

E. Traffic and Parking

Since the completion of the Traffic Impact Study, the project has been reduced from 65 units to 61 units. Therefore the analysis and comparison of the No-Build and Build Condition included in the Traffic Impact Study is conservative.

1. Existing Conditions

The proposed 61 unit age-targeted development is located on Kensington Road in the Village of Bronxville. The site currently consists of three separate parking lots, providing approximately 179 at-grade parking spaces for use by the Village.

As part of the Project, the Applicant will construct a 300 space parking garage with 100 of the parking spaces for the condominium units and 200 of the parking spaces for use by the Village to replace the existing 179 parking spaces. It should be noted that access to the northbound Metro-North Railroad Bronxville Station platform would be provided from the parking garage. The parking garage will be served via an improved single full movement driveway connection to Kensington Road. At present, there are 21 metered spaces along Kensington Road in front of the parking lots. As part of the street improvements, metered parking spaces in the vicinity of the proposed driveways will be eliminated (approximately six spaces) and replaced with a sidewalk and landscaped elements. As a minimum, a line of sight of 200 feet or greater will be provided.

a. Existing Roadway Network

The following is a brief description of the roadways in the vicinity of the project site. Further description of each study area intersection including lane geometry, traffic control and existing and future Levels of Service is included in Section III.E-2 of this DEIS. Copies of the capacity analysis, which includes lane widths, number of lanes, traffic control and signal timings for each of the analyzed intersections, where appropriate are included [Appendix D](#) of this DEIS.

Regional access to the project site is provided via the Bronx River Parkway and Sprain Brook Parkways, which run west of the Village. The Cross County Parkway and Hutchinson River Parkways are within one-mile of the border of the Village of Bronxville. The site is served by Sagamore Road and Kensington Road to the north and by the Sagamore Road/Pondfield Road/Kraft Avenue traffic circle to the south.

Kensington Road - Kensington Road is a two lane local road, which provides access to three parking lots that comprise the project site. Metered parking is provided along Kensington Road in the vicinity of the project site. Signage posted on Kensington Road prohibits truck traffic (except for local deliveries) and also prohibits through traffic. South of

the projects site, Kensington Road intersects with Sagamore Road and the Sagamore Road/Pondfield Road/Kraft Avenue traffic circle.

Sagamore Road - Sagamore Road is a two-lane road, which provides access to the project site to/from the north and provides access to/from the south via the Sagamore Road/Pondfield Road/Kraft Avenue traffic circle. Metered parking is also provided along Sagamore Road.

Pondfield Road - Pondfield Road is a two-lane road, which provides access to/from the southwest/southeast via the Sagamore Road/Pondfield Road/Kraft Avenue traffic circle.

Kraft Avenue - Kraft Avenue is a two-lane local road, which also provides access to/from the southwest/southeast via the Sagamore Road/Pondfield Road/Kraft Avenue traffic circle.

b. Previously Completed Traffic Impact Analyses

The proposed project site was the subject of a DEIS completed in 1994 for the Kensington Manor residential development. The Kensington Manor DEIS included a traffic impact study for the proposed 90 unit age-restricted housing project. Because this study is over ten years old, the data contained in that report is outdated and was not used in this report.

c. Pedestrian Access to the Metro-North Railroad Platforms

As previously noted, the project site currently consists of three parking lots (with 179 at-grade parking spaces), which are not interconnected. Each of the parking lots has access to Kensington Road. Only the middle lot has access to the Metro-North Railroad northbound platform.

Since the stairway to the southbound platform serves not only the three parking lots on Kensington Road, but also residences along Kensington Road and additional commuters who are dropped off at the circle, it is impossible to differentiate between the various user groups. As such, no counts were conducted. However, it should be noted that access to the northbound platform would be maintained in the future from the proposed parking garage.

As part of the project, the Applicant is constructing a 300 space parking garage with approximately 200 parking spaces for use by the Village. Access to Kensington Road and the northbound platform will be provided from the parking garage, at the southern end of the site, and from the pedestrian courtyard located between the two proposed buildings. As a result, the new parking garage will now provide covered parking with improved access to and from the northbound platform. An additional

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benefit would occur during the evening (PM) hour with this improved access since commuters will have direct access to the parking garage thereby reducing the use of Kensington Road. It is anticipated that improved pedestrian circulation patterns will occur for both the north and southbound platforms.

d. Existing Parking Utilization

A parking utilization study was completed in June to determine the peak demand at the existing parking lots. The results of the utilization study are presented in Table III.E-1.

**Table III.E-1
Parking Utilization Study**

Date	Time	Lot A (North Lot)	Lot B (Middle Lot)	Lot C (South Lot)	Total
Capacity		50	84	45	179
Monday	1130 AM	23	58	50	131
Tues	9AM	20	55	29	104
	12PM	20	59	37	116
	7PM	21	33	7	61
Wednesday	1030AM	21	58	42	121
	1215PM	17	57	42	116
	730PM	25	29	15	69

As shown in Table III.E-1, of the 179 parking spots available in the three existing at-grade lots, a maximum of 131 spaces are occupied in the Monday AM observation hour.

e. Existing (2004) Traffic Volumes

In order to identify current traffic conditions in the vicinity of the site, turning movement counts were conducted at key intersections in May 2004 and January 2005 between the hours of 7:00 AM and 9:30 AM to determine the Weekday Peak AM Highway Hour and between the hours of 4:00 PM and 6:30 PM to determine the Weekday Peak PM Highway Hour. This information was used to establish the Year 2004 Existing Traffic Volumes for the Weekday Peak AM and Weekday Peak PM Highway Hours at the following locations as outlined in the project Scoping Document:

1. Sagamore Road at the Traffic Circle
2. Pondfield Road at the Traffic Circle
3. Kraft Avenue at the Traffic Circle

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4. Sagamore Road and Kensington Road
5. Kensington Road and Existing Parking Lot #1 (southern lot)
6. Kensington Road and Existing Parking Lot #2 (middle lot)
7. Kensington Road and Existing Parking Lot #3 (northern lot)
8. Kensington Road and Beechtree Lane

Based upon a review of the traffic counts, the peak hours were generally identified as follows.

Weekday Peak AM Highway Hour - 7:30 AM - 8:30 AM

Weekday Peak PM Highway Hour - 4:30 PM - 5:30 PM

The resulting Year 2004 Existing Traffic Volumes are shown on **Exhibits III.E-1 and III.E-2** for each of the peak hours.

