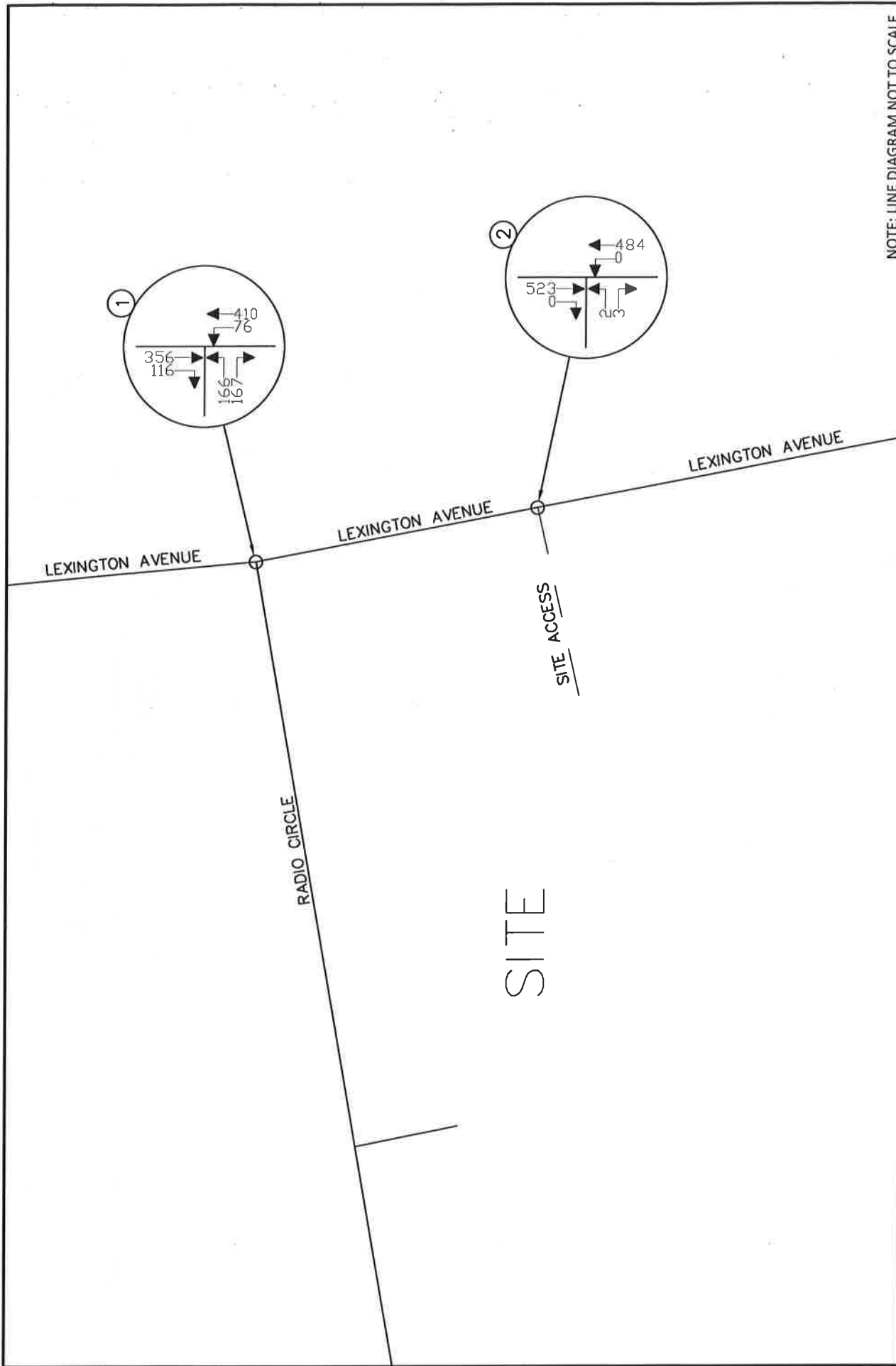
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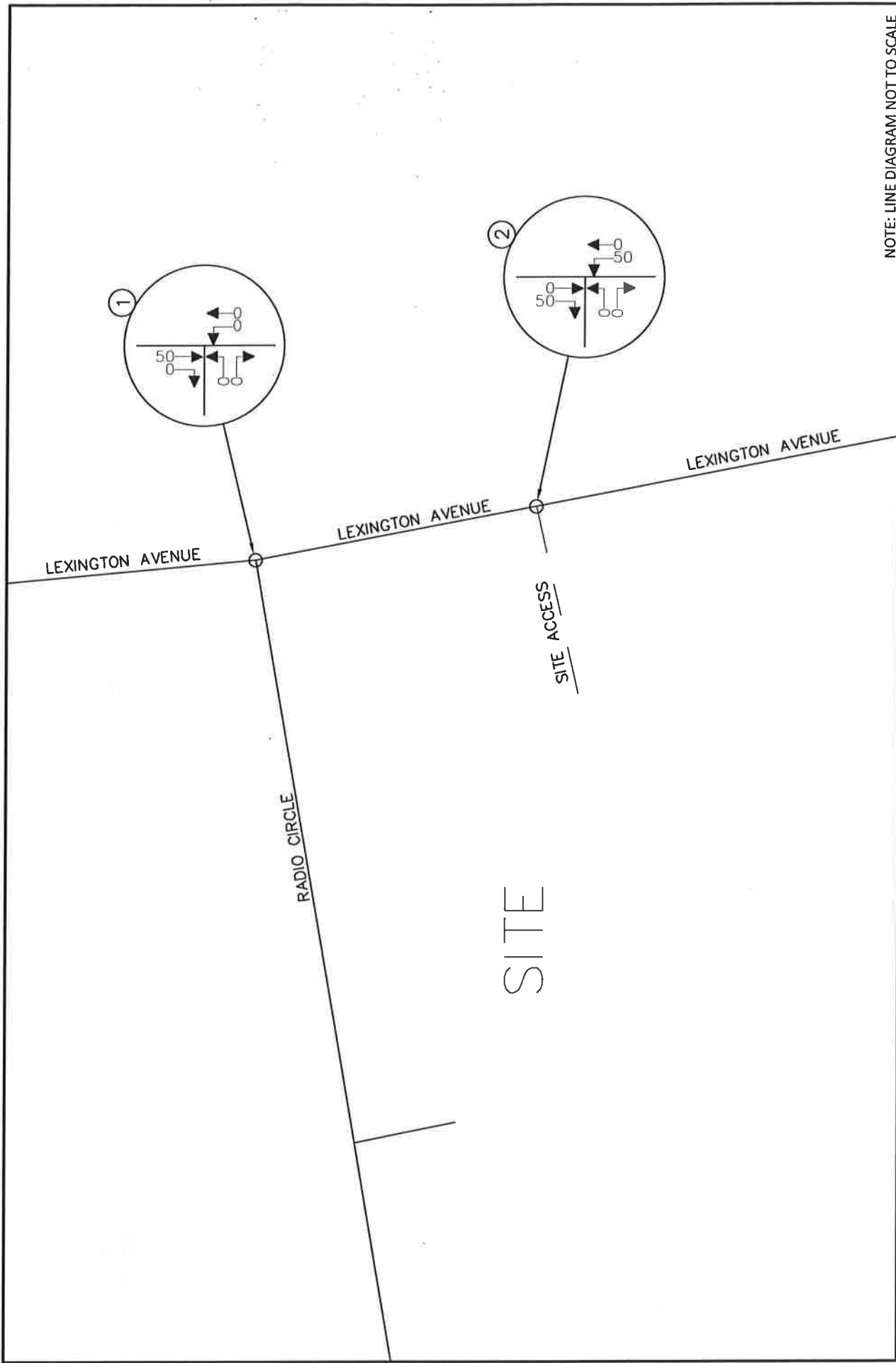
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	<p>NEW JERSEY New York Pennsylvania Virginia Customer Loyalty through Client Satisfaction</p>			



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JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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ARRIVAL DISTRIBUTION - EMPLOYEE
(EXPRESSED AS A %)

