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August 20, 2021

BY OVERNIGHT DELIVERY AND E-MAIL
Mayor Steven A. Vescio and
Members of the Board of Trustees
Briarcliff Manor Village Hall
1111 Pleasantville Road
Briarcliff Manor, NY 10510

Re: Yeshivath Viznitz
Special Permit Application
235 Elm Road, Briarcliff Manor, NY

Dear Mayor Vescio and Village Trustees:

On behalf of Yeshivath Viznitz Dkhal Torath Chaim (the "Applicant" or "Yeshivah"), the lessee of the property located at 235 Elm Road (SBL: 98.19-2-11) (the "Premises") in the Village of Briarcliff Manor, we respectfully submit this letter and enclosures to the Village Board of Trustees requesting Special Permit approval for the proposed adaptive reuse of the Premises for a Place of Worship/Religious School. This letter and enclosures are submitted as a supplement to the Applicant's Special Permit and Site Plan Applications dated June 18, 2021 ("June Applications") which included a detailed description of the Premises, its history of use and approvals for higher education uses, the proposed reuse, and an evaluation of the applicable special permit standards. The below information and enclosed materials are intended to provide additional details on the proposed operation and any site improvements following several discussions with Village staff and Village consultants.

Site Plans

The Applicant encloses its Site Plans prepared by Hudson Engineering and Consulting, P.C. dated August 18, 2021 ("Site Plans") which provide an overall site layout of the existing conditions as well as the improvements being proposed throughout the Premises in support of the Applicant's adaptive reuse of the Premises. These Site Plans are reflective of the Applicant's proposed occupancy and anticipated growth as detailed below. The minor improvements include repairing and restriping the existing parking lots, removing and installing signage, identifying ADA parking, and installing gates to control site access. The site improvements are in addition to the building modifications identified in the June Applications which include renovating the Dining Hall building and other minor renovations to the Dow Hall Southern Wing, Tead House, and Valley Dormitory. The Applicant now anticipates that minor renovations will be proposed to the New

Dormitory building which is likely to be occupied as discussed below. None of the proposed renovations will increase any building footprint or otherwise increase impervious coverage at the Premises. The building sizes will not be increased other than the slight increase in the interior floor area of the Dining Hall building due to the increased mezzanine space.

The Applicant proposes to use the eastern driveway as its primary ingress and egress. This driveway will be used by buses for student drop-offs, commuting staff, and other deliveries and refuse collection. The existing gate at the eastern driveway will be replaced with a new remote controllable gate that will be monitored by security cameras to permit access for buses, any commuting staff, and any deliveries and refuse pick-ups. Bus drivers and other regular staff will also be provided access cards, PINs, or other methods of entry to this gate. Security cameras will be installed throughout the site for security purposes. New gates will also be installed at the two western driveways which will remain locked and limited to emergency ingress and egress only. Updated signage will be installed to identify these driveways as emergency access only. The Applicant will work with the Village Fire Department and Police Department to provide the appropriate Knox Boxes or other means of ingress at these access points.

The Applicant anticipates most students to reside on campus as explained in more detail in the June Applications and below. Students who will be commuting daily as well as some faculty will arrive at the Premises by bus using the eastern driveway. Buses will arrive on site to drop off students and faculty in the existing parking lot north of the Dining Hall, depart the site out the eastern driveway on Elm Road, and return to the site to pick up student/faculty using the same onsite circulation pattern. Turning movement diagrams of this onsite circulation are provided with the updated Traffic Opinion Letter prepared by Colliers Consulting, Inc. dated August 20, 2021 ("Updated Traffic Opinion Letter") enclosed as **Exhibit A**. Buses for daily commuters will not remain on site and thus there is no designated bus parking on site. Personal vehicles will also enter the eastern driveway and park in the driveway located to the east of the Dining Hall. ADA accessible parking is provided in this lot near the entrance to the Dining Hall and the Valley Dorm and New Dorm.

