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October 14, 2025

Mayor Steven Vescio and  
Members of Board of Trustees  
Village of Briarcliff Manor  
1111 Pleasantville Road  
Briarcliff Manor, NY 10510

Re: JMC Project 24072  
Renaissance Briarcliff Manor  
235 Elm Road  
Village of Briarcliff Manor, NY

**Mobility Summary and Trip Generation Analysis**

Dear Mayor Vescio,

We have prepared this letter to provide a vehicular trip generation comparison for the proposed redevelopment for your review. Additionally, we have prepared a summary of the existing roadway network surrounding the site accesses onto the development.

The redevelopment area consists of approximately 37.17 acres located within the Village of Briarcliff Manor which is currently developed with 9 buildings. The existing property and buildings were previously occupied by Pace University. The property is bordered by Elm Road on the north side of the property and Tuttle Road on the west side of the property. The redevelopment is currently served via three vehicular access points to Elm Road which is a Village roadway.

The redevelopment proposes to demolish the existing buildings and construct a residential development. The development will consist of 110 townhomes as well as 5 single family homes. The townhouse portion of the development also will consist of community amenities including a clubhouse and pool for the residents of the community. The townhouse portion of the development will connect to Elm Road via two driveways in the vicinity of the existing site access while the third existing access will to be removed. The 5 proposed single-family homes are proposed to have their own separate driveways connecting to Tuttle Road.

Elm Road is generally a north/south roadway; however, the roadway turns to an east/west roadway in the middle portion of the roadway. Elm Road is a Village roadway which provides one travel in each direction. The road terminates in the north at its intersection with South State Road and terminates in the south at its intersection with Long Hill Road East. The speed limit on the road is 25 mph.

Tuttle Road is a north/south roadway which provides one travel in each direction and has a landscaped median along most of the roadway segment. The road is a Village road which terminates in the north at its intersection with Elm Road and terminates in the south at its intersection with Long Hill Road East. The speed limit on the road is 25 mph.

South State Road and Long Hill Road East provide further connectivity to other area roadways for regional access.

In order to evaluate the changes in traffic associated with the proposed redevelopment, we have prepared a trip generation comparison between the occupancy of the existing university buildings and the proposed residential development. Our comparison is based on these buildings being fully occupied for use by the total number of students that attended the university at this location. As stated in the Downtown Adjacent Zoning Study prepared by BFJ Planning, the former Pace Campus had 700 residential students and 400 commuter students.

Table 1 below provides the trip generation comparison between the fully occupied existing university buildings to the proposed residential development during the peak weekday AM and PM hours. The traffic associated with the uses has been calculated based on information published by the Institute of Transportation Engineers (ITE) in its publication "Trip Generation Manual, 12<sup>th</sup> Edition."

**Table 1**

**Development Volumes<sup>(1)</sup>**

| Description   | Peak Weekday AM Hour |      |       | Peak Weekday PM Hour |      |       |
|---|----------------------|------|-------|----------------------|------|-------|
|   | Enter                | Exit | Total | Enter                | Exit | Total |
| Existing 1,100 Student University Driveway Volumes<br>(ITE Code 550) <sup>(2)</sup>         | 129                  | 36   | 165   | 53                   | 112  | 165   |
| Proposed 110 Attached Single Family Homes Driveway Volumes<br>(ITE Code 215) <sup>(3)</sup> | 13                   | 39   | 52    | 32                   | 24   | 56    |
| Proposed 5 Detached Single Family Homes Driveway Volumes<br>(ITE Code 210) <sup>(4)</sup>   | 1                    | 3    | 4     | 4                    | 2    | 6     |
| Total Proposed Driveway Volumes   | 14                   | 42   | 56    | 36                   | 26   | 62    |
| Net Driveway Volumes  | -115                 | 6    | -109  | -17                  | -86  | -103  |

Notes:

- (1) Trip generation is based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 12 Edition.
- (2) University/College (ITE Code 550) is defined by ITE as 4-year universities or colleges that may or may not offer graduate programs.
- (3) Single-Family Attached Housing (ITE Code 215) is defined by ITE as any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes and townhouses/rowhouses.
- (4) Single-Family Detached Housing (ITE Code 210) is defined by ITE as any single-family detached home on an individual lot.

As illustrated in Table 1, the proposed residential development is expected to generate fewer peak hour trips than the re-occupancy of the prior university on the property. During the weekday morning peak hour, the residential development would result in 109 fewer trips compared to the prior use. Similarly, during the weekday evening peak hour, the residential development would reduce trips by 103 compared to the previous use.

Based on the above trip generation analysis, it is the professional opinion of JMC that the proposed residential development of the property would have fewer peak weekday hour trips compared to the re-occupancy of the prior university on the property.

If you have any questions regarding the above or require any additional information, please do not hesitate to call our office.

Sincerely,

**JMC Planning Engineering Landscape Architect & Land Surveying, PLLC**

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