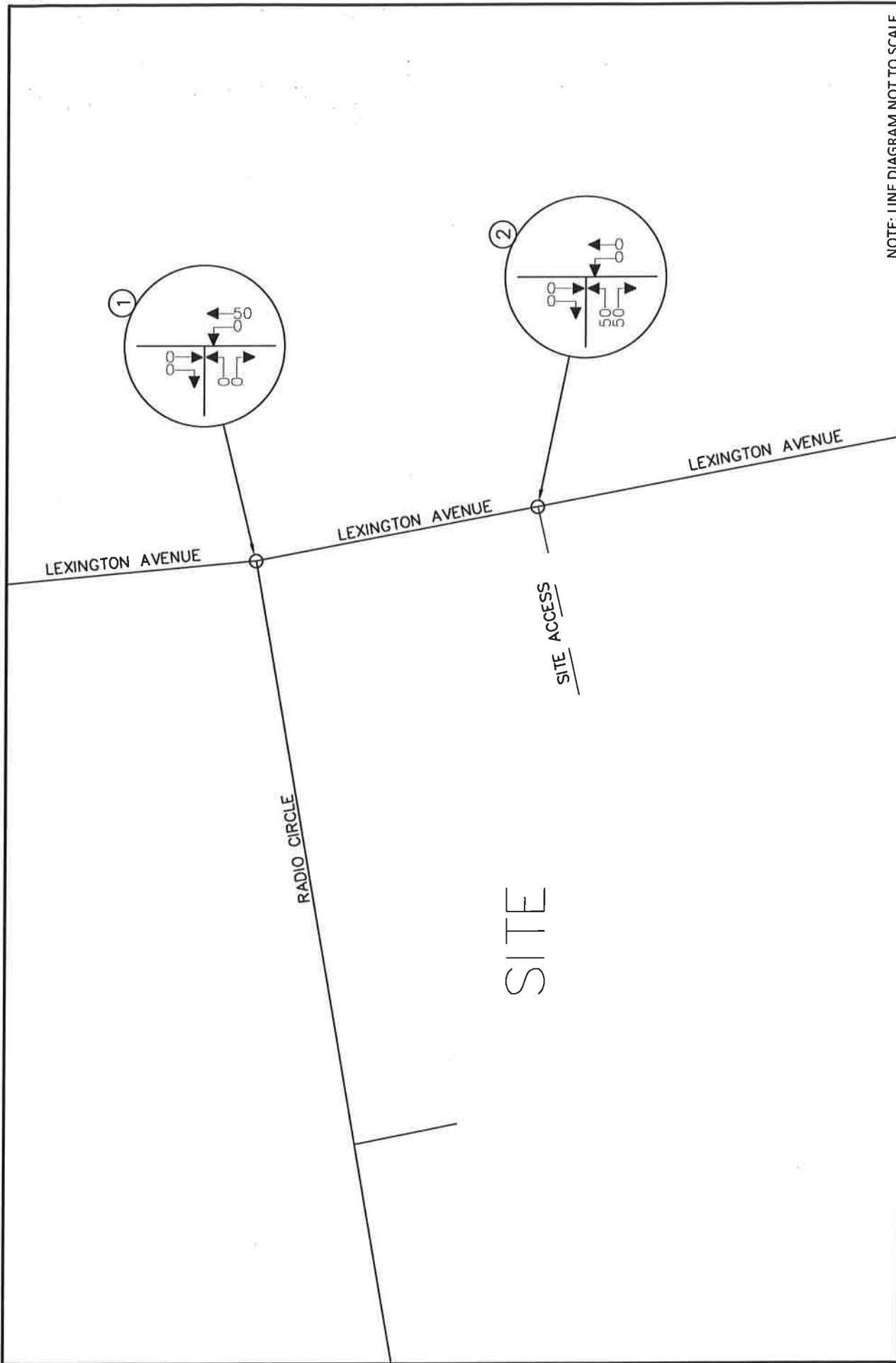


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JOB NUMBER:	DATE:
15002219A	12/9/2015
FIGURE NUMBER:	5

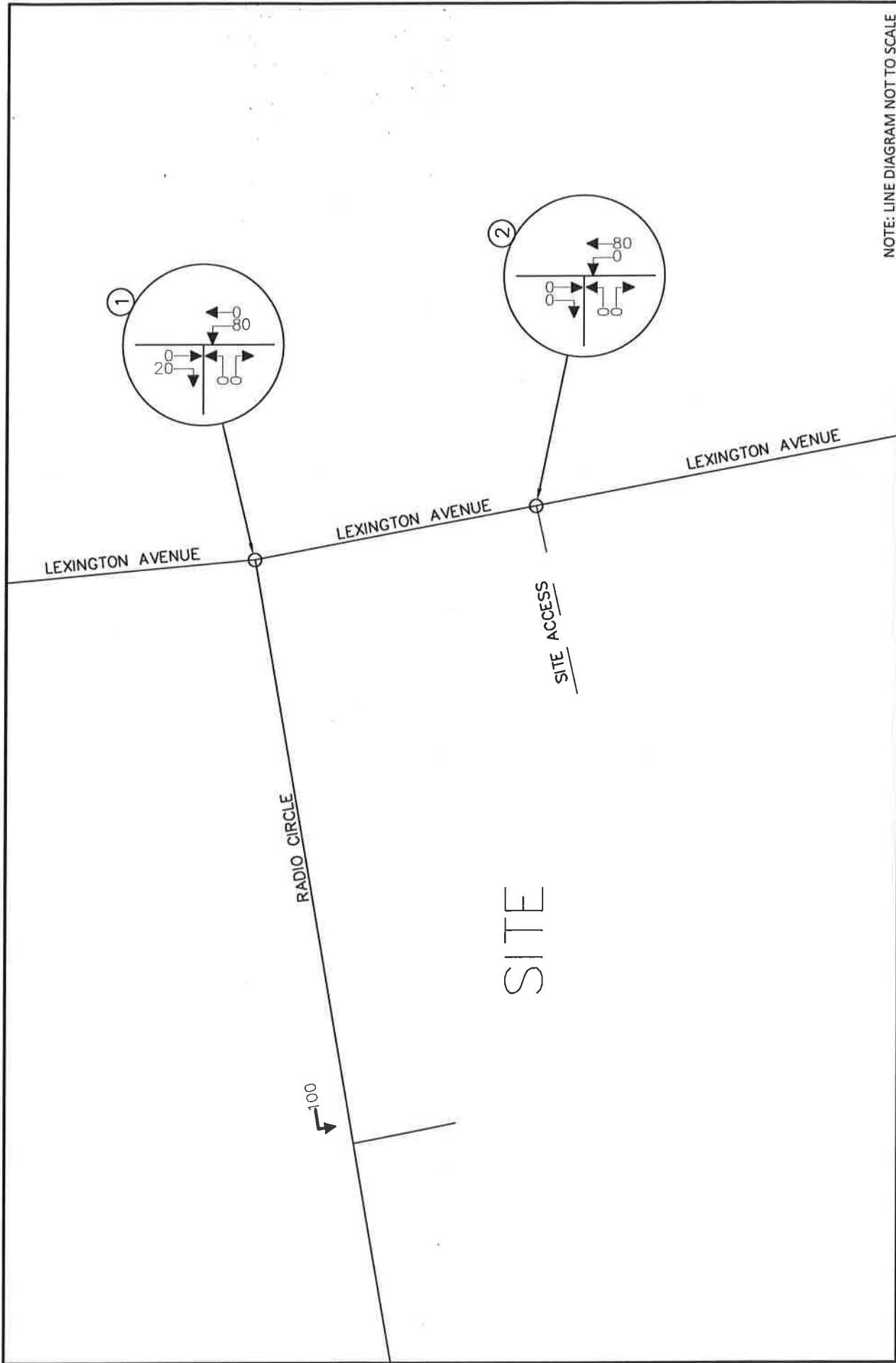
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DEPARTURE DISTRIBUTION - EMPLOYEE
(EXPRESSED AS A %)



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JOB NUMBER:	DATE:
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FIGURE NUMBER:	
	6

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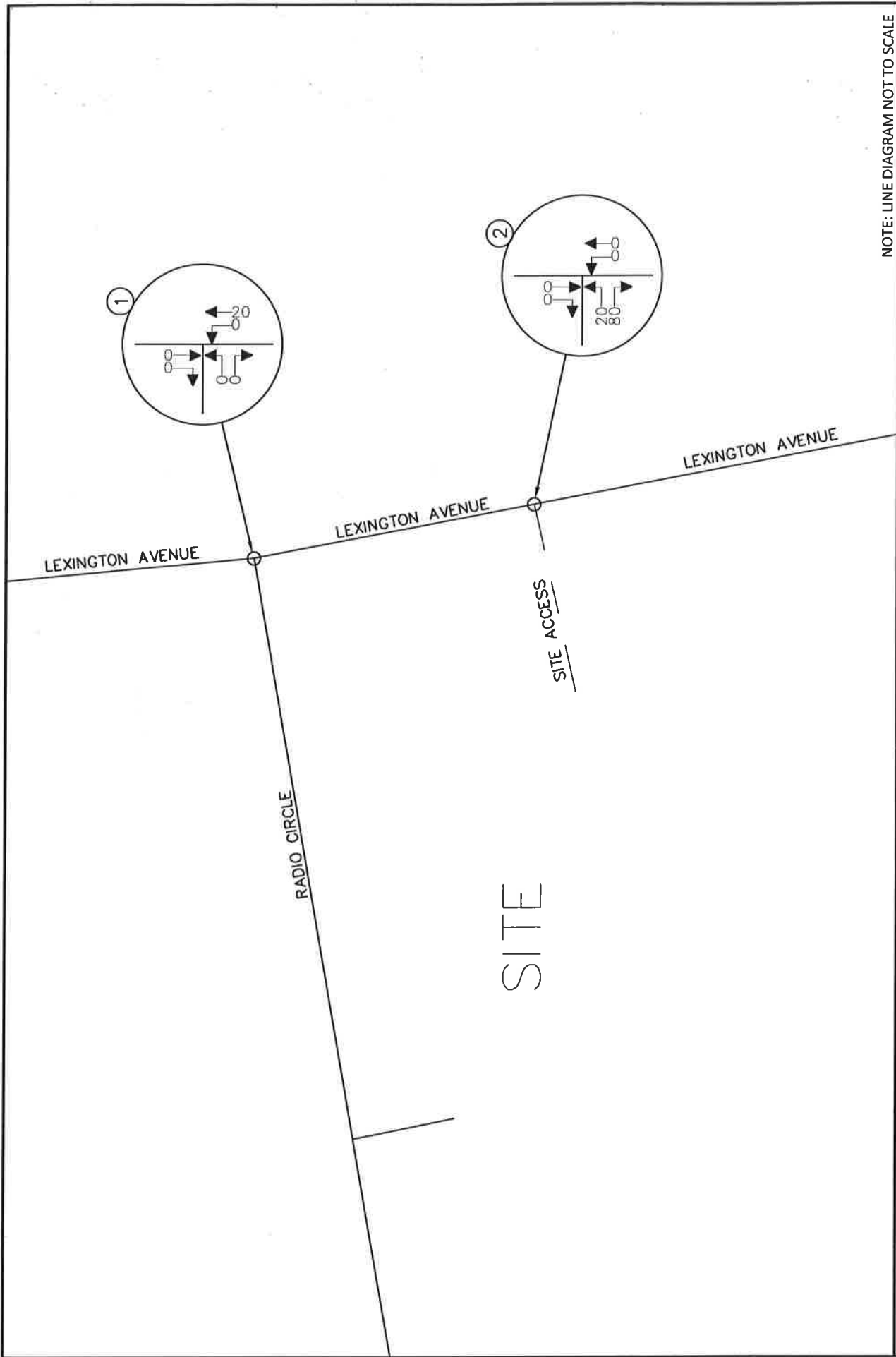
ARRIVAL DISTRIBUTION - VANS
(EXPRESSED AS A %)