The remaining buildings (Howard Johnson Hall, Hillside Dorm, West Hall, Woodward Hall, and the balance of Dow Hall) are not proposed to be occupied at this time, though may be proposed for occupancy at some time in the future as detailed below. The Applicant submits its Mechanical Engineering Report prepared by Mehandes Engineering dated August 12, 2021 enclosed as **Exhibit B** which provides a building-by-building maintenance plan for how the buildings proposed for occupancy will be renovated for safe use and how the buildings proposed to remain unoccupied will be maintained to ensure code compliance and public safety. The Applicant's

architecture team is in the process of inspecting the premises and preparing a report on the existing conditions to identify improvements needed to bring the Premises into better repair. Building Inspection Reports for West Hall, Tead House, Woodward Hall, and Valley Dorm buildings are included as **Exhibit C**. The reports for the remaining buildings will be provided upon completion. The Applicant's architect will also be providing a "Green" checklist or narrative detailing any energy efficiency upgrades being proposed.

The Applicant's engineering team continues to inspect the stormwater and sewer infrastructure on site to identify existing conditions and any proposed modifications or upgrades needed to bring these systems into fully operational condition and compliance with the applicable codes. This includes TV inspections of pipes throughout the site. A full report on existing conditions and any necessary improvements will be prepared and submitted upon completion by the Applicant's engineers.

The Applicant is in the process of retaining a landscape architect to provide a plan depicting the existing and proposed landscaping throughout the site. A landscaping plan will be provided and the Applicant's site plans will be updated to incorporate the landscaping details.

Future Phasing and School Operations

The Applicant proposes renovations to the existing structures which previously housed the Pace University – Briarcliff Manor campus to support its private religious education institution. The June Applications detail the Applicant's initial operations upon opening which include occupancy by approximately 250 male students between the ages of 17 and 20 and the use of the renovated Dining Hall Building, Tead House, Valley Dorm, and the Dow Hall Southern Wing.

The Applicant anticipates that this occupancy will grow by approximately 3% per year for the first 10 years of operation. This growth rate results in the expected occupancy of up to 350 students and the use of the New Dorm building by the end of the first 10 ten years of operation. The primary characteristics of the proposed reuse will not be changed by this incremental growth. The Yeshiva will still provide higher education to males between the ages of 17 and 20. Those students will mostly reside on campus with some students commuting by bus or shuttle. Students are also not expected to leave the Premises other than by bus/shuttle during daily commutes, semester breaks, or occasional offsite events. Staff are also expected to largely travel by bus/shuttle with minimal staff arriving by personal vehicle. The Applicant's traffic report and other submission materials have been updated to reflect the proposed operations and accounting for the 3% conservative growth factor. The Applicant respectfully submits that its proposed reuse of the Premises, with

the anticipated growth, will generate *de minimis* impacts on the community with significantly less overall impacts than prior uses and other as-of-right uses of the Premises, particularly given its substantially lower capacity when compared to the prior use of the Premises.

There are no current plans for expansion beyond the above referenced growth. However, the Applicant speculates that any future growth would involve the transition of another education branch from one of its other campuses. This would likely include the introduction of up to 200 additional students. Except for the main portion of the Dow Hall building, the balance of the buildings would likely be used to accommodate this future expansion. This expansion is purely speculative and conceptual at this time. The Applicant has therefore not included this expansion or the proposed use or occupancy of the remaining buildings in the pending application. The Applicant acknowledges that it will need to return to the Village for amended or additional approvals to accommodate any expansion beyond the herein proposed use which includes up to 350 students and the occupancy of the Dining Hall, Tead House, Valley Dorm, New Dorm, and Southern Wing of Dow Hall.

The prior resolutions for the Pace University campus were included in the June Applications. These resolutions approved the occupancy of 700 resident students with an additional 400 non-resident students permitted to commute to the Premises for classes each day. Traffic counts from 2010 which are referenced in the Updated Traffic Opinion Letter indicate that the actual occupancy at that time was approximately 590 students and 160 staff. As described herein, the Applicant expects an occupancy of 350 students over the course of the first 10 years of operation with the possibility of an additional 200 students introduced to the Premises (the latter of which would not occur without subsequent review and approval by the Village). The maximum expected occupancy by the Applicant would be up to 550 students which is significantly less than the occupancy previously permitted and actual occupancies of the Premises. The Yeshivah's likely growth, even if it were to include the hypothetical expansion, is therefore expected to generate significantly less impacts to the community than the site would if operated in accordance with the previous approvals or as the Premises could otherwise accommodate.