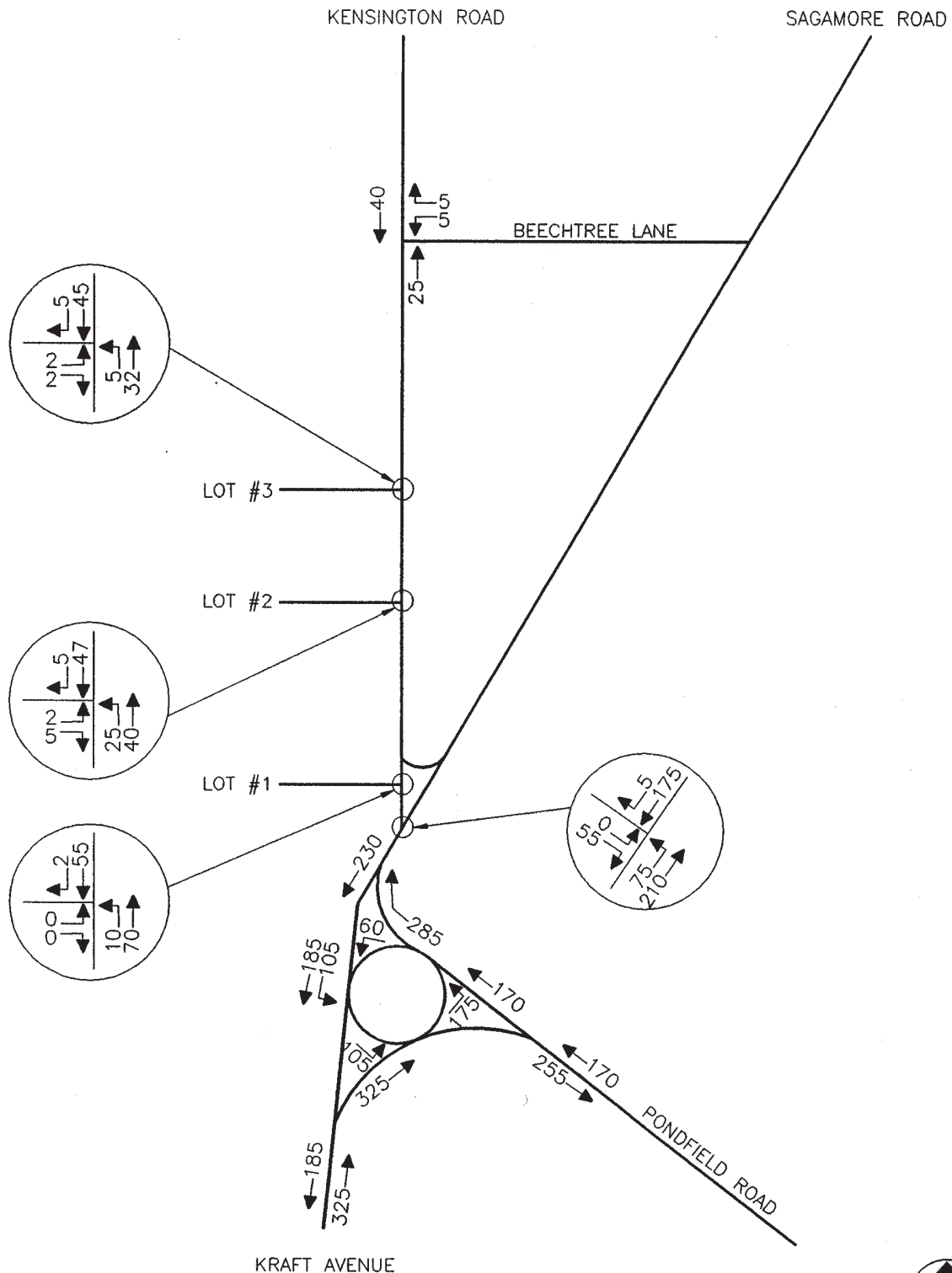
f. Accident Data

Accident data was obtained from the New York State of Department of Transportation Records Access Office for the latest available three-year period. A summary of the accident data is contained in **Appendix D** of this DEIS.

2. Potential Impacts

a. Year 2007 Future No-Build Traffic Volumes

For the purpose of analysis, a Design Year of 2007 has been utilized in completing the traffic analysis. In order to account for normal background growth in the area as well as other potential development growth, the Year 2004 Existing Traffic Volumes were increased by a conservative growth factor of 1.5% per year to the 2007 Design Year for a total background growth of 4.5% resulting in the Year 2007 No-Build Traffic Volumes. The Village Engineer from the Village of Bronxville has indicated that there are currently no pending or approved development projects located



NOTE: LINE DIAGRAM NOT TO SCALE



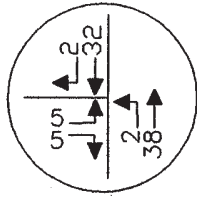
Exhibit III.E-1
2004 EXISTING TRAFFIC VOLUMES - WEEKDAY PEAK AM HIGHWAY HOUR

THE KENSINGTON
Village of Bronxville, New York

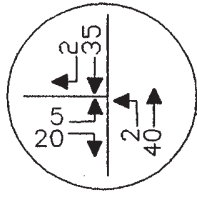
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KENSINGTON ROAD

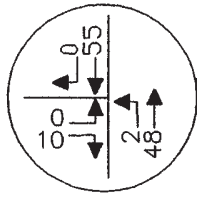
SAGAMORE ROAD



LOT #3

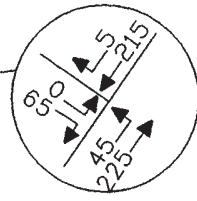


LOT #2



LOT #1

BEECHTREE LANE



KRAFT AVENUE

NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-2
**2004 EXISTING TRAFFIC
 VOLUMES - WEEKDAY
 PEAK PM HIGHWAY HOUR**

**THE KENSINGTON
 Village of Bronxville, New York**

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within the Village of Bronxville. As such, no other project generated traffic volumes were added to the No-Build traffic network,

The resulting Year 2007 No-Build Traffic Volumes are shown in Exhibits III.E-3 and III.E-4.