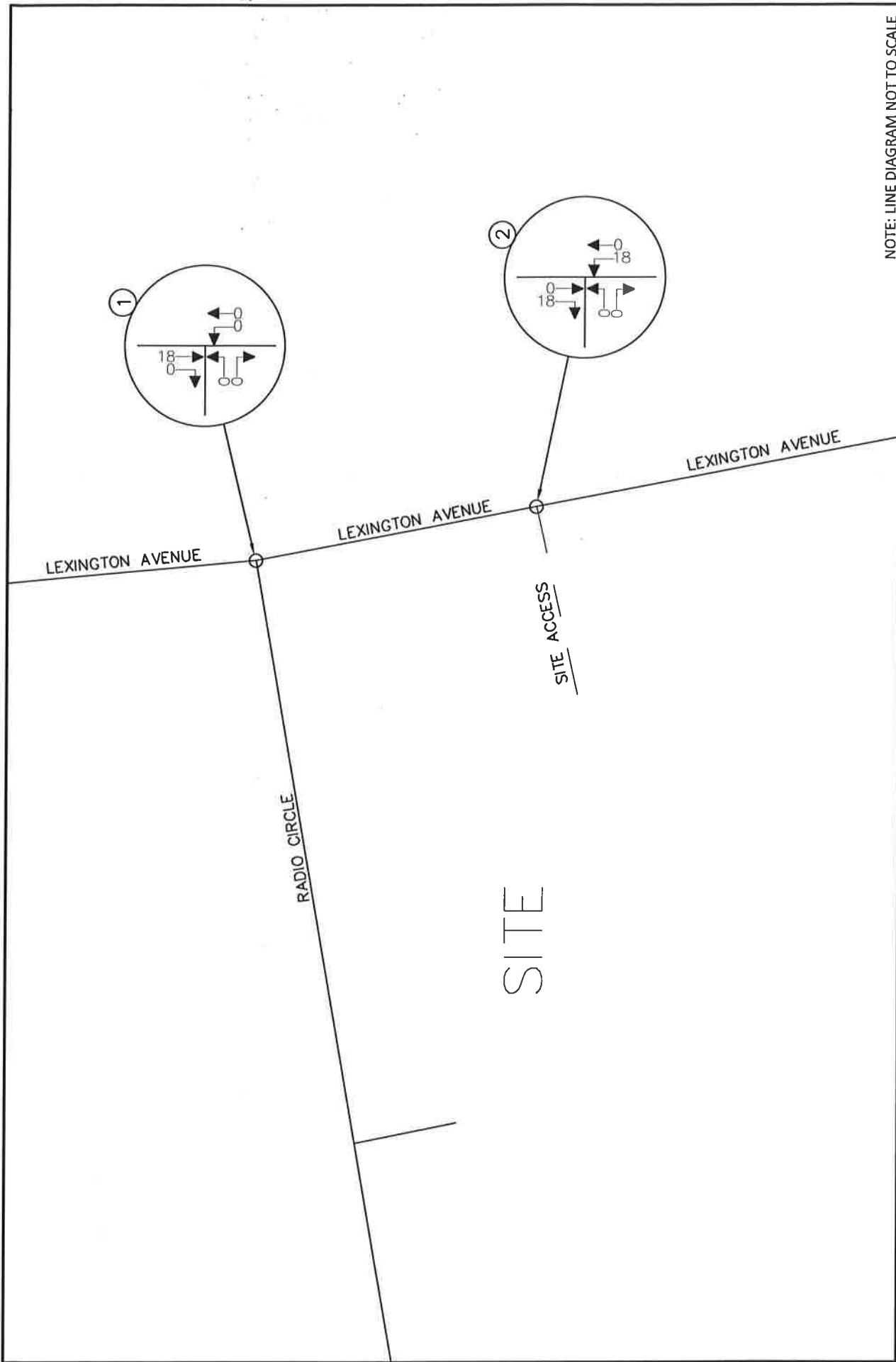
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				<p>FIGURE NUMBER: 7</p>



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JOB NUMBER:	15002219A	DATE:	12/9/2015
FIGURE NUMBER:			
			8

DEVEREUX
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SITE GENERATED TRAFFIC VOLUMES - EMPLOYEE
WEEKDAY PEAK AM HOUR

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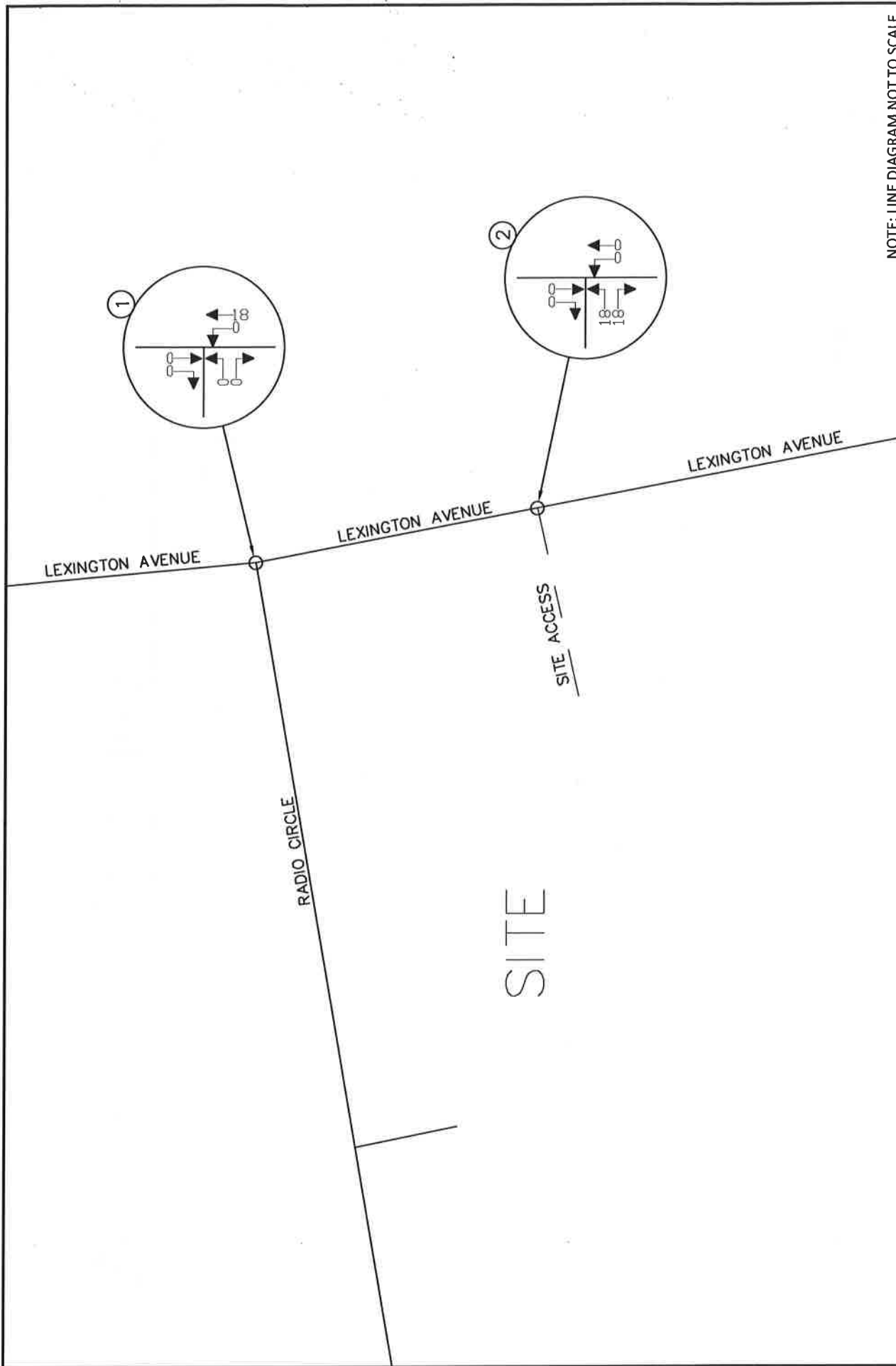
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JOB NUMBER:	DATE:
15002219A	12/9/2015
FIGURE NUMBER:	
	9