Traffic Report and Responses

A Traffic Opinion Letter prepared by Colliers Consulting, Inc. dated June 17, 2021 was included in the June Applications. This Traffic Opinion Letter compared the traffic impacts of the Proposed Use to that of the previous Pace University and concluded that the proposed reuse is not anticipated to have a significant impact on area roadways and will generate significantly less traffic than the former Pace University use. The Village's consulting traffic engineers, Provident

Design Engineers, provided a review memorandum dated June 30, 2021 ("PDE Review Memorandum") upon review of the Applicant's Traffic Opinion Letter. The Applicant respectfully submits its Updated Traffic Opinion Letter enclosed as **Exhibit A** responding to each of the comments raised in the PDE Review Memorandum and supplementing the prior Traffic Opinion Letter with the herein details on future phasing and possible growth. The Updated Traffic Opinion Letter maintains its finding that the proposed reuse will not generate any adverse impacts on surrounding roadways and will generate significantly less traffic impacts than alternative occupancies and uses.

Site Security, Occupancy, and Safety

The Premises will remain closed to the public with only students and staff permitted on the site during typical operations. Students will remain under constant supervision by staff and faculty to ensure their safety and the safety of their fellow students and the community. The staff-to-student ratio will be approximately 1 staff member for every 15 students during the day and 1 staff member for every 45 students during the overnight hours. Residing students will remain in the staffed dorm buildings overnight. The Premises will be outfitted with security cameras to allow for continued monitoring of the site and otherwise prevent any unauthorized entrance to the site. The Applicant also proposes locked gates at the two western driveways and will limit the use of those to emergency access only. The existing gates at the eastern driveway will be replaced with updated gates which can be monitored and controlled remotely.

Classes will be in session approximately 10 months out the year. This includes two 5-month periods typically from the months of October to March and May to September. The Premises will not be occupied during the remaining two months aside from an onsite maintenance crew which will monitor the site and perform maintenance and repairs as necessary.

Faculty and staff will undergo annual training in first aid and basic emergency responses by local emergency responders. The Applicant also anticipates that at least one member of its on-duty staff will be a certified emergency medical technician trained to provide enhanced medical care.

The Applicant expects to host 5-10 events at the Premises throughout the year, such as graduations and holiday celebrations. These will mostly be smaller events with attendance of 20-25 outside guests, while there may be a few events with up to 150 outside guests in attendance. These visitors will largely arrive at the site by bus, shuttle, and carpool which will limit any offsite impacts or onsite circulation concerns. Visitor parking will be in the parking lot located east of the Dining Hall. The Premises is expected to have sufficient spaces to accommodate these visitors for

the limited events. Any overflow parking or necessary bus parking during events will be in the southern parking area. The Applicant will coordinate with the Briarcliff Manor Police Department as necessary and would employ traffic controllers to regulate traffic to further mitigate any potential impacts.

Municipal Services

The Applicant's June Applications included a Preliminary Municipal Service Impact Study prepared by the project planning consultant. The Applicant's planning consultant has since begun outreach to the Briarcliff Manor Police Department and Briarcliff Manor Fire Department to address any emergency services comments or concerns. Copies of the correspondence sent to these departments are included as **Exhibit D**. The Applicant will supplement its application with an updated study upon further correspondence with these Departments. The Applicant additionally does not anticipate any impacts on other municipal services due to the expectation that students and faculty will remain on site with little to no reliance on offsite resources.

Conclusion:

The Applicant respectfully submits that the Proposed Reuse complies with the applicable special permit use standards and presents no adverse impact to the neighborhood or community. The Proposed Reuse constitutes a significant reduction in the intensity of the use and operations as previously approved by the Village which has operated at the Premises for decades. The re-occupancy provides a benefit to the community by improving and reusing the currently vacant 37-acre site with a low-impact use which generates little to no environmental impacts and does not propose any increase in vehicle trips, demand on utilities and municipal resources, or population increase.

In support of this Application, please find 8 copies of this letter with the following documentation:

Exhibit A:	Traffic Opinion Letter prepared by Colliers Consulting, Inc. dated August 20, 2021
Exhibit B:	Mechanical Engineering Report prepared by Mehandes Engineering dated August 12, 2021;
Exhibit C:	Building Inspection Reports for West Hall, Tead House, Woodward Hall, and Valley Dorm buildings prepared by Max Parangi Architects P.C.; and

Exhibit D: Letters to the Briarcliff Manor Fire Department and Police Department from Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C. dated August 11, 2021.