b. Site Generated Traffic Volumes

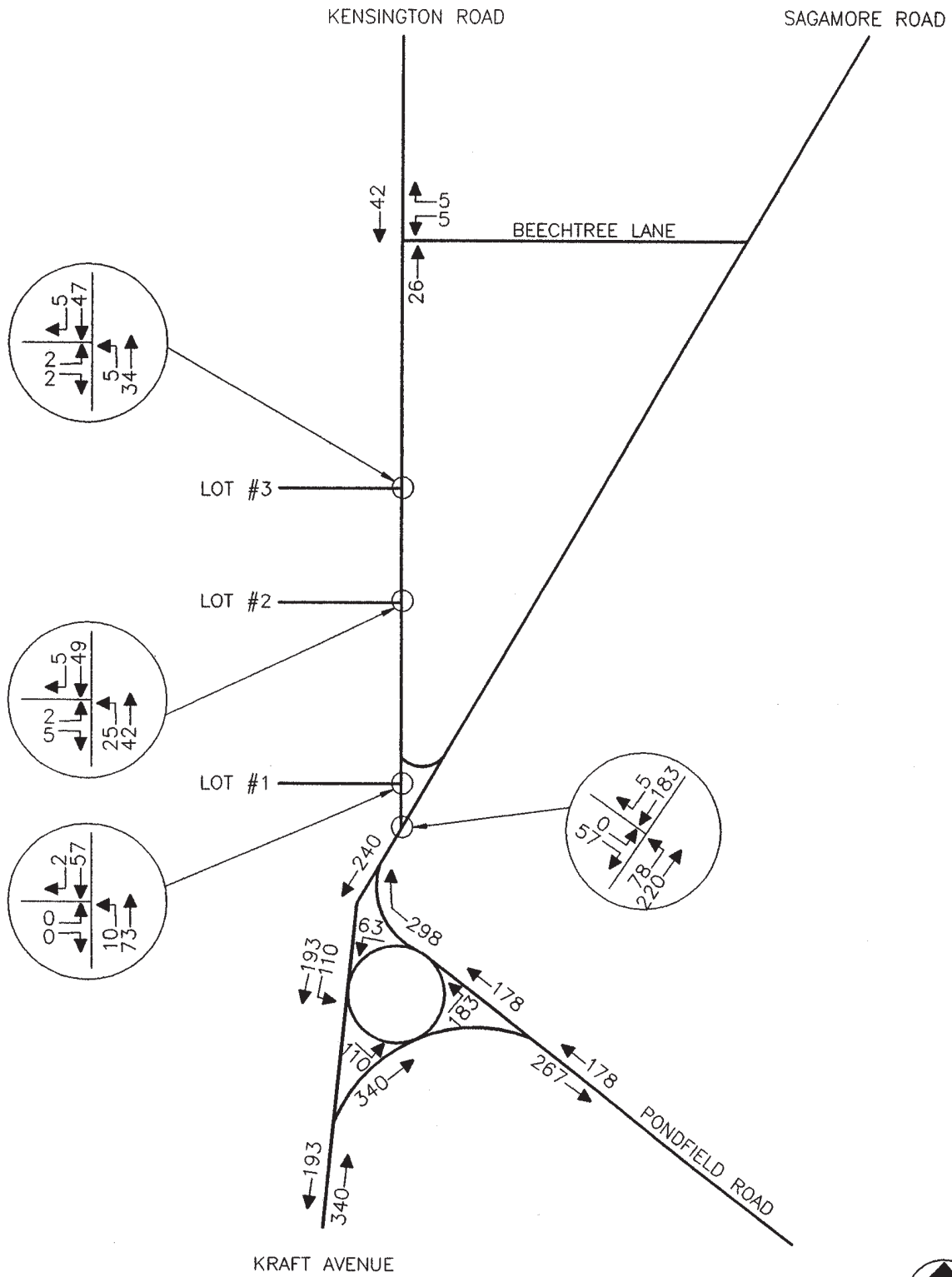
In order to estimate the amount of traffic to be generated by the proposed 61 condominium units during each of the peak hours, the hourly trip generation rates and anticipated site generated traffic volumes were developed based on information published by the Institute of Transportation Engineers (ITE) - ITE Land Use 230. It should be noted these rates reflect typical condominium type units and were not adjusted to reflect lower age-targeted rates or a reduction in rates due to the close proximity of the train-station. Table III.E-1, summarizes the trip generation rates and anticipated site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours.

**Table III.E-2
Hourly Trip Generation Rates and
Anticipated Site Generated Traffic Volumes**

	Entry		Exit		Total Volumes
	HTGR*	Volume	HTGR*	Volume	
Weekday PEAK AM Highway Hour	0.10	7	0.46	30	37
Weekday PEAK PM Highway Hour	0.44	29	0.21	14	43

* The hourly trip generation rates (HTGR) are based on data published by the Institute of Transportation Engineers (ITE) as contained in *the ITE Trip Generation Handbook, 7th Edition, 2003*. ITE Land Use 230 – Residential Condominium/Townhouse

As shown on Table III.E-1, the proposed 61 condominium units are estimated to generate a total of 37 vehicles (7 entering vehicles and 30 exiting vehicles) during the Weekday Peak AM Highway Hour and a total of 43 vehicles (29 entering vehicles and 14 exiting vehicles) during the Weekday Peak PM Highway Hour. As previously noted, the project has been reduced from 65 units to 61 units. The decreased unit count would result in a total of three fewer vehicles during the weekday peak AM highway hour and a total of three fewer vehicles in the weekday peak PM highway hour. Therefore the analysis and comparison of the No-Build to Build condition is conservative. It should be noted that traffic generated by the proposed 200 Village parking spaces are already accounted for as part of the existing traffic volumes.