DEVEREUX
TOWN OF MOUNT KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES - EMPLOYEE
WEEKDAY PEAK PM HOUR

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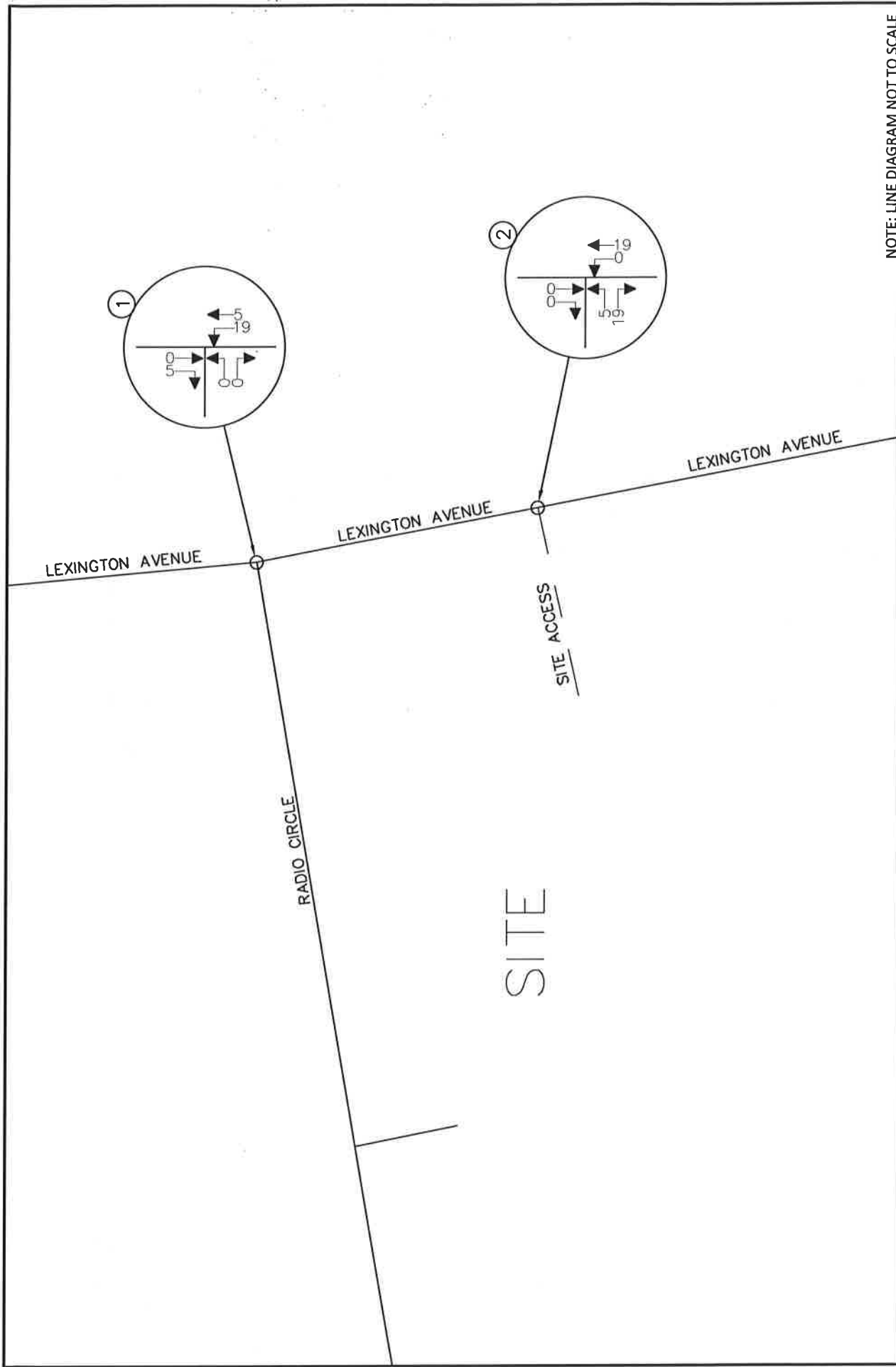
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JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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DEVEREUX TOWN OF MOUNT KISCO, NEW YORK	SITE GENERATED TRAFFIC VOLUMES - VANS WEEKDAY PEAK AM HOUR
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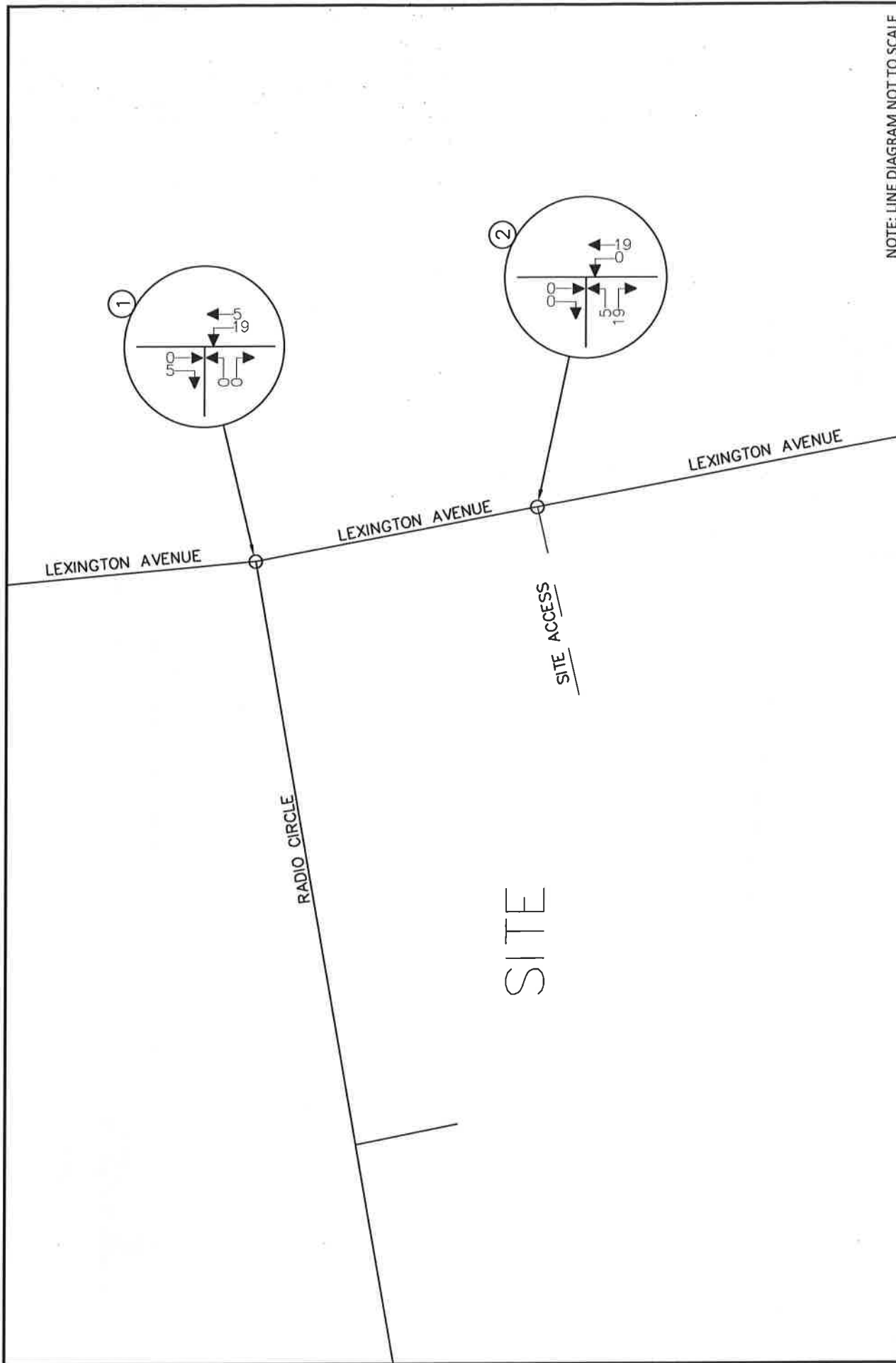


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SITE GENERATED TRAFFIC VOLUMES - VANS
WEEKDAY PEAK PM HOUR

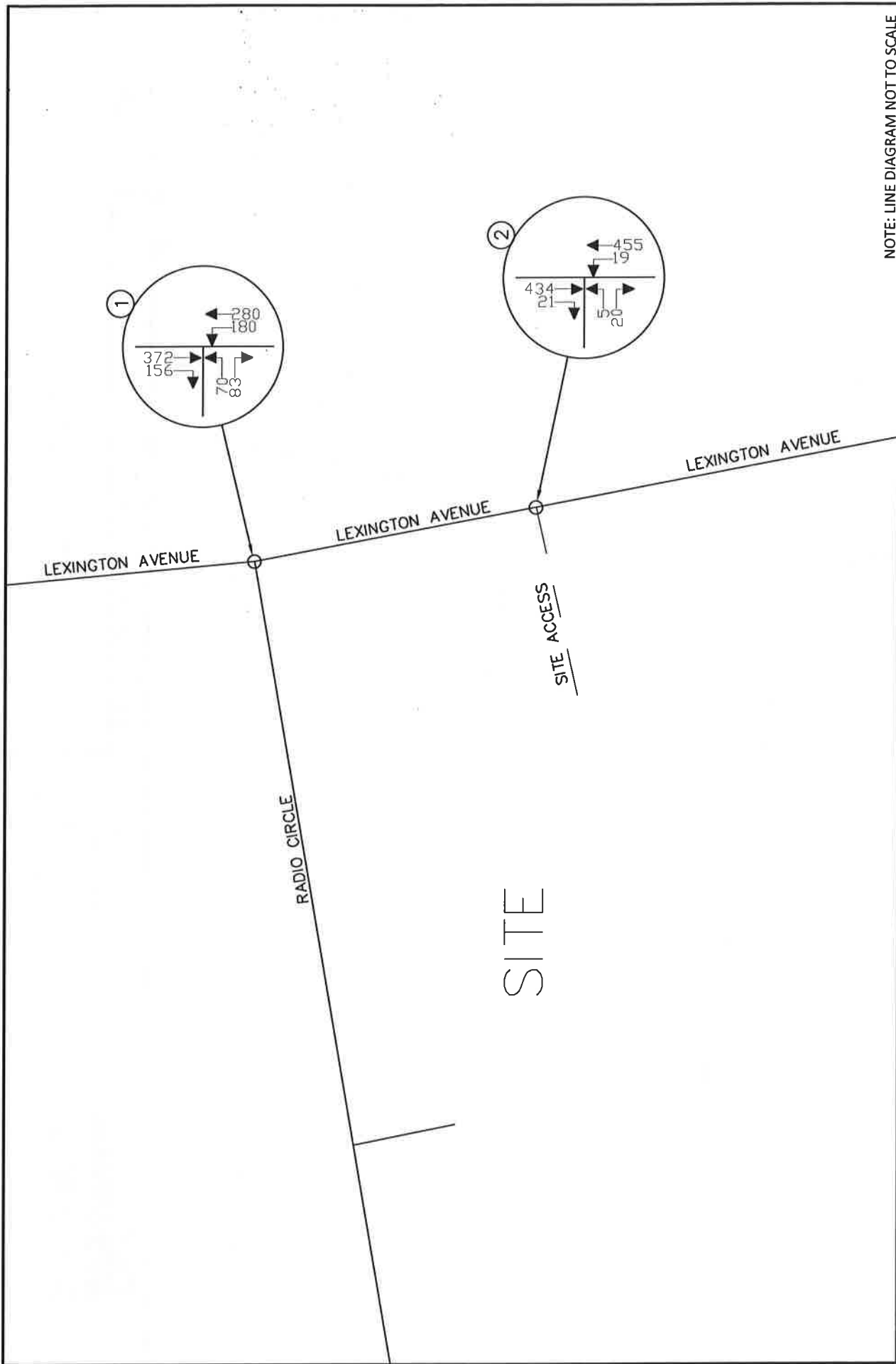


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JOB NUMBER: 15002219A
DATE: 12/9/2015
FIGURE NUMBER:

