Kimley»Horn
of New York, P.C.

June 21, 2024

Mr. Martin G. Berger
Saber Real Estate Advisors, LLC
2453 Route 6
Brewster, NY 10509

Re: Professional Transportation Engineering Services
555 Pleasantville Road
Town of Briarcliff Manor, New York

Dear Mr. Berger:

Kimley-Horn Engineering and Landscape Architecture of New York, P.C. ("Kimley-Horn" or "Consultant") is pleased to submit this letter summarizing our analysis of traffic generation, parking generation, site distance evaluation and truck turning diagrams associated with the proposal to redevelop the subject property at 555 Pleasantville Road in the Town of Briarcliff Manor, New York.

Project Understanding & Summary

The subject property is located at 555 Pleasantville Road on the east side of Pleasantville Road, generally south of Buckhout Road and north of High School Road, in the Village of Briarcliff Manor, NY, and is developed with a number of buildings. It is proposed to convert the northernmost building on the property from office to self-storage use. Access to the property will be provided primarily via one (1) driveway on the south side of the subject building.

In short, no other use generates as little traffic as a self-storage facility. The proposed new use will dramatically reduce traffic and parking at the property (it is even likely to reduce truck traffic). Truck turning analyses indicate that trucks servicing the building will easily be able to access the loading area (and changes should even improve access for garbage pickup). Also, a sight distance investigation determined that adequate stopping sight distance is provided for trucks at the driveway that they will use (the northern driveway). Consequently, the proposed action will have a net beneficial impact on traffic and parking (by virtue of the reduce levels of traffic and parking).

Project Traffic Generation

The subject building was developed as a 55,821gsf office building (with accessory parking). It is currently proposed to convert the building for use as a self-storage facility.

Data contained in the Institute of Transportation Engineers ("ITE"), *Trip Generation Manual, 11th Edition* (LUC 710 - "General Office Building") indicates that a 55,821 sf office building would generate 85 vehicular trips during weekday AM peak hour, 80 vehicular trips during weekday PM peak hour and 30 vehicular trips during the Saturday peak hour. By comparison, ITE data (LUC 151 – "Mini-Warehouse") indicates that the proposed use will generate 5 vehicular trips during weekday AM peak hour, 8 vehicular trips during weekday PM peak hour and 11 vehicular trips during the Saturday peak hour (**a 90%+ reduction in traffic during the typically busier weekday peak hours and a 65% reduction during the Saturday peak hour**). The former and proposed trip projections are summarized in **Table 1.**

Table - 1

Land Use	Peak-Hour Trip Projections		
	AM	PM	SAT
Existing Office Building LUC 710 (55,821 gsf)	85	80	30
Self Storage Unit LUC 151 (55,821 gsf)	5	8	11
Net New Trips	**-80**	**-72**	**-19**

A review of ITE's daily truck traffic projections indicated that the proposed conversion of the building will actually reduce the number of trucks visiting it daily from 6 truck trips (3 in and 3 out) to two (1 in and 1 out).

Project Parking Generation

Data contained in the ITE *Parking Generation Manual, 6th Edition*. (LUC 710 - "General Office Building") indicates that a 55,821-sf office building would generate a maximum of 109 parked vehicles. By comparison, ITE data (LUC 151 – "Mini-Warehouse") indicates that the proposed use will generate 6 parked vehicles (**a 95% reduction in parking activity**). Even accounting for the proposed elimination of 11 parking spaces to accommodate truck turning (discussed below), the parking situation will still be 92 spaces to the better because of the proposed action. The former and proposed parking projections are summarized in **Table 2.**

Table - 2

Land Use	Peak Parking Projections
Existing Office Building LUC 710 (55,821 gsf)	109
Self Storage Unit LUC 151 (55,821 gsf)	6
Net New Parking Demand	**-103**

Truck Turning Analysis

The largest vehicle expected to be used by customers bringing materials for storage to or from the building will be a 30-foot box/panel truck. Customers will enter at the north driveway, make the first left, go around the back of the building and pull past the rear door so that they will be in a position to load and unload the vehicles. To better accommodate truck access and egress, it is proposed to eliminate 6 spaces next to the building, east of the rear door, and the 5 spaces opposite those (11 parking spaces total). A truck turning

analysis, which is appended, confirmed that the largest delivery vehicles anticipated to visit the site will be able to safely access, circulate around the site and exit to Pleasantville Road. A serendipitous, unintended consequence of the elimination of the 11 parking spaces is that it will also make it easier for garbage truck to pick up the trash.