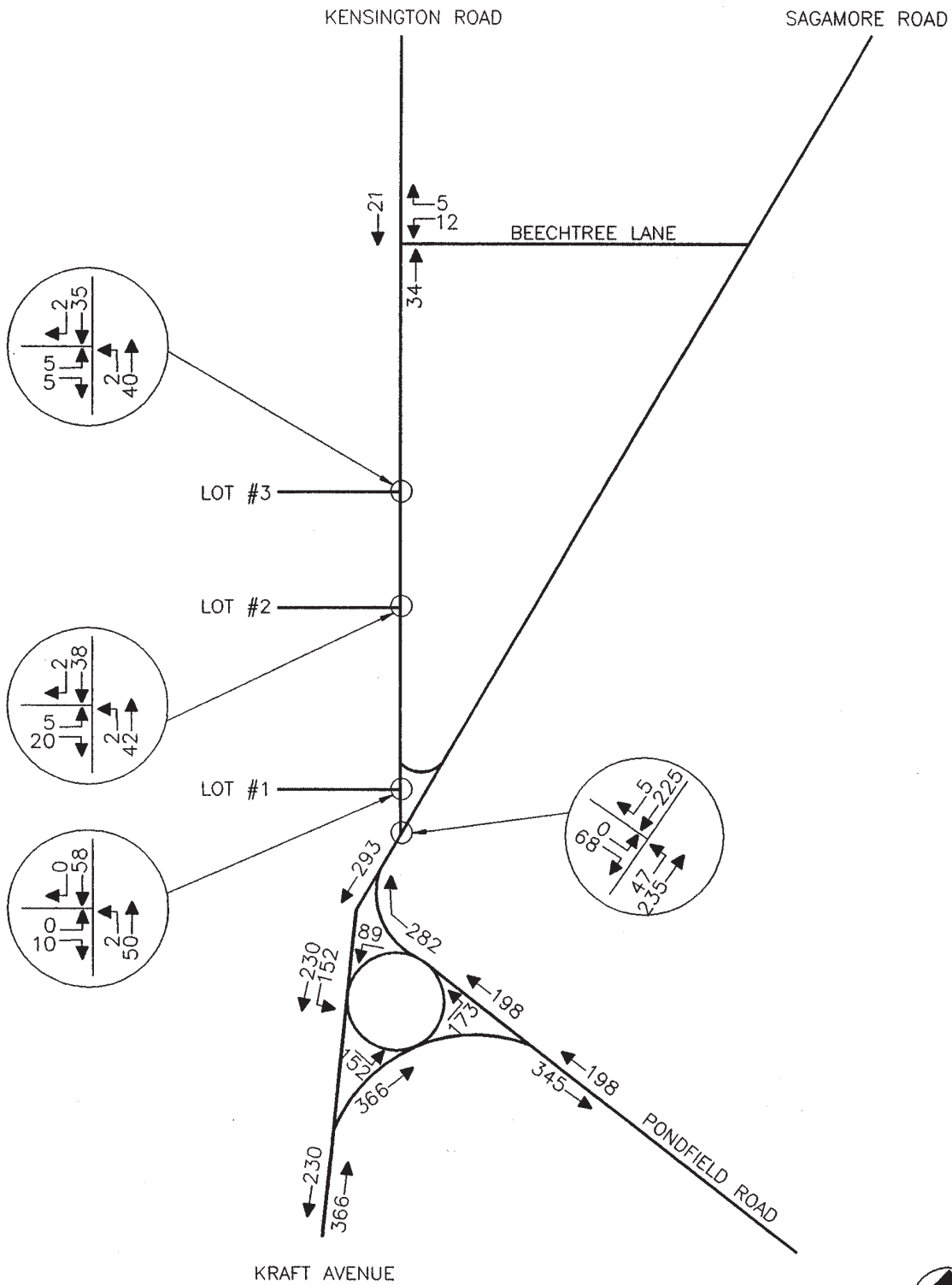


NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-3
2007 NO-BUILD TRAFFIC VOLUMES - WEEKDAY PEAK AM HIGHWAY HOUR

THE KENSINGTON
Village of Bronxville, New York



NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-4
**2007 NO-BUILD TRAFFIC
 VOLUMES - WEEKDAY
 PEAK PM HIGHWAY HOUR**

**THE KENSINGTON
 Village of Bronxville, New York**

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c. Arrival and Departure Distribution

In order to assign the site generated traffic volumes to the roadway network, it was necessary to establish an arrival/departure distribution. Based on a review of the existing traffic volumes and expected travel patterns for this development, the arrival and departure distributions were established and are shown on Exhibits III.E-5 and III.E-6, respectively.

d. Year 2007 Build Traffic Volumes

The site generated traffic volumes for the proposed 61 condominium units were assigned to the roadway network based on the arrival and departure distribution patterns referenced above. The resulting site generated traffic volumes are shown on Exhibits III.E-7 and III.E-8 for each of the peak hour, respectively. These volumes were then added to the Year 2007 No-Build Traffic Volumes to obtain the Year 2007 Build Traffic Volumes (with the proposed development).

The resulting Year 2007 Build Traffic Volumes are shown on Exhibits III.E-9 and III.E -10 each of the peak hours, respectively.

As discussed in Section III.E.1, the parking garage will be served via a single full movement driveway connection to Kensington Road. As a result, the existing peak hour traffic volumes from the south, middle and northern parking lots were assigned to the new site access.

e. Traffic Impact Analysis

Methodology

In order to determine existing and future traffic operating conditions at the study area locations, capacity analysis were performed based on the 2000 Highway Capacity Manual. The following is a description of the analysis method utilized in this report.

The unsignalized intersection capacity analysis method utilized in this report was performed in accordance with the procedures described in the 2000 Highway Capacity Manual, published by the Transportation Research Board. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection as well as for the overall intersection. Additional information concerning Levels of Service for unsignalized intersections can be found in Appendix D of this DEIS.

