



May 21, 2018

Town of Ossining
Planning/Architectural Review Board
John-Paul Rodrigues Operations Center
101 Route 9A - P.O. Box 1166
Town of Ossining, NY 10562
Attn: Ching Wah Chin, Chair

**RE: Traffic Assessment Letter Report
Proposed The Learning Experience Day Care Center
530 North State Road
Town of Ossining, Westchester County, New York 10510
Section 90.15, Block 2, Lot 18
SE&D Job No: L-17103**

Dear Chair Chin:

Stonefield Engineering and Design, LLC (Stonefield) has prepared this report to discuss the traffic and parking characteristics of the proposed The Learning Experience (TLE) day care center and its potential impact on the adjacent roadway network. The subject property is located at 530 North State Road in the Town of Ossining, Westchester County, New York. The subject property is designated as Section 90.15, Block 2, Lot 18 on the Westchester County Tax Map. The lot was formerly developed as a garden center. Site access is presently provided via two (2) full-movement driveways along North State Road.

Under the proposed development plan, the existing structures on site will be razed and a one-story 10,000-square-foot TLE day care center would be constructed. Please note that a 4,650 SF outdoor play area would be located east of (behind) the proposed day care center building. Access is proposed to be consolidated to one (1) full-movement driveway along North State Road.

Existing Roadway Conditions

The subject property is located at 530 North State Road in the Town of Ossining, Westchester County, New York. The site has approximately 210 feet of frontage along North State Road. Land uses in the area are a mix of commercial and residential.

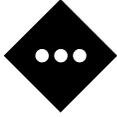
North State Road is classified as an Urban Major Collector roadway. Please note that North State Road is under the jurisdiction of the Town of Ossining with referral jurisdiction to Westchester County. The roadway has a general north-south orientation, provides one (1) lane of travel in each direction, and has a posted speed limit of 30 mph along the site frontage. In the site vicinity, curb, sidewalk, and narrow shoulders are provided along both sides of the roadway. On-street parking is not permitted on either side of the roadway. North State Road provides mobility from Saw Mill River Road (NYS Route 100) to Pleasantville Road in the Village of Briarcliff Manor for predominantly commercial and residential uses along its length.

Trip Generation

The site-generated traffic volume of the proposed TLE day care center was estimated to identify the potential impacts of the project. Trip generation projections for the proposed day care center were prepared utilizing the ITE Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 565: "Day Care Center" were cited for the proposed 10,000-square-foot day care center with 24 total employees.

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Stonefield also conducted turning movement counts at an existing TLE location in the New York Metropolitan area in order to tabulate a tenant-specific trip generation rate. **Table I** provides a comparison between the ITE trip generation projections as well as the trip generation projections based on the observed TLE location for the weekday morning and weekday evening peak hours.

TABLE I –TRIP GENERATION COMPARISON

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Observed TLE Trip Rates Day Care Center 10,000 SF, 24 Employees	38	38	76	43	43	86
ITE Trip Gen Manual Day Care Center 10,000 SF, 24 Employees ITE Land Use 565	57	51	108	49	56	105
Net Difference	+19	+13	+32	+6	+13	+19

Based on the data provided in **Table I**, the ITE projections are an overestimate in comparison to the the Stonefield observations of TLE site-generated vehicles. However, in order to provide a conservative analysis, the ITE trip generation projections were assumed for analysis purposes. It should be noted that the subject property was formerly developed as a garden center. Should the former development be reactivated, it would be reasonable to consider the net change in site trip generation. However, conservatively, a credit for the former use on the subject property was not incorporated herein.

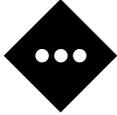
Additionally, based on Stonefield counts and observations at other TLE day care centers in the New York metropolitan area, drop-off and pick-up activity was generally observed to be evenly distributed throughout the peak periods. Morning drop-offs occurred over an expanded time period, generally from 6:30 a.m. to 10:00 a.m. Similarly, pick-up occurred from 2:00 p.m. to 6:30 p.m. The observed drop-off and pick-up operations are influenced by parental work schedules. Based on the observed traffic operation pattern, the peak parking demand is dispersed during the peak periods rather than concentrating the parking utilization.

Site Circulation & Parking Supply

A review was conducted of the proposed day care center using the Site and Utilities Plan prepared by Jarmel Kizel, dated April 27, 2018, with particular attention focused on the site access, circulation, and parking supply.

Under the proposed development plan, the existing structures on site will be razed and a one-story 10,000-square-foot TLE day care center would be constructed on the southerly portion of the property. Please note that a 4,650 SF outdoor play area would be located east of (behind) the proposed day care center building. Access is proposed to be consolidated to one (1) full-movement driveway on North State Road which would reduce potential conflicting maneuvers. The consolidation of driveway movements is consistent with current access management policies and is also in keeping with New York State Department of Transportation (NYSDOT) standards.

Please note that the Town of Ossining does not have a specific parking requirement for day care centers. Per §200-29A(1) of the Town of Ossining Zoning Ordinance, the off-street parking requirement shall be determined by the Planning Board when a proposed use is not appropriately categorized by the uses listed in the schedule of parking requirements.



In order to inform the Planning Board of the anticipated parking demand of the proposed TLE day care center, Stonefield conducted six (6) observations at four (4) existing TLE locations between 2011 and 2015 for the purpose of obtaining tenant-specific parking generation data. The average observed peak parking demand was approximately 2.48 parking spaces occupied per 1,000-square-foot of day care center floor area. Based on the observed parking demand rate, the proposed 10,000-square-foot TLE day care center, would generate 26 parked vehicles. A total of 36 parking spaces, inclusive of two (2) ADA accessible spaces will be provided on site. Therefore, adequate parking for the proposed development will be provided on site. Additionally, based on Stonefield observations of drop-off and pick-up operations at existing TLE locations, parents and/or guardians typically are on-site for less than 10 minutes while dropping off or picking up their child. Therefore, it is not anticipated that an individual parking stall would be occupied by a parent and/or guardian for an extended amount of time. The parking spaces would be 9 feet wide by 18 feet deep, which is in accordance with industry standards. On-site circulation would be provided via 24-foot-wide two-way drive aisles which is in keeping with industry standards.

Conclusions

This report was prepared to identify the potential traffic and parking characteristics of the proposed TLE day care center. Based on Stonefield's observations of operating TLE facilities, ITE trip generation projections overestimate the volume of site-generated activity. Additionally, the subject site was formerly developed as a garden center and generated traffic along North State Road. However, in order to provide a conservative analysis, credits for recently observed TLE trip generation and traffic generated by the former use were not applied. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant adverse impact on the adjacent roadway network. Sufficient parking would be provided on site to support the proposed development.

Best regards,

Frank A. Filiciotto, PE
Stonefield Engineering and Design, LLC

Andrew Villari, EIT
Stonefield Engineering and Design, LLC