Stopping Sight Distance Evaluation

As previously indicated, the site driveway on Pleasantville Road is located 585 feet south of Buckhout Road. A stopping sight analysis, which is summarized below, revealed that sufficient stopping sight distance will be provided to accommodate any additional truck traffic that might be associated with the proposed new use (even though the data indicates there will actually be less truck traffic). Based on Speed surveys (and accounting for grade), 255 ft of stopping sight distance is required for southbound Pleasantville Road, and 295 ft is required for northbound Pleasantville Road (consistent with current NYSDOT standards). Field measurements revealed that 350 feet of sight distance is currently available for trucks to the right/north from the northern site driveway and 315 feet is available to the left/south. Thus adequate sight distances will be provided.

Conclusions

The proposed conversion of the existing building from office to self-storage use will dramatically reduce traffic (both cars and trucks) and parking at the property. Truck turning analyses indicate that trucks servicing the building will be easily able to access the loading area, while a sight distance investigation determined that adequate stopping sight distance is provided for trucks at the site's northern driveway. Consequently, the proposed action will have a net beneficial impact on traffic and parking appreciate the opportunity to provide these services to you. Please contact me if you have any questions.

Very truly yours,

KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.

By: John Canning, P.E.
Associate

For Right Turns from the driveway:

Minimum Safe Stopping Distance Requirements			
AASHTO	2018		
Location:	555 Pleasantville Road		
Movement:	Northbound		
Grade (%)	-8.50%		
Design Speed (mph)	**42**		
Deceleration	11.2		
T (sec)	2		
Perception & Reaction Distance	123.2 Feet	Braking Distance (AASHTO)	169.5 Feet
Stopping Distance (AASHTO)	**295** Feet		

For Left Turns from the Driveway:

Minimum Safe Stopping Distance Requirements			
AASHTO	2018		
Location:	555 Pleasantville Road		
Movement:	Southbound		
Grade (%)	2		
Design Speed (mph)	**39**		
Deceleration	11.2		
T (sec)	2		
Perception & Reaction Distance	114.4 Feet	Braking Distance (AASHTO)	137.8 Feet
Stopping Distance (AASHTO)	**255** Feet		

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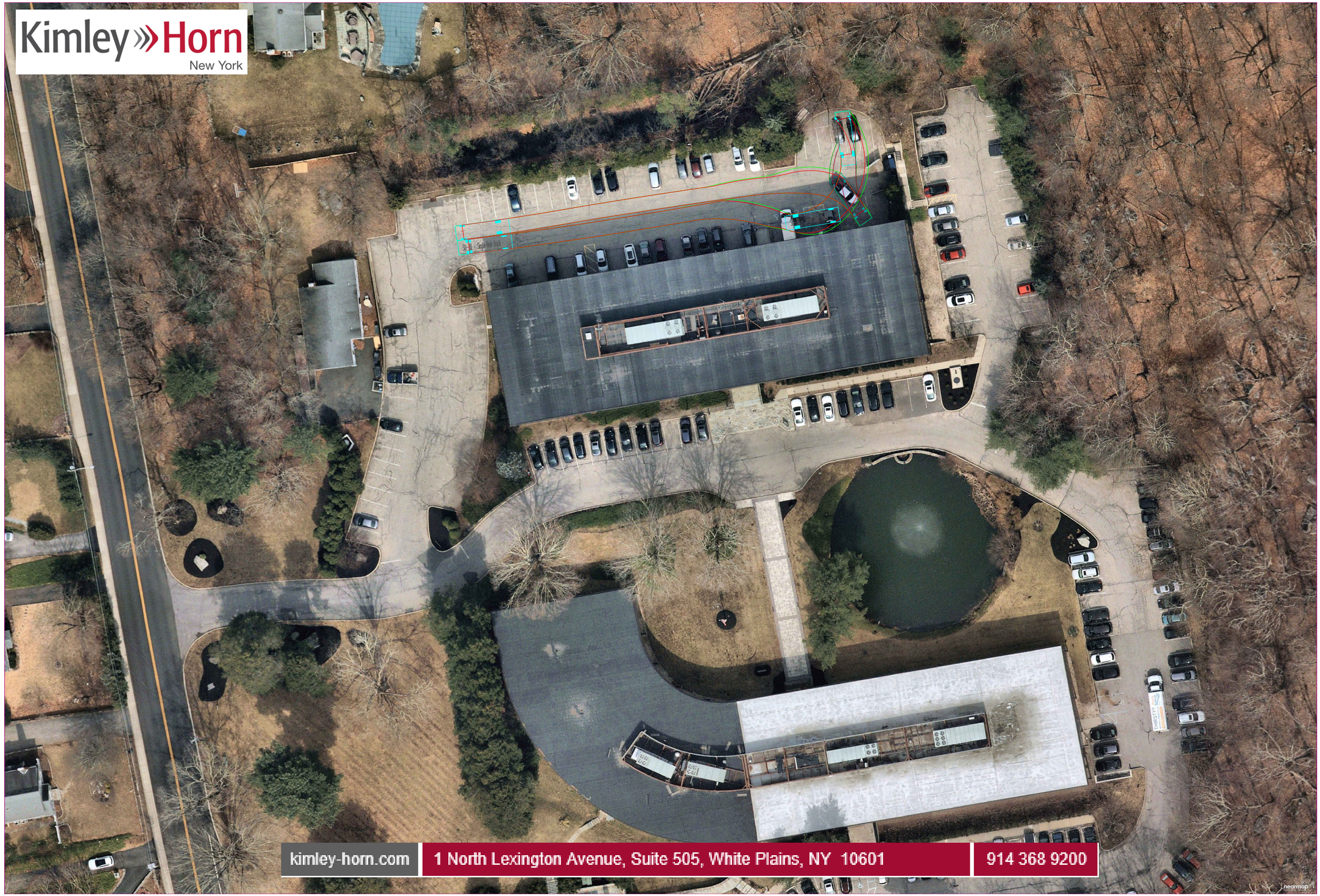