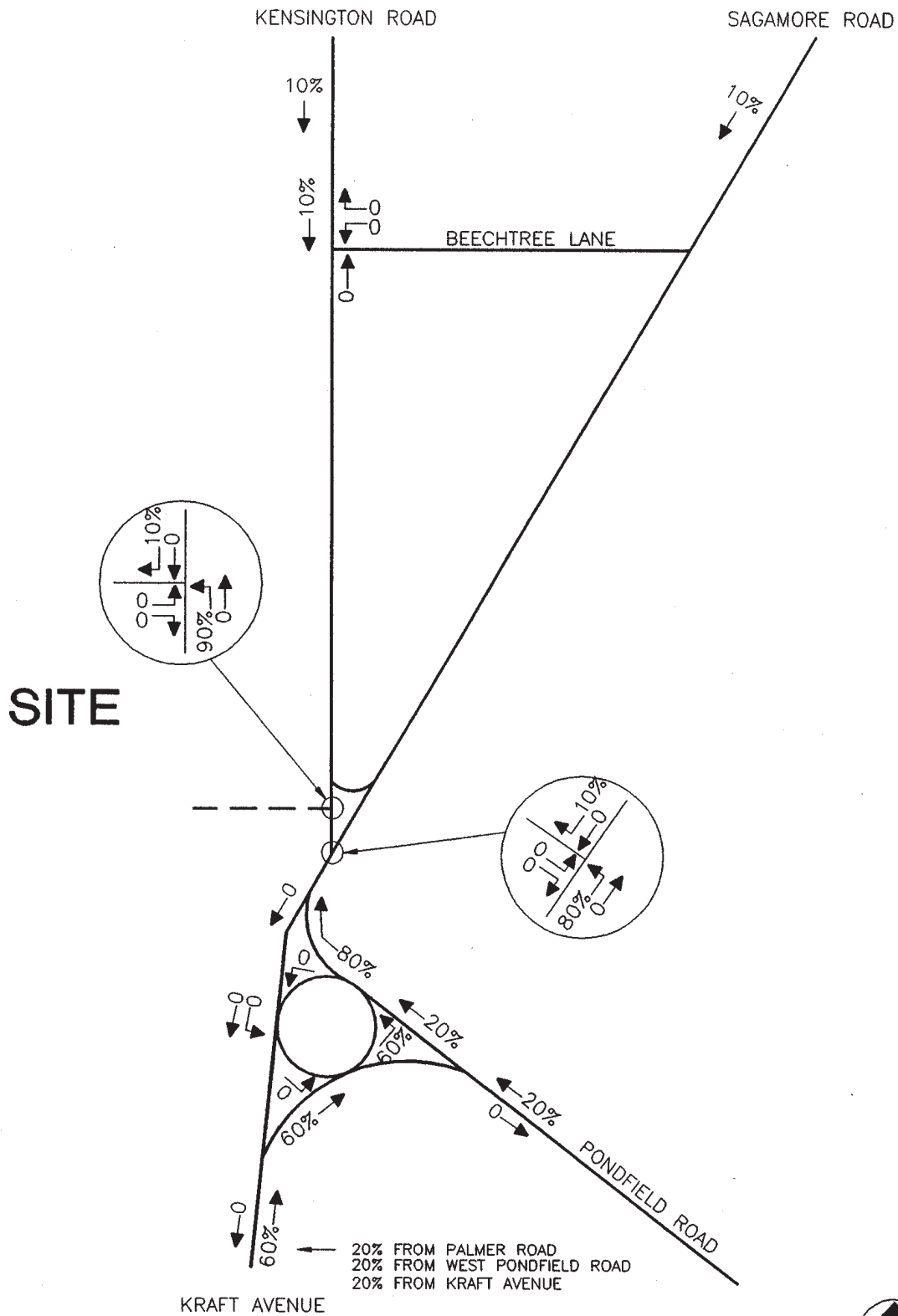
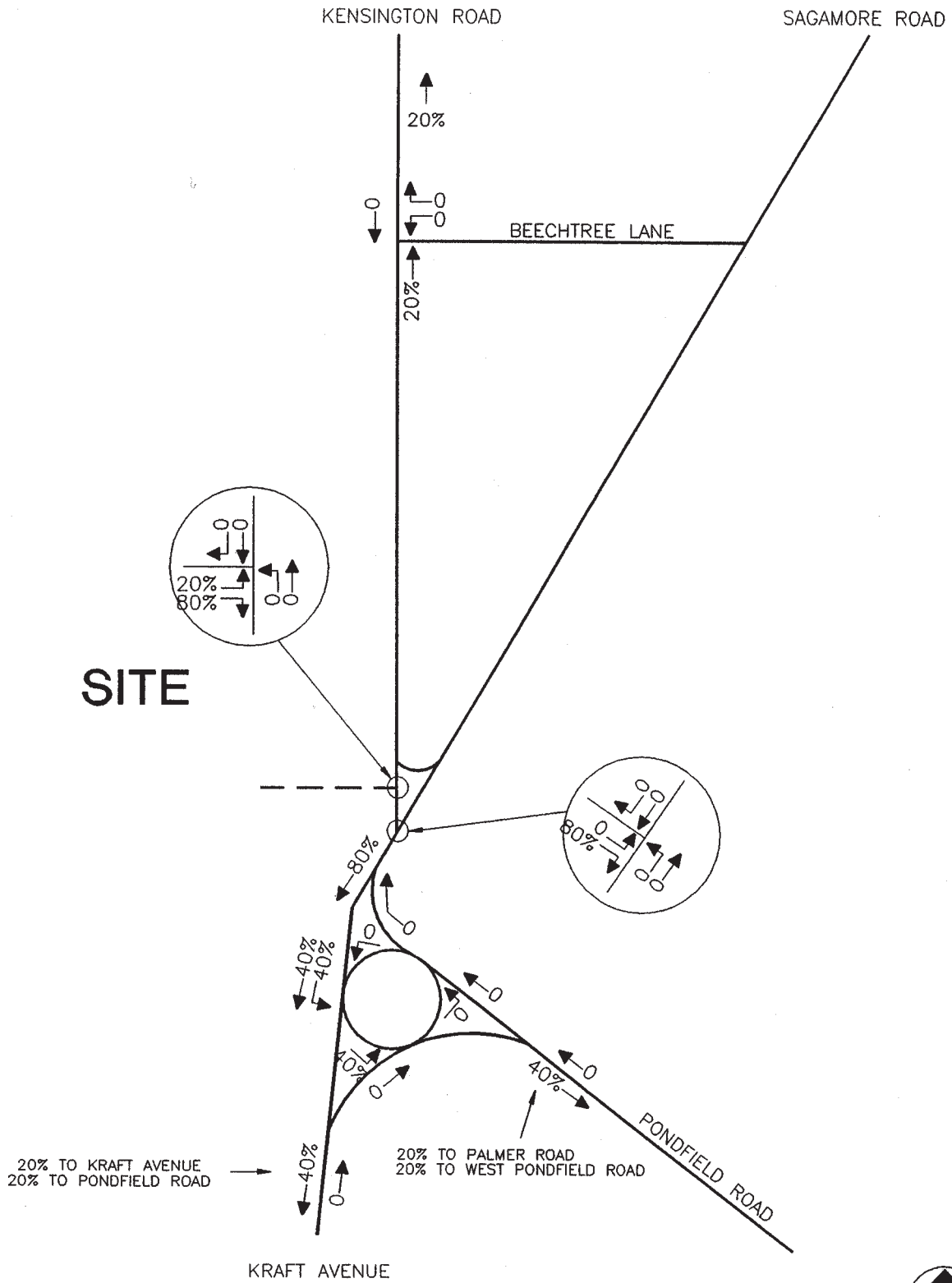


Exhibit III.E-5
ARRIVAL DISTRIBUTION

THE KENSINGTON
Village of Bronxville, New York

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SITE

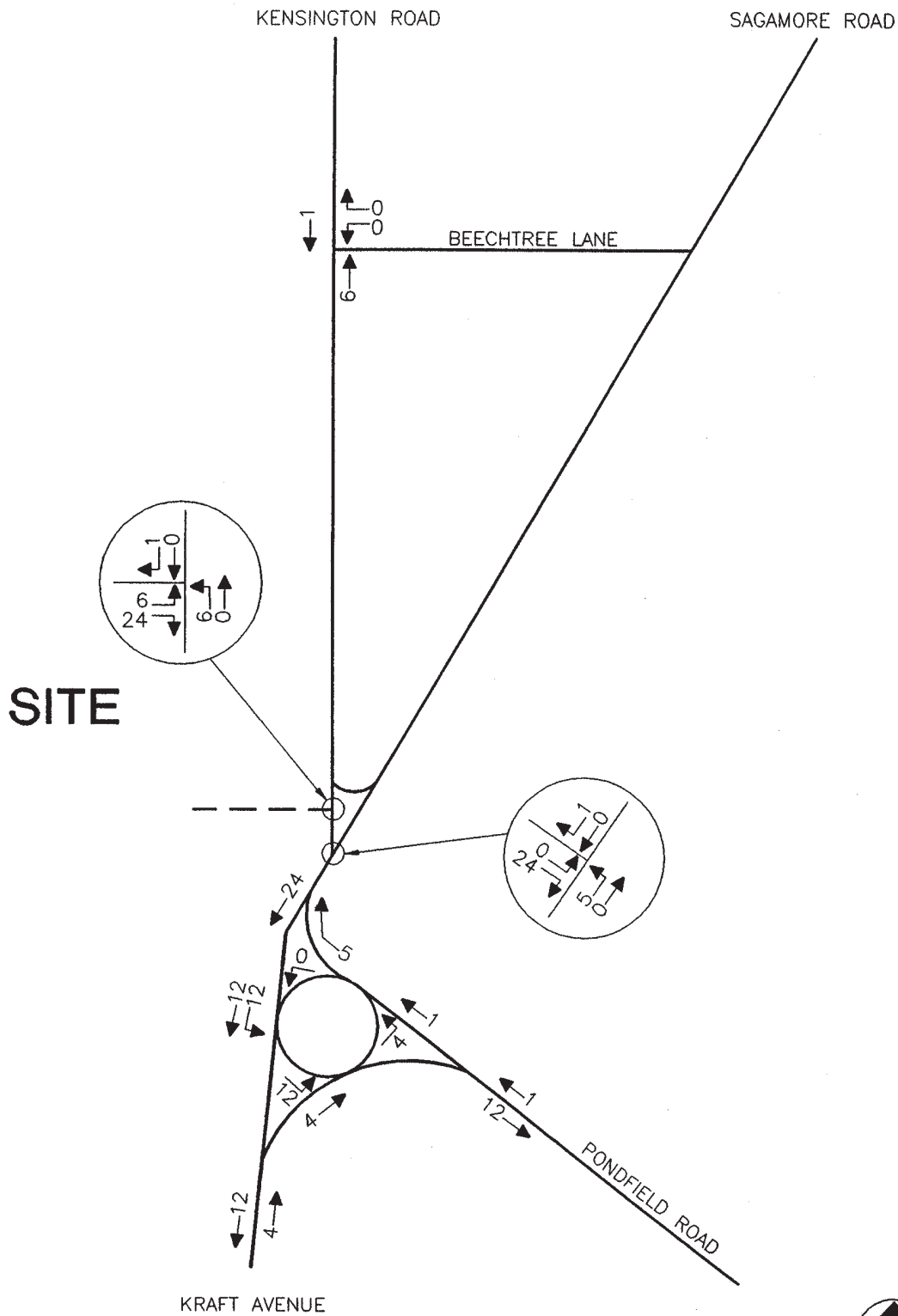
NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-6
DEPARTURE DISTRIBUTION