11



NOTE: LINE DIAGRAM NOT TO SCALE



JOB NUMBER:	DATE:
15002219A	12/9/2015
FIGURE NUMBER:	
	12

DEVEREUX
TOWN OF MOUNT KISCO, NEW YORK

BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

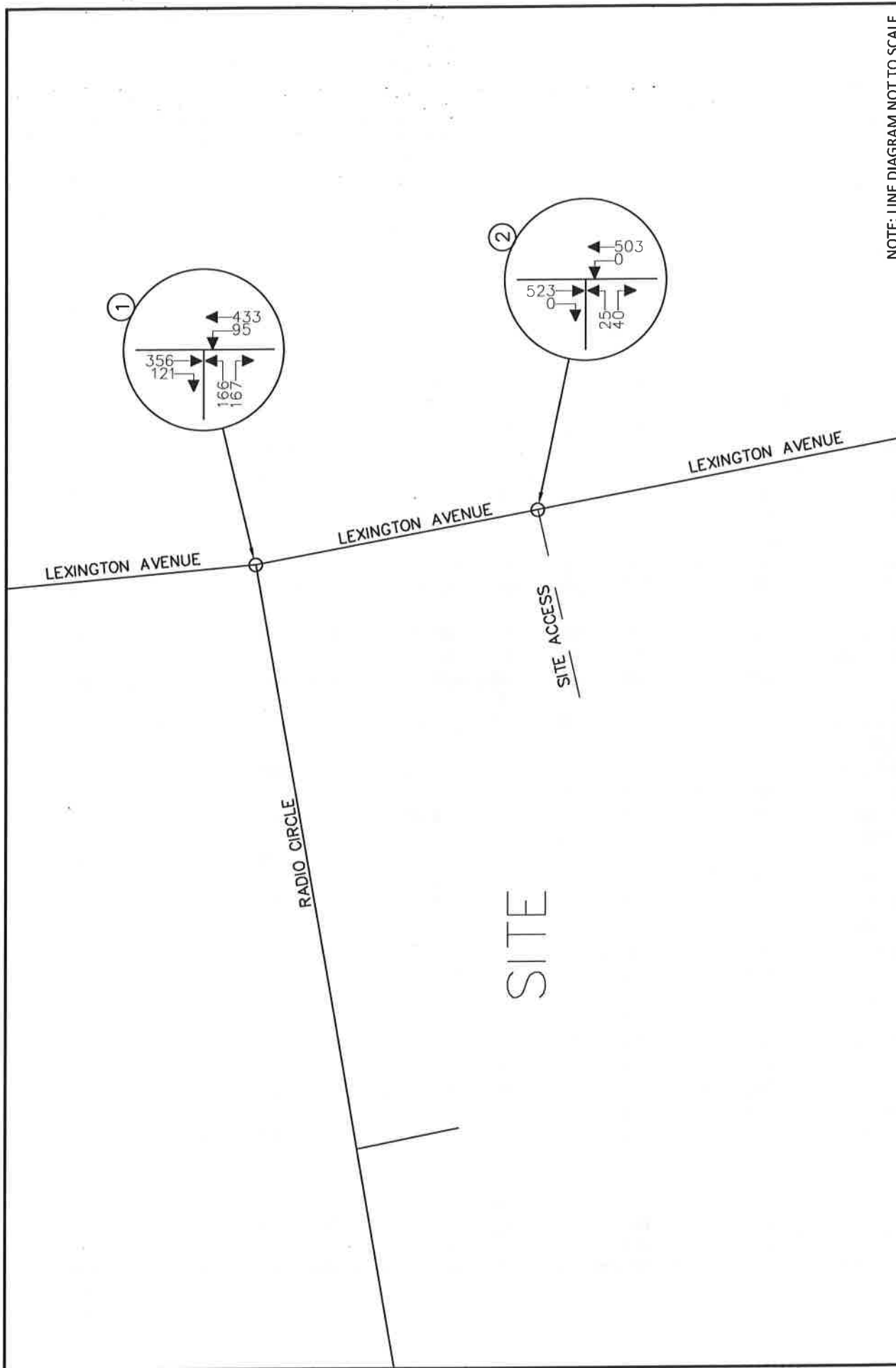
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New Jersey New York Pennsylvania Virginia
Customer Loyalty through Client Satisfaction



NOTE: LINE DIAGRAM NOT TO SCALE



JOB NUMBER:	DATE:
15002219A	12/9/2015
FIGURE NUMBER:	
	13

DEVEREUX
TOWN OF MOUNT KISCO, NEW YORK

BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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Customer Loyalty through Client Satisfaction

Existing Traffic Volumes
1: Lexington Avenue & Radio Circle

AM Peak Hour
10/27/2015

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	70	83	161	275	354	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-4%			-1%	1%	
Storage Length (ft)	0	150	0			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1778	1872	1853	1575
Flt Permitted	0.950		0.487			
Satd. Flow (perm)	1805	1615	912	1872	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		90				164
Link Speed (mph)	30			30	30	
Link Distance (ft)	541			211	346	
Travel Time (s)	12.3			4.8	7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	90	175	299	385	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	90	175	299	385	164
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	35	35	35	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	0	0	0
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	8	8	5	2	6	
Permitted Phases	8	8	2			6
Detector Phase	8	8	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	10.0	15.0	15.0	15.0
Total Split (s)	35.0	35.0	15.0	55.0	40.0	40.0

Existing Traffic Volumes
1: Lexington Avenue & Radio Circle

AM Peak Hour
10/27/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (%)	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Maximum Green (s)	30.0	30.0	10.0	50.0	35.0	35.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
v/c Ratio	0.35	0.33	0.21	0.20	0.38	0.17
Control Delay	32.0	10.5	4.1	3.4	11.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	10.5	4.1	3.4	11.5	2.4
Queue Length 50th (ft)	30	0	17	30	92	0
Queue Length 95th (ft)	66	36	37	63	165	27
Internal Link Dist (ft)	461			131	266	
Turn Bay Length (ft)		150				150
Base Capacity (vph)	782	751	823	1460	1017	938
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.12	0.21	0.20	0.38	0.17

Intersection Summary

Area Type: Other

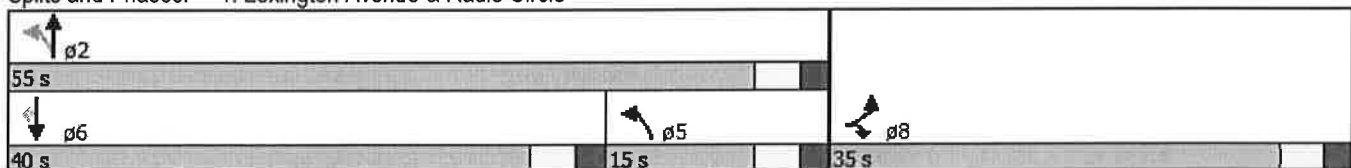
Cycle Length: 90

Actuated Cycle Length: 69.2

Natural Cycle: 40













Control Type: Semi Act-Uncoord

Splits and Phases: 1: Lexington Avenue & Radio Circle



Existing Traffic Volumes
1: Lexington Avenue & Radio Circle










AM Peak Hour
10/27/2015

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	70	83	161	275	354	151		
Number	3	18	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1900	1872	1872	1853	1853		
Adj Flow Rate, veh/h	76	90	175	299	385	164		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	159	142	706	1423	986	838		
Arrive On Green	0.09	0.09	0.15	0.76	0.53	0.53		
Sat Flow, veh/h	1810	1615	1783	1872	1853	1575		
Grp Volume(v), veh/h	76	90	175	299	385	164		
Grp Sat Flow(s),veh/h/ln	1810	1615	1783	1872	1853	1575		
Q Serve(g_s), s	2.6	3.5	0.0	3.0	8.1	3.6		
Cycle Q Clear(g_c), s	2.6	3.5	0.0	3.0	8.1	3.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	159	142	706	1423	986	838		
V/C Ratio(X)	0.48	0.63	0.25	0.21	0.39	0.20		
Avail Cap(c_a), veh/h	825	736	706	1423	986	838		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	28.6	29.0	9.1	2.3	9.1	8.0		
Incr Delay (d2), s/veh	2.2	4.6	0.2	0.3	1.2	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.4	1.8	1.9	1.6	4.4	1.7		
LnGrp Delay(d),s/veh	30.8	33.6	9.3	2.6	10.3	8.6		
LnGrp LOS	C	C	A	A	B	A		
Approach Vol, veh/h	166			474	549			
Approach Delay, s/veh	32.3			5.1	9.8			
Approach LOS	C			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		55.0			15.0	40.0		10.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		50.0			10.0	35.0		30.0
Max Q Clear Time (g_c+I1), s		0.0			2.0	0.0		5.5
Green Ext Time (p_c), s		0.1			0.1	0.0		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			11.0					
HCM 2010 LOS			B					

Two Way Analysis cannot be performed on Signalized Intersection.