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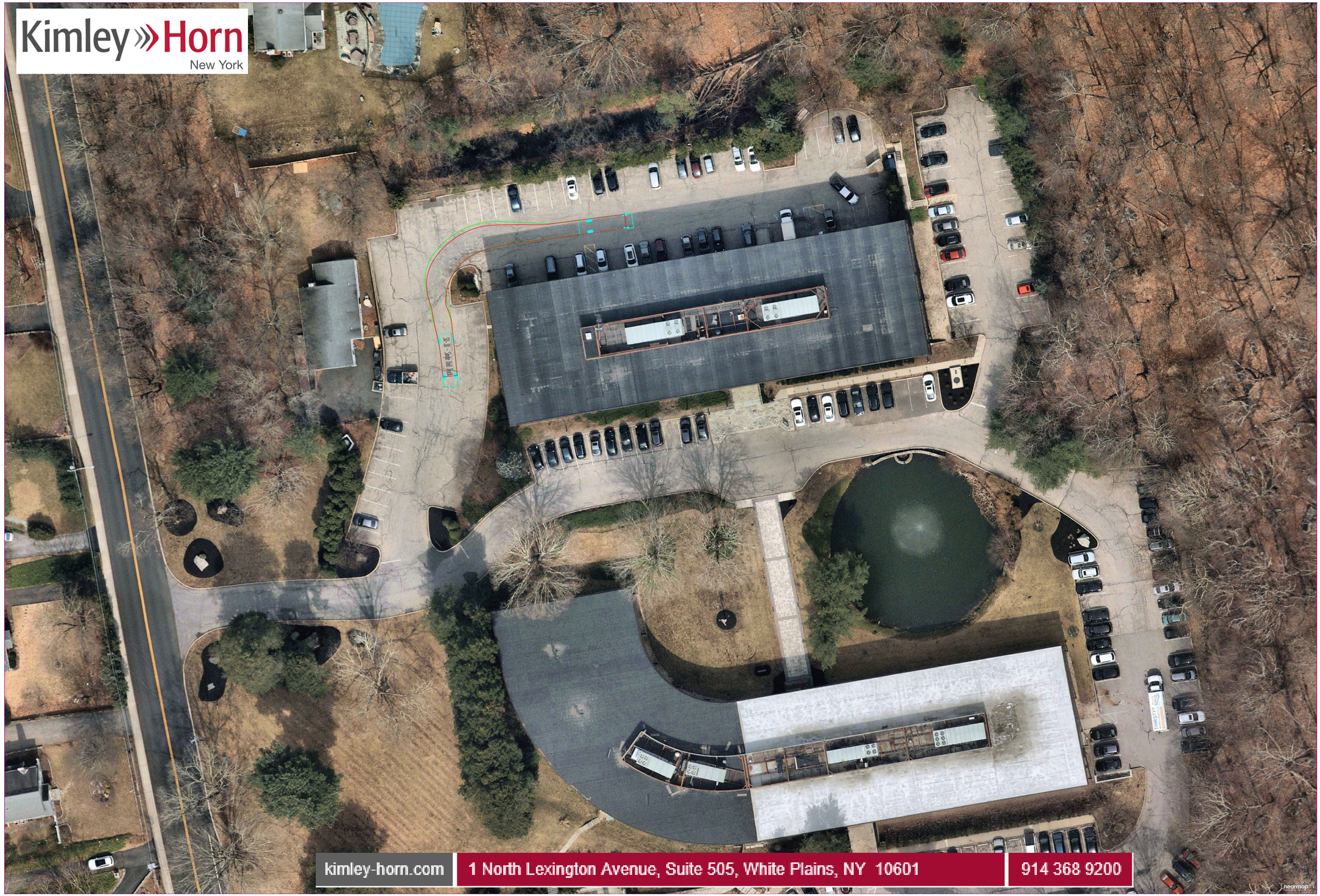