THE KENSINGTON
Village of Bronxville, New York

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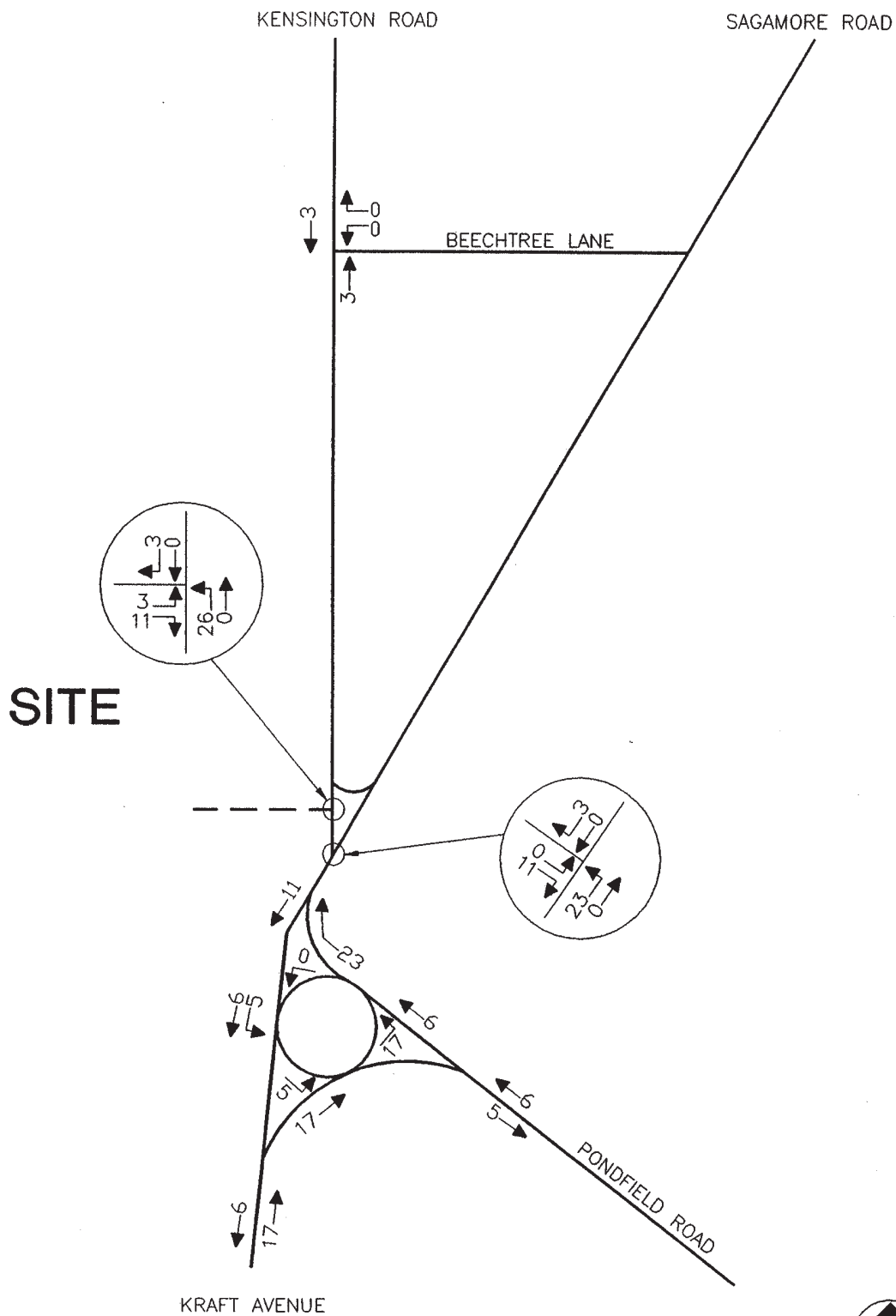
NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-7
**SITE GENERATED TRAFFIC
 VOLUMES - WEEKDAY
 PEAK AM HIGHWAY HOUR**

**THE KENSINGTON
 Village of Bronxville, New York**

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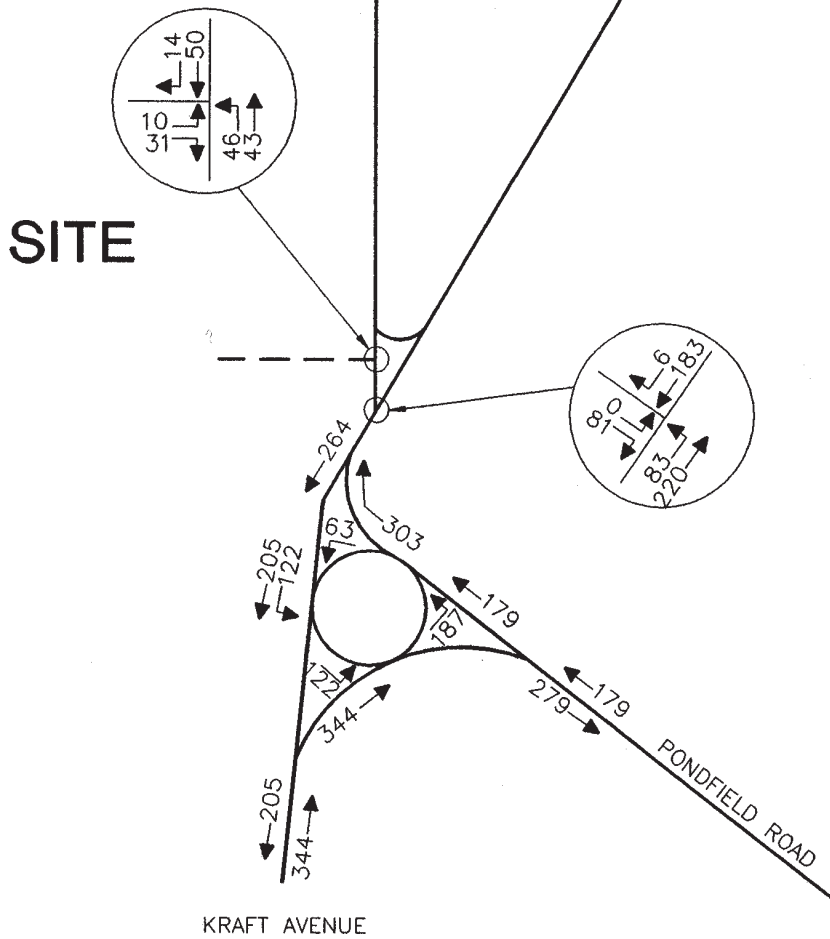
NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-8
**SITE GENERATED TRAFFIC
 VOLUMES - WEEKDAY
 PEAK PM HIGHWAY HOUR**