Existing Traffic Volumes
2: Lexington Avenue & Site Access

AM Peak Hour
10/27/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	1	1	436	434	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1611	0	0	3575	1852	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	3575	1852	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	290			257	211	
Travel Time (s)	6.6			5.8	4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1	1	474	472	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	475	475	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Existing Traffic Volumes
2: Lexington Avenue & Site Access

AM Peak Hour
10/27/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	1	1	436	434	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	1	474	472	3













Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	712	473	475	0	-	0
Stage 1	473	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.218	-	-	-
Pot Cap-1 Maneuver	383	590	1087	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	383	590	1087	-	-	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1087	-	590	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	8.3	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-







Existing Traffic Volumes
1: Lexington Avenue & Radio Circle

PM Peak Hour
10/27/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	166	167	76	410	356	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-4%			-1%	1%	
Storage Length (ft)	0	150	0			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1778	1872	1853	1575
Flt Permitted	0.950		0.475			
Satd. Flow (perm)	1805	1615	889	1872	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		182				126
Link Speed (mph)	30			30	30	
Link Distance (ft)	541			211	346	
Travel Time (s)	12.3			4.8	7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	180	182	83	446	387	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	180	182	83	446	387	126
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	35	35	35	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	0	0	0
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	8	8	5	2	6	
Permitted Phases	8	8	2			6
Detector Phase	8	8	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	10.0	15.0	15.0	15.0
Total Split (s)	35.0	35.0	15.0	55.0	40.0	40.0

Existing Traffic Volumes
1: Lexington Avenue & Radio Circle





PM Peak Hour
10/27/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (%)	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Maximum Green (s)	30.0	30.0	10.0	50.0	35.0	35.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
v/c Ratio	0.58	0.42	0.11	0.35	0.40	0.14
Control Delay	35.3	7.7	5.1	6.0	13.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	7.7	5.1	6.0	13.9	3.0
Queue Length 50th (ft)	75	0	10	67	107	0
Queue Length 95th (ft)	133	48	28	137	197	27
Internal Link Dist (ft)	461			131	266	
Turn Bay Length (ft)		150				150
Base Capacity (vph)	746	774	735	1291	976	889
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.11	0.35	0.40	0.14

Intersection Summary













Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.6
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Splits and Phases: 1: Lexington Avenue & Radio Circle

 p2					
55 s					
 p6		 p5		 p8	
40 s	15 s		35 s		

Existing Traffic Volumes
1: Lexington Avenue & Radio Circle










PM Peak Hour
10/27/2015

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	166	167	76	410	356	116		
Number	3	18	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1900	1872	1872	1853	1853		
Adj Flow Rate, veh/h	180	182	83	446	387	126		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	278	248	648	1321	915	778		
Arrive On Green	0.15	0.15	0.14	0.71	0.49	0.49		
Sat Flow, veh/h	1810	1615	1783	1872	1853	1575		
Grp Volume(v), veh/h	180	182	83	446	387	126		
Grp Sat Flow(s),veh/h/ln	1810	1615	1783	1872	1853	1575		
Q Serve(g_s), s	6.6	7.6	0.0	6.5	9.5	3.1		
Cycle Q Clear(g_c), s	6.6	7.6	0.0	6.5	9.5	3.1		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	278	248	648	1321	915	778		
V/C Ratio(X)	0.65	0.73	0.13	0.34	0.42	0.16		
Avail Cap(c_a), veh/h	766	684	648	1321	915	778		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	28.2	28.6	10.9	4.0	11.5	9.9		
Incr Delay (d2), s/veh	2.5	4.2	0.1	0.7	1.4	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.5	3.7	1.0	3.6	5.2	1.4		
LnGrp Delay(d),s/veh	30.7	32.8	10.9	4.7	12.9	10.3		
LnGrp LOS	C	C	B	A	B	B		
Approach Vol, veh/h	362			529	513			
Approach Delay, s/veh	31.8			5.7	12.3			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		55.0			15.0	40.0		15.9
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		50.0			10.0	35.0		30.0
Max Q Clear Time (g_c+l1), s		0.0			2.0	0.0		9.6
Green Ext Time (p_c), s		0.1			0.1	0.0		1.3
Intersection Summary								
HCM 2010 Ctrl Delay			14.8					
HCM 2010 LOS			B					

Two Way Analysis cannot be performed on Signalized Intersection.

Existing Traffic Volumes
2: Lexington Avenue & Site Access

PM Peak Hour
10/27/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	3	0	484	523	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.919					
Flt Protected	0.980					
Satd. Flow (prot)	1678	0	0	3575	1853	0
Flt Permitted	0.980					
Satd. Flow (perm)	1678	0	0	3575	1853	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	290			257	211	
Travel Time (s)	6.6			5.8	4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	3	0	526	568	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	526	568	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Existing Traffic Volumes
2: Lexington Avenue & Site Access

PM Peak Hour
10/27/2015

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	3	0	484	523	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	0	526	568	0













Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	831	568	568 0
Stage 1	568	-	- -
Stage 2	263	-	- -
Critical Hdwy	6.63	6.23	4.12 -
Critical Hdwy Stg 1	5.43	-	- -
Critical Hdwy Stg 2	5.83	-	- -
Follow-up Hdwy	3.519	3.319	2.218 -
Pot Cap-1 Maneuver	323	521	1004 -
Stage 1	566	-	- -
Stage 2	758	-	- -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	323	521	1004 -
Mov Cap-2 Maneuver	323	-	- -
Stage 1	566	-	- -
Stage 2	758	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1004	- 418	- -	-
HCM Lane V/C Ratio	-	- 0.013	- -	-
HCM Control Delay (s)	0	- 13.7	- -	-
HCM Lane LOS	A	- B	- -	-
HCM 95th %tile Q(veh)	0	- 0	- -	-

Build Traffic Volumes
1: Lexington Avenue & Radio Circle

AM Peak Hour
12/10/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	70	83	180	280	372	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-4%			-1%	1%	
Storage Length (ft)	0	150	0			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1778	1872	1853	1575
Flt Permitted	0.950		0.472			
Satd. Flow (perm)	1805	1615	884	1872	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		90				170
Link Speed (mph)	30			30	30	
Link Distance (ft)	541			211	346	
Travel Time (s)	12.3			4.8	7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	90	196	304	404	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	90	196	304	404	170
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	35	35	35	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	0	0	0
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	8	8	5	2	6	
Permitted Phases	8	8	2			6
Detector Phase	8	8	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	10.0	15.0	15.0	15.0
Total Split (s)	35.0	35.0	15.0	55.0	40.0	40.0

Build Traffic Volumes

1: Lexington Avenue & Radio Circle

AM Peak Hour
12/10/2015







Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (%)	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Maximum Green (s)	30.0	30.0	10.0	50.0	35.0	35.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
v/c Ratio	0.35	0.33	0.24	0.21	0.40	0.18
Control Delay	32.0	10.5	4.3	3.4	11.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	10.5	4.3	3.4	11.7	2.3
Queue Length 50th (ft)	30	0	19	31	98	0
Queue Length 95th (ft)	66	36	42	64	174	27
Internal Link Dist (ft)	461			131	266	
Turn Bay Length (ft)		150				150
Base Capacity (vph)	782	751	806	1460	1017	940
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.12	0.24	0.21	0.40	0.18

Intersection Summary













Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 69.2
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord

Splits and Phases: 1: Lexington Avenue & Radio Circle

 Ø2					
55 s					
 Ø6		 Ø5		 Ø8	
40 s		15 s		35 s	

Build Traffic Volumes
1: Lexington Avenue & Radio Circle










AM Peak Hour
12/10/2015

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	70	83	180	280	372	156		
Number	3	18	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1900	1872	1872	1853	1853		
Adj Flow Rate, veh/h	76	90	196	304	404	170		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	159	142	692	1423	986	838		
Arrive On Green	0.09	0.09	0.15	0.76	0.53	0.53		
Sat Flow, veh/h	1810	1615	1783	1872	1853	1575		
Grp Volume(v), veh/h	76	90	196	304	404	170		
Grp Sat Flow(s),veh/h/ln	1810	1615	1783	1872	1853	1575		
Q Serve(g_s), s	2.6	3.5	0.0	3.1	8.6	3.7		
Cycle Q Clear(g_c), s	2.6	3.5	0.0	3.1	8.6	3.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	159	142	692	1423	986	838		
V/C Ratio(X)	0.48	0.63	0.28	0.21	0.41	0.20		
Avail Cap(c_a), veh/h	825	736	692	1423	986	838		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	28.6	29.0	9.8	2.3	9.2	8.1		
Incr Delay (d2), s/veh	2.2	4.6	0.2	0.3	1.3	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.4	1.8	2.2	1.7	4.7	1.7		
LnGrp Delay(d),s/veh	30.8	33.6	10.0	2.6	10.5	8.6		
LnGrp LOS	C	C	A	A	B	A		
Approach Vol, veh/h	166			500	574			
Approach Delay, s/veh	32.3			5.5	9.9			
Approach LOS	C			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		55.0			15.0	40.0		10.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		50.0			10.0	35.0		30.0
Max Q Clear Time (g_c+I1), s		0.0			2.0	0.0		5.5
Green Ext Time (p_c), s		0.1			0.1	0.0		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			11.1					
HCM 2010 LOS			B					

Two Way Analysis cannot be performed on Signalized Intersection.