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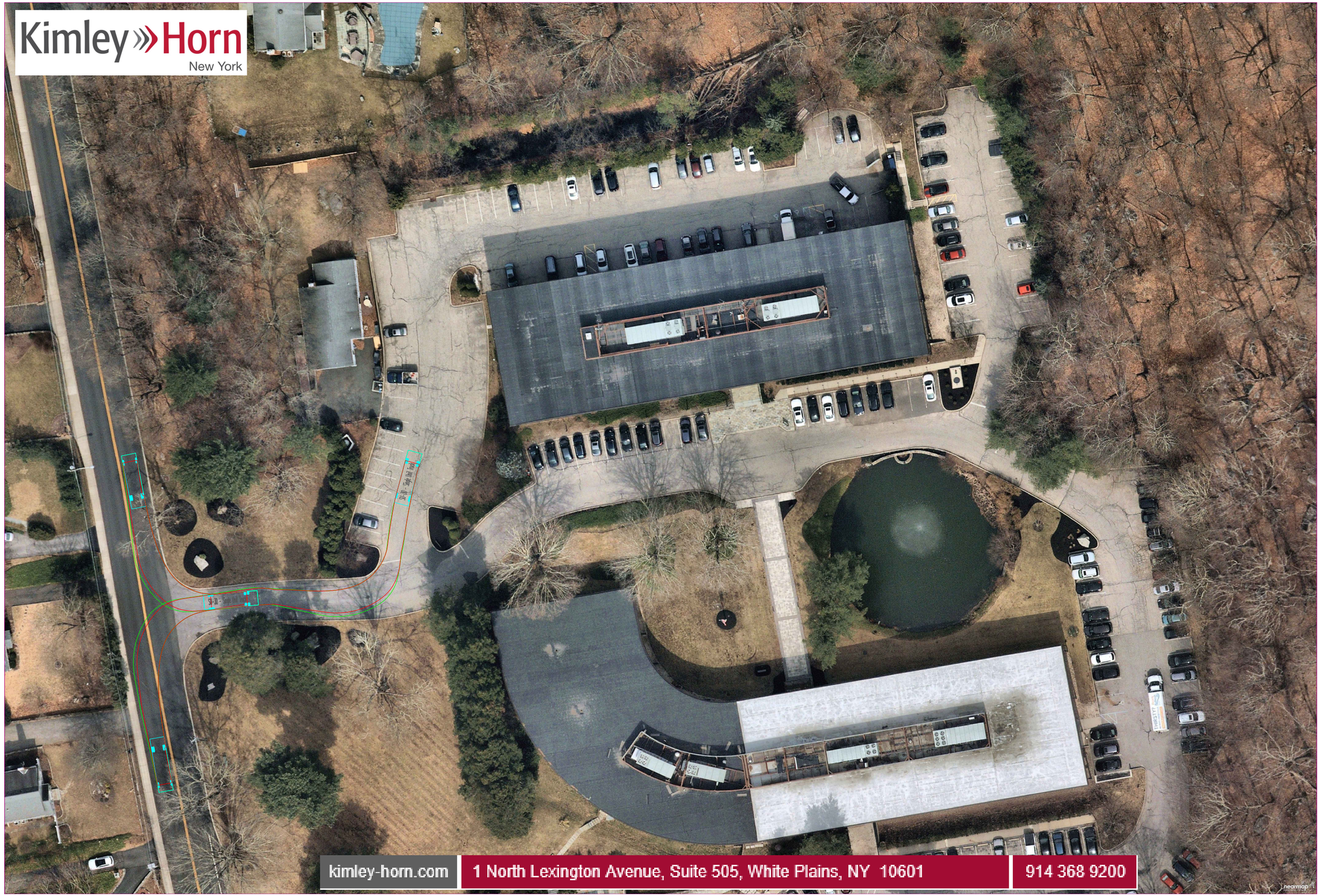
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