**THE KENSINGTON
 Village of Bronxville, New York**

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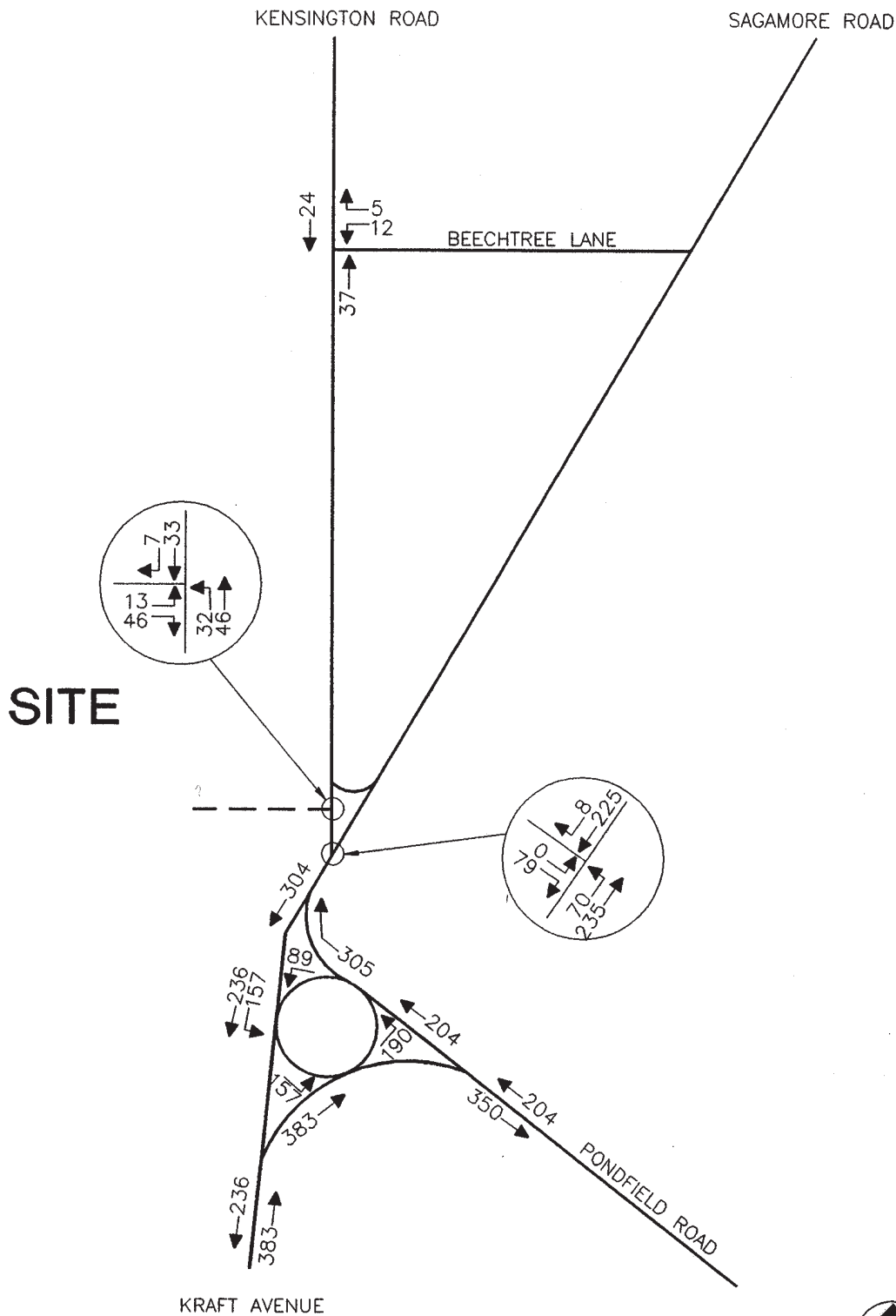
NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-9
**2007 BUILD TRAFFIC
 VOLUMES - WEEKDAY
 PEAK AM HIGHWAY HOUR**

**THE KENSINGTON
 Village of Bronxville, New York**

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SITE

NOTE: LINE DIAGRAM NOT TO SCALE



Exhibit III.E-10
**2007 BUILD TRAFFIC
 VOLUMES - WEEKDAY
 PEAK PM HIGHWAY HOUR**

**THE KENSINGTON
 Village of Bronxville, New York**

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Analysis

In order to evaluate current and future traffic operating conditions, capacity analyses were conducted for each of the study area intersections utilizing the procedures described above. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service.

Table III.E-2 summarizes the Levels of Service and delays for the Year 2004 Existing, Year 2007 No-Build and Year 2007 Build Conditions. Copies of the capacity analysis are contained in **Appendix D** of this DEIS.