Build Traffic Volumes
2: Lexington Avenue & Site Access

AM Peak Hour
12/10/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	5	20	19	455	434	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.890				0.994	
Flt Protected	0.991			0.998		
Satd. Flow (prot)	1643	0	0	3567	1842	0
Flt Permitted	0.991			0.998		
Satd. Flow (perm)	1643	0	0	3567	1842	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	290			257	211	
Travel Time (s)	6.6			5.8	4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	22	21	495	472	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	516	495	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Build Traffic Volumes
2: Lexington Avenue & Site Access

AM Peak Hour
12/10/2015

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	19	455	434	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	21	495	472	23













Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	772	483	495	0	-	0
Stage 1	483	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.218	-	-	-
Pot Cap-1 Maneuver	352	583	1069	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	342	583	1069	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1069	-	511	-	-
HCM Lane V/C Ratio	0.019	-	0.053	-	-
HCM Control Delay (s)	8.4	0.1	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Build Traffic Volumes
1: Lexington Avenue & Radio Circle

PM Peak Hour
12/10/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	166	167	95	433	356	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-4%			-1%	1%	
Storage Length (ft)	0	150	0			150
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1778	1872	1853	1575
Flt Permitted	0.950		0.475			
Satd. Flow (perm)	1805	1615	889	1872	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		182				132
Link Speed (mph)	30			30	30	
Link Distance (ft)	541			211	346	
Travel Time (s)	12.3			4.8	7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	180	182	103	471	387	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	180	182	103	471	387	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	35	35	35	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	0	0	0
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	8	8	5	2	6	
Permitted Phases	8	8	2			6
Detector Phase	8	8	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	10.0	10.0	10.0	15.0	15.0	15.0
Total Split (s)	35.0	35.0	15.0	55.0	40.0	40.0

Build Traffic Volumes
1: Lexington Avenue & Radio Circle





PM Peak Hour
12/10/2015

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (%)	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Maximum Green (s)	30.0	30.0	10.0	50.0	35.0	35.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
v/c Ratio	0.58	0.42	0.14	0.36	0.40	0.15
Control Delay	35.3	7.7	5.3	6.2	13.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	7.7	5.3	6.2	13.9	3.0
Queue Length 50th (ft)	75	0	13	72	107	0
Queue Length 95th (ft)	133	48	33	146	197	28
Internal Link Dist (ft)	461			131	266	
Turn Bay Length (ft)		150				150
Base Capacity (vph)	746	774	735	1291	976	892
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.14	0.36	0.40	0.15

Intersection Summary













Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.6
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Splits and Phases: 1: Lexington Avenue & Radio Circle

 p2					
55 s					
 p6		 p5		 p8	
40 s	15 s		35 s		

Build Traffic Volumes
1: Lexington Avenue & Radio Circle










PM Peak Hour
12/10/2015

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	166	167	95	433	356	121		
Number	3	18	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1900	1872	1872	1853	1853		
Adj Flow Rate, veh/h	180	182	103	471	387	132		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	278	248	646	1321	915	778		
Arrive On Green	0.15	0.15	0.14	0.71	0.49	0.49		
Sat Flow, veh/h	1810	1615	1783	1872	1853	1575		
Grp Volume(v), veh/h	180	182	103	471	387	132		
Grp Sat Flow(s),veh/h/ln	1810	1615	1783	1872	1853	1575		
Q Serve(g_s), s	6.6	7.6	0.0	7.0	9.5	3.3		
Cycle Q Clear(g_c), s	6.6	7.6	0.0	7.0	9.5	3.3		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	278	248	646	1321	915	778		
V/C Ratio(X)	0.65	0.73	0.16	0.36	0.42	0.17		
Avail Cap(c_a), veh/h	766	684	646	1321	915	778		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	28.2	28.6	11.1	4.1	11.5	9.9		
Incr Delay (d2), s/veh	2.5	4.2	0.1	0.8	1.4	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.5	3.7	1.2	3.8	5.2	1.5		
LnGrp Delay(d),s/veh	30.7	32.8	11.3	4.9	12.9	10.4		
LnGrp LOS	C	C	B	A	B	B		
Approach Vol, veh/h	362			574	519			
Approach Delay, s/veh	31.8			6.0	12.3			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		55.0			15.0	40.0		15.9
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		50.0			10.0	35.0		30.0
Max Q Clear Time (g_c+I1), s		0.0			2.0	0.0		9.6
Green Ext Time (p_c), s		0.1			0.1	0.0		1.3
Intersection Summary								
HCM 2010 Ctrl Delay			14.7					
HCM 2010 LOS			B					

Two Way Analysis cannot be performed on Signalized Intersection.

Build Traffic Volumes
2: Lexington Avenue & Site Access

PM Peak Hour
12/10/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	25	40	0	503	523	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.917					
Flt Protected	0.981					
Satd. Flow (prot)	1676	0	0	3575	1853	0
Flt Permitted	0.981					
Satd. Flow (perm)	1676	0	0	3575	1853	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	290			257	211	
Travel Time (s)	6.6			5.8	4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	43	0	547	568	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	0	547	568	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Build Traffic Volumes
2: Lexington Avenue & Site Access

PM Peak Hour
12/10/2015

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	25	40	0	503	523	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	43	0	547	568	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	841	568	0
Stage 1	568	-	-
Stage 2	273	-	-
Critical Hdwy	6.63	6.23	4.12
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.83	-	-
Follow-up Hdwy	3.519	3.319	2.218
Pot Cap-1 Maneuver	319	521	1004
Stage 1	566	-	-
Stage 2	749	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	319	521	1004
Mov Cap-2 Maneuver	319	-	-
Stage 1	566	-	-
Stage 2	749	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1004	-	419	-	-
HCM Lane V/C Ratio	-	-	0.169	-	-
HCM Control Delay (s)	0	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

GENERAL NOTES:

2. *This plan is for the purpose of highlighting the expected findings of each element to determine the required parking spaces only.*

PAINING **PAINING**

PARTIALS

Downloaded from www.jstor.org/stable/2346120 and all use subject to <http://www.jstor.org/page/info/about/policies/terms.jsp>

L200000, (without 8' or 9'11' increase),
 120000 Spans 00
 11000 Spans



EXISTING FIRST FLOOR



EXISTING SECOND FLOOR

GENERAL NOTES:

2. This plan is for the purpose of achieving the express findings of each finding in determining the required marketing services and


4-15	LOCATED BY	TR
" = 20"	DELETED BY	ALL

EF-1

GRAPHIC SCALE



EXISTING FLOOR PLANS

		ON SITE Environmental Engineering & Construction, Inc. 10000 Highway 100, Suite 100 Houston, Texas 77036	
PROJECT: DECEASED NY CARES EXISTING FLOOR PLANS		2700 South Main, Suite 200, Houston, Texas, TX 77058 PHONE: (713) 861-1111	
DATE: 11-1-85	PROJECT NUMBER: 12504-1-000	DATE: 11-1-85	PROJECT NUMBER: 12504-1-000
BY: JH	BY: JH	BY: JH	BY: JH
REVISION: 1	REVISION: 1	REVISION: 1	REVISION: 1
SCALE: 1/8" = 1'-0"	SCALE: 1/8" = 1'-0"	SCALE: 1/8" = 1'-0"	SCALE: 1/8" = 1'-0"

DATE PLAN RESOLUTION NOTES

[illegible][illegible]

ZENTING + BUILDING CODE DATA:

[illegible]

ESSENTIAL NOTES

[illegible]

Reasoning: answer /
paraphrase
rewording of clause

EXISTING 2-STORY BUILDING

III, SPACES TOTAL

2010-11-11 11:11:11

17030
WATER CENTER
ST. JAMES
WATER CENTER

[illegible]

Scholarship Application

CITY OF NEW YORK
DEPT. OF ENVIRONMENTAL PROTECTION
BUREAU OF WATER SUPPLY
REGULATORY AND INSPECTION PROGRAMS
APPROVED

SUBJECT TO ENHANCED CONDITIONS IN:
 DETERMINATION DATED AUGUST 15, 2013
 NO. 2013-1 + STATE AGENTS
 THE Hon. J. J. 1-2
 M. J. King of Minnesota
 APPROVED: [Signature]
 JUDICIAL EXPENDITURE AUGUST 15, 2013

DATE: 11-15-2011

... used for ...

2. PLAYGROUND. GUIDERAIL & FENCE.

Handwritten: Handwritten

SITE PLAN

LITTLE:
GARDEN
CHILDRE
CENTER
AT
27 RADIO
CIRCLE
MT. KISCO, NY



SAFARI + TRADE
ARCHITECTS
ALAN LEBEDAR
1800 WEST 22ND
CHICAGO - ILL
774.838.1090

[illegible]

DATE	10/1/80
TIME	10:00

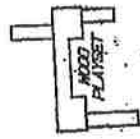
SP. 100
012871112

1 STORY
CONCRETE BLOCK
BUILDING

No. 27

DRIVENWAY

4-9-13 27° 39.50' R-495.85' 39.50' N-17.28' 40.00' H-53.00' 438.74'



DES. POINT

RADIO

CIRCLE

(FORMERLY CLOVER STREET)

KEANE
COPPELMAN
GREGORY
ENGINEERS, P.C.
CIVIL & ENVIRONMENTAL CONSULTANTS
113 SMITH AVENUE, MOUNT KISCO, NEW YORK 10549

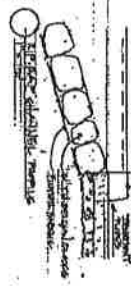
POST DEVELOPMENT
CONTRIBUTING AREA

Division of Highway Engineering
 The project is to be completed by the contractor, who shall be responsible for the maintenance of the project until the completion of the project.
 The project is to be completed by the contractor, who shall be responsible for the maintenance of the project until the completion of the project.
 The project is to be completed by the contractor, who shall be responsible for the maintenance of the project until the completion of the project.