The Applicant also encloses 8 copies of the Site Plans prepared by Hudson Engineering and Consulting, P.C. dated August 18, 2021 which include the following pages:

- Existing Conditions Site Plan — Page C-1
- Proposed Conditions Site Plan — Page C-2
- Proposed Signage Plan — Page S-1
- Site Distance Diagram — Page SD-1

The Applicant looks forward to appearing before the Board of Trustees at its next available meeting for review of this application. Should the Board of Trustees or Village Staff have any questions in the interim, please feel free to contact the undersigned. Thank you in advance for your consideration.

Very truly yours,

Anthony B. Gioffre III

Anthony B. Gioffre III

Enclosures

cc: Client
Max Parangi Architects, P.C.
Hudson Engineering and Consulting P.C.
Colliers Consulting, Inc
Langan Engineering, Environmental, Surveying, Landscape Architecture & Geology D.P.C.
Summit Land Surveying P.C.

EXHIBIT A

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Valhalla New York 10595
Main: 877 627 3772
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& Design

August 20, 2021

Mr. David J. Turiano, P.E.
Village Engineer/Building Inspector
Village of Briarcliff Manor
1111 Pleasantville Road
Briarcliff Manor, NY 10510

Yehivath Viznitz 235 Elm Road
Colliers Engineering & Design Project No. 21003367A

Dear Mr. Turiano,

The following items are in response to comments in Provident Design Engineering (PDE) memorandum dated June 30, 2021.

Traffic Opinion Letter

A Traffic Opinion Letter, dated June 17, 2021, prepared by Collier Consulting, Inc. was included in the submission comparing the traffic impacts of the Proposed Use to that of the previous Pace University. Collier (as John Collins Engineers at the time) had previously conducted traffic counts at the Site Driveway in 2010 when there were approximately 590 students residing on campus (along with approximately 160 administration staff). The students at that time were traveling between the Briarcliff and Mount Pleasant campuses via University shuttles or personal cars. These traffic counts indicated that Pace University at the time generated 174 trips (102 entering and 72 exiting) during the 8:00 – 9:00 AM Peak AM Hour and 202 trips (59 entering and 143 exiting) during the 4:30 – 5:30 PM Peak PM Hour. Lesser traffic entered and exited the Pace Site Driveway during the other hours of the day. These Peak Hour volumes are higher than what is currently projected for the proposed Project and thus, the Applicant states that there will not be a significant impact resulting from the traffic. It should be noted that due to the times of the commuting student activities (10:00 AM to 7:00 PM), the traffic from the proposed Project's commuting students will occur later than the previous AM Peak Hour as well as later than the previous PM Peak Hour.

Updated Traffic Narrative

The following Table has been provided to summarize the previous traffic generation observed at the Pace University Briarcliff Campus.

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PACE UNIVERSITY BRIARCLIFF CAMPUS
PREVIOUS TRAFFIC GENERATION

Time Period	Entering Volumes	Exiting Volumes	Total Volume
8:00 am – 9:00 am	102	72	174
9:00 am – 10:00 am	85	50	135
10:00 am – 11:00 am	34	52	86
11:00 am – 12:00 pm	39	62	101
12:00 pm – 1:00 pm	44	44	88
3:00 pm – 4:00 pm	66	56	122
4:00 pm – 5:00 pm	65	105	170
5:00 pm – 6:00 pm	54	152	206

Based on previously collected traffic counts at the Pace University Briarcliff Campus
November 23, 2010 between 7:30 am – 9:00 am
November 17, 2010 between 9:00 am – 1:00 pm & 3:00 pm – 6:30 pm

Based on updated information provided by the Yeshivath, the initial occupancy will include some 220-230 students residing on campus with 20-30 students commuting to the school. There will be two educational shifts with 20-25 educational staff between 10:00 am - 2:00 pm and 20-25 educational staff between 3:30 pm - 7:00 pm. In addition to the educational staff, there is an early morning staff of 2-3 supervisors that arrive by minivan at 6:00 am and leave with the 2:00 pm shuttle and 5-6 overnight supervisors (1-2 supervisors arriving by minivan and 3-4 supervisor who drive on their own) that arrive at 10:00 pm and leave at 6:00 am. Commuting students and most of the educational staff will arrive/depart the Site by bus (approximately 2-3 buses per day) and/or shuttle/van (approximately 4-5 shuttles/van per day). A small percentage of the educational staff may travel on their own (conservatively anticipated to be no more than 10 at the same time). Supporting staff (15-20) including kitchen, janitorial, maintenance will arrive between 6:00 am and 10:00 am and leave between 7:00 pm and 8:00 pm and would use their own transportation.

As outlined in Response 8, the Applicant anticipates that this occupancy will grow by approximately 3% per year for the first 10 years of operation. This growth rate would result in the expected occupancy of 350 student by the end of ten years. It is anticipated that this natural expansion may require 5-6 additional staff and may require an additional 1-2 buses per day. The primary characteristics of the proposed reuse will not be changed by this minor incremental growth.

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Based on the proposed operation of the school, including that most students will reside on campus, commuting students and most staff will arrive/depart the Site by bus, the proposed Yeshivath (including the anticipated normal growth to 350 students) would generate significantly less traffic than the former Pace University Briarcliff Campus during peak periods as well as over the course of the day and would not have a significant impact on the area roadways in the vicinity of the Site. The following Responses provides additional information regarding the operation of the proposed Yeshivath as requested.

Additional Comments/Questions

The PDE comments below have been numbered for ease of reference.

1. Are the resident students permitted off-campus during the day/night or on weekends? There are limited sidewalks in the area although the Village is considering potential future sidewalks.

   Response: As provided by the Applicant, resident students are not permitted off campus during the approximately 10 months that classes will be session. Students are only permitted off site during the daily commute (for commuting students only), arrivals and departures for semester breaks, and on very limited occasions to attend off-site events in Rockland County. All instances in which students will arrive at and depart from the site will be by bus.

2. Are the resident students permitted to have personal automobiles, bicycles, or other forms of transportation on campus?

   Response: As provided by the Applicant, none of the residing students have Driver's Licenses, nor are they allowed to use any other form of transportation on campus.

3. If full size buses are to be utilized, what are their origin locations, and their proposed routes should be provided. Buses are not permitted on the Taconic State Parkway or the Saw Mill River Parkway. In addition, vehicles from northbound NY Route 9A are not permitted to turn left onto Pleasantville Road. For the proposed routes, for any locations in the vicinity of the Site where there are tight turns, a turning maneuver diagram should be illustrated for a full-size bus including, but not necessarily limited to, the Site Driveway, the intersection of Elm Road/South State Road (depending upon the direction of travel), the left turn from Pleasantville Road onto the southbound Route 9A Ramp, and the U-turn ramp just prior to entering onto southbound Route 9A. Also, it should be confirmed that the school bus can travel under the Route 9A bridge under Pleasantville Road.

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Response: The full-size buses proposed are the 2020 Thomas HDX Commercial bus with 46 seats. Turning movement diagrams for various travel routes to/from the site using the U.S. Route 9A and NYS Route 9A corridors including the site driveways were conducted using the proposed full-size bus dimensions. Based on a review of the turning movement diagram, it was determined that full size buses should be directed to use the NYS Route 9A Corridor. A copy of the proposed travel route, proposed full size bus dimensions and turning movement diagrams are contained in Attachment A. See also Response 9.

4. Due to the shift times, an approximate hourly volume summary (entering and exiting) should be provided for the typical weekday school day as well as for the weekend.

Response: The updated Traffic Narrative includes a summary of the anticipated shifts and traffic generation over the course of the day. Based on the information contained in the Traffic Narrative, the Yeshivath will generate minimal traffic during the Peak AM and PM Hours (as compared to the former Pace University Briarcliff Campus). During the 10:00 am time period, when educational staff and commuting students arrive (conservatively assuming 10 teachers arrive by their own car and no carpooling), 1 bus and 1 shuttle for staff/students, the anticipated traffic generation would be 12 entering vehicles with 1 bus leaving.

Based on the anticipated operation of the Yeshivath