**Table III.E -3
Level of Service Summary Table**

Location	Year 2004 Existing		Year 2007 No Build		Year 2007 Build	
	AM	PM	AM	PM	AM	PM
Sagamore Rd./Traffic Circle	B (11.4)	B (12.5)	B (11.5)	B (12.8)	B (11.9)	B (13.0)
Pondfield Rd./Traffic Circle	B (12.1)	B (12.2)	B (12.3)	B (12.5)	B (12.4)	B (12.9)
Kraft Ave./Traffic Circle	B (13.8)	C (15.5)	B (14.2)	C (16.3)	B (14.7)	C (17.3)
Sagamore Rd./Kensington Rd.						
Major Movement NB L / Thru	A (7.8)	A (7.9)	A (7.9)	A (7.9)	A (7.9)	A (8.0)
Minor Movement EB L */ Right	B (10.4)	B (10.8)	B (10.6)	B (11.0)	B (10.7)	B (11.1)
Kensington Rd. / south parking lot (#1)						
Major Movement NB L / Thru	A (7.4)	A (7.4)	A (7.4)	A (7.4)	-	-
Minor Movement EB L/ Right	A (9.2)	A (8.8)	A (9.2)	A (8.8)	-	-
Kensington Rd. / middle parking lot (#2)						
Major Movement NB L / Thru	A (7.4)	A (7.3)	A (7.4)	A (7.3)	-	-
Minor Movement EB L/ Right	A (8.9)	A (8.8)	A (9.0)	A (8.8)	-	-
Kensington Rd. / north parking lot (#3)						
Major Movement NB L / Thru	A (7.4)	A (7.3)	A (7.4)	A (7.3)	-	-
Minor Movement EB L/ Right	A (8.9)	A (8.8)	A (8.9)	A (8.9)	-	-
Kensington Road/Site Driveway						
Major Movement NB L / Thru	-	-	-	-	A (7.5)	A (7.4)
Minor Movement EB L/ Right	-	-	-	-	A (9.4)	A (9.2)
Kensington Road/Beechtree Lane						
Minor Movement WB L/ Right	A (8.8)	A (8.9)	A (8.8)	A (8.9)	A (8.8)	A (8.9)

* Left turns prohibited

The table summarizes the Levels of Service and Average Total Delay (in seconds), B (10.9) for the Critical Movements for the unsignalized intersections.

1. Sagamore Road/Pondfield Road/Kraft Avenue Traffic Circle

The existing traffic circle facilitates movements between Sagamore Road, Pondfield Road and Kraft Avenue and is discussed in more detail below:

Sagamore Road at the Traffic Circle - Southbound traffic entering the traffic circle from Sagamore Road is under “stop” sign control allowing the Pondfield Road traffic (westbound traffic) to operate under free flow conditions. Capacity analysis conducted utilizing the Year 2004 Existing Traffic Volumes indicates that this leg of the traffic circle is currently operating at a Level of Service “B” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2007 No-Build and Year 2007 Build Traffic Volumes indicates that this leg of the traffic circle *will continue operate at a Level of Service “B”* during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Pondfield Road at the Traffic Circle - Kraft Avenue traffic (northbound traffic) approaching Pondfield Road is under “yield” sign control. Capacity analysis conducted utilizing the Year 2004 Existing Traffic Volumes indicates that this leg of the traffic circle is currently operating at a Level of Service “B” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2007 No-Build and Year 2007 Build Traffic Volumes indicates that this leg of the traffic circle *will continue operate at a Level of Service “B”* during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Kraft Avenue at the Traffic Circle - Northbound traffic entering the traffic circle from Kraft Avenue is under “yield” sign control allowing the Sagamore Road traffic (westbound traffic) to operate under free flow conditions. Capacity analysis conducted utilizing the Year 2004 Existing Traffic Volumes indicates that this leg of the traffic circle is currently operating at a Level of Service “B” during the Weekday Peak AM Highway Hour and is currently operating at a Level of Service “C” during the Weekday Peak PM Highway Hour.

Capacity analysis conducted utilizing the Year 2007 No-Build and Year 2007 Build Traffic Volumes indicates that this leg of the traffic circle *will continue operate at a Level of Service “B”* during the Weekday Peak AM Highway Hour and will continue to operate at a Level of Service “C” during the Weekday Peak PM Highway Hour.

2. Sagamore Road and Kensington Road

Kensington Road intersects with Sagamore Road at an unsignalized intersection. All movements to the intersection consist of one lane and the Kensington Road approach is “yield” sign controlled. At this intersection, left turns exiting Kensington Road are prohibited. Capacity analysis conducted utilizing the Year 2004 Existing Traffic Volumes indicates that all movements to the intersection are currently operating at a Level of Service “B” or better during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2007 No-Build and Year 2007 Build Traffic Volumes indicates that all movements to the intersection ***will continue operate at a Level of Service “B”*** or better during the Weekday Peak AM and Weekday Peak PM Highway Hours.

3. Kensington Road and Existing Parking Lot Driveways

Capacity analysis conducted at each of the existing parking lots driveways (#1 – south lot, #2 – middle lot; and #3 – north lot) utilizing the Year 2004 Existing Traffic Volumes indicates all movements are currently operating at a Level of Service “A” during the Weekday Peak AM and Weekday Peak PM Highway Hours. Capacity analysis conducted utilizing the Year 2007 No-Build and Year 2007 Build Traffic Volumes indicates that all movements ***will continue operate at a Level of Service “A”*** during the Weekday Peak AM and Weekday Peak PM Highway Hours.

4. Kensington Road and Proposed Site Driveway

The parking garage will be served via a single full movement driveway connection to Kensington Road. Capacity analysis conducted utilizing the Year 2007 Build Traffic Volumes indicates that all movements ***will operate at a Level of Service “A”*** during the Weekday Peak AM and Weekday Peak PM Highway Hours.

5. Kensington Road and Beechtree Lane

Beechtree Lane intersects with Kensington Road at a unsignalized intersection. All movements to the intersection consist of one lane. The Beechtree Lane approach is one way westbound and is “stop” sign controlled. Capacity analysis conducted utilizing the Year 2004 Existing Traffic Volumes indicates that all movements to the intersection are currently operating at a Level of Service “A” during the Weekday Peak AM and Weekday Peak PM Highway Hours.

Capacity analysis conducted utilizing the Year 2007 No-Build and Year 2007 Build Traffic Volumes indicates that all movements to the intersection *will continue operate at a Level of Service "A"* during the Weekday Peak AM and Weekday Peak PM Highway Hours.\

f. Point of Access Sight Distance

The parking garage will be served via an improved single full movement driveway connection to Kensington Road. With the new reconfigured site driveway and removal of adjacent metered parking sight lines will be improved. As part of the street improvements, metered parking spaces in the vicinity of the proposed driveways will be eliminated and replaced with a sidewalk and landscaped elements. As a minimum, a line of sight of 200 feet or greater will be provided.

g. Temporary Displacement of Municipal Parking

There are 179 municipal parking spaces located on the site. As shown in Table III.E-1, the results of the parking utilization study revealed a maximum demand of 131 spaces within the three lots (during the Monday AM observation hour) and four on-street metered parking spaces were utilized in the Tues and Wednesday AM hours.

The Village of Bronxville has agreed in its contract with the Applicant to undertake the obligation to implement such measures as may be necessary to relocate the existing parking spaces. Village professional staff is currently reviewing several alternative locations, which could accommodate temporary parking and will be in a better position to discuss these alternatives at the conclusion of their review in early fall.

3. Proposed Mitigation

As summarized in this study, the traffic generated by the proposed development will not significantly impact the roadway system in the vicinity of the site. Based on the analysis contained in this Report, similar Levels of Service and delays will be experienced under Future No-Build and Future Build Conditions.