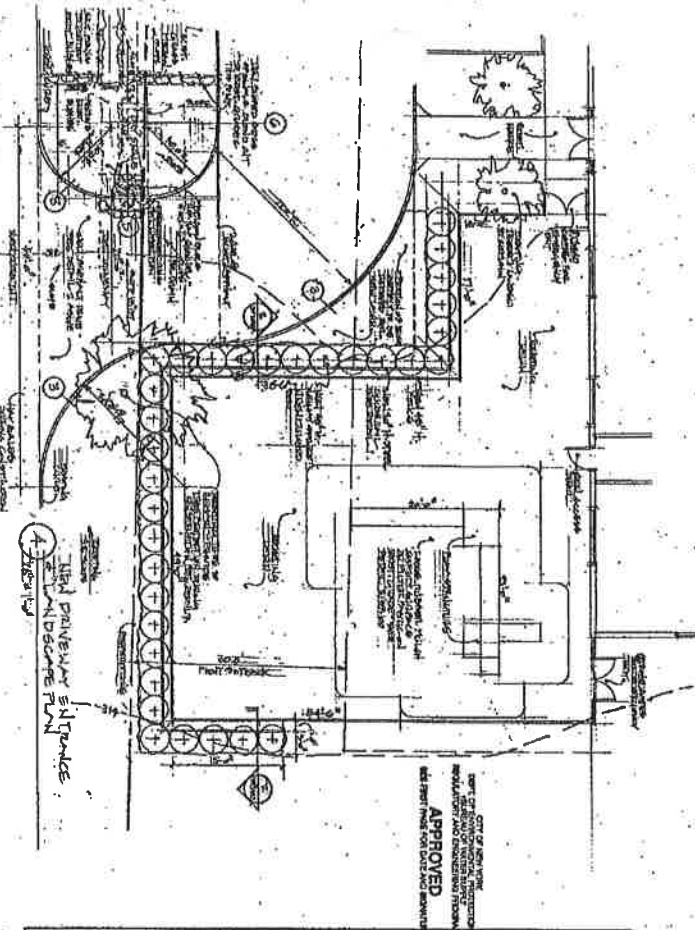


CONCRETE CURB

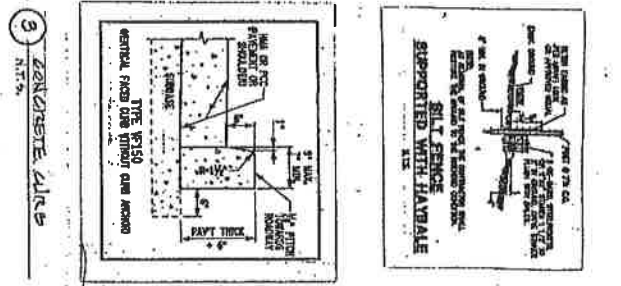
SECTION 1.0 - CONCRETE CURB AND SIDEWALK
 The purpose of this section is to provide the contractor with the necessary information to construct the concrete curb and sidewalk in accordance with the specifications.
 The contractor shall be responsible for the maintenance of the project until the completion of the project.
 The contractor shall be responsible for the maintenance of the project until the completion of the project.



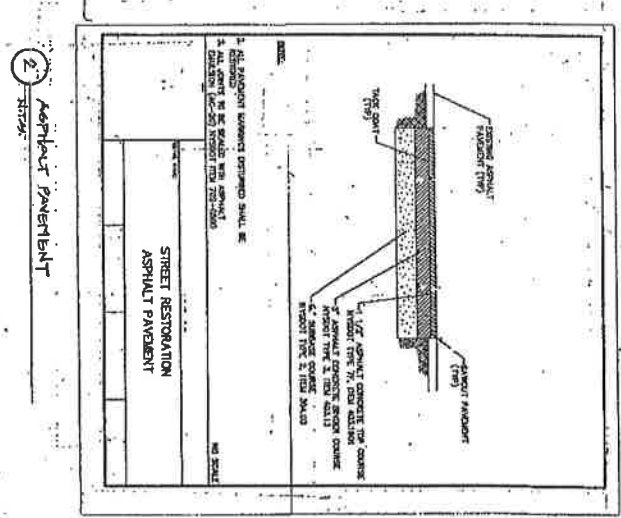
CONCRETE CURB



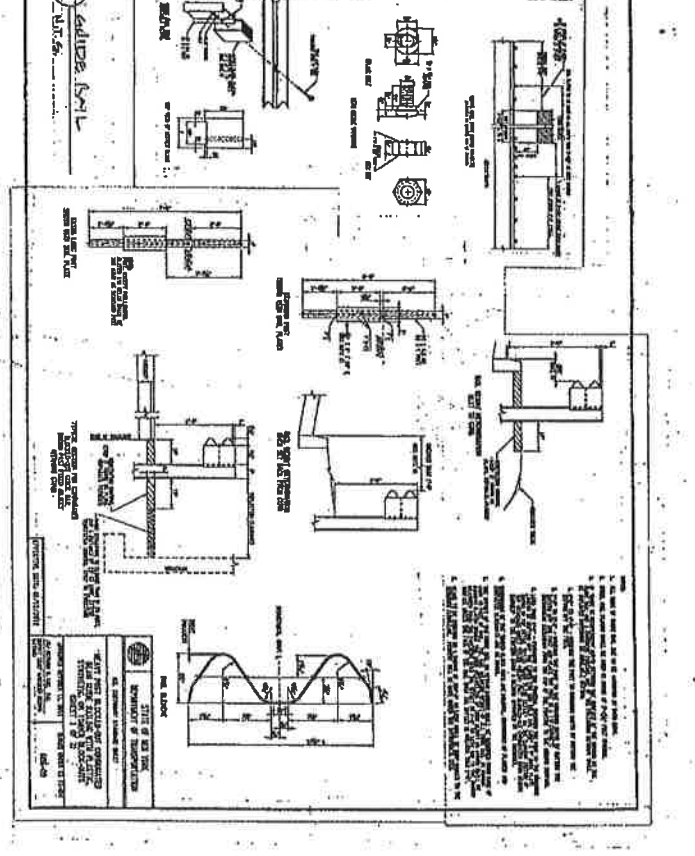
CONCRETE CURB



CONCRETE CURB



CONCRETE CURB



CONCRETE CURB

_J16 Planning Board Calendar
Submissions Deadlines are 21 Days before Meeting Dates
Meetings are the 2nd and 4th Tuesdays of Each Month
7:30 p.m.
 Schedule is subject to change without notice

Submission Deadlines	Meeting Date
December 22, 2015	January 12, 2016
January 5, 2016	January 26, 2016
January 19, 2016	February 9, 2016
February 2, 2016	February 23, 2016
February 16, 2016	March 8, 2016
March 1, 2016	March 22, 2016
March 22, 2015	April 12, 2016
April 5, 2015	April 26, 2016
April 19, 2016	May 10, 2016
May 3, 2016	May 24, 2016
May 24, 2016	June 14, 2016
June 7, 2016	June 28, 2016
June 21, 2016	July 12, 2016
July 19, 2016	August 9, 2016
August 23, 2016	September 13, 2016
September 6, 2016	September 27, 2016
September 20, 2016	October 11, 2016
October 4, 2016	October 25, 2016
October 18, 2016	November 8, 2016
November 1, 2016	November 22, 2016
November 22, 2016	December 13, 2016
December 6, 2016	December 27, 2016

RECEIVED

DEC 04 2015

PLANNING BOARD



VILLAGE/TOWN OF MOUNT KISCO

WESTCHESTER COUNTY, NEW YORK

104 Main Street

Mount Kisco, New York 10549

Planning Board

Beautification Committee

Telephone
(914) 241-0500

MINUTES OF THE MT. KISCO BEAUTIFICATION COMMITTEE
November 4, 2015 Meeting

To: Member of the Beautification Committee, Mayor Michael Cindrich, Village Board of Trustees, Planning Board, Zoning Board

Present: Joan Stewart, Chairman, Pat Reilly, Secretary, Joanne Hauser, Secretary, Andre Ferrara, Joanne Hack, Marci Silverman, Patricia Thompson, Carol Welch, Antoinette Whalen, Cece Yozzo, Maureen Zaccari, Jeanne Zipp

Guest: Joe Luppino

Excused: Harold Hochstein

Absent: Margaret Marcogliese

Joan Stewart Called the Meeting to Order at 1:02 p.m.

Motion to Accept Minutes of October 7 Meeting made by Pat Thompson, Seconded by Cece Yozzo.

Treasurer's Report: Friends of the Beautification Committee remains the same at \$3,449.52.

Village Account: June 1, 2015: \$2500.

Decade of Greenery and Flower Basket Awards: Presentation at Town Board Meeting has been postponed until December 7.

Seed Packets: Marci was in touch with Print Globe and will confirm billing amount; they indicated 100 packets would cost \$525, same as previous order. Pat will give Marci a check.

Residential Garden Contest: We will move forward with copying flyers and forms, which will be available in Town Hall, the Library and on Village web and TV site. Andre will work with Marci, answering email requests for information from residents. We will also pursue Recreation Dept (Camp sign-up).

Gertrude Goldstein Memorial: A tree with a plaque would be a wonderful memorial, and Marci suggested an Elm or Copper Beech. She will check with the Highway Dept. to see what space would work near Village Hall. Now is the best time to plant.

There will not be a meeting in December.

Cece Motioned to Adjourn at 2:26, Seconded by Maureen.

Next Meeting: January 6, 2016
Luncheon hosted by Pat Reilly

AGENDA

Treasurer's Report
Mt. Kisco Elementary School Planting Project
Wildflower Seed Packets
Residential Garden Contest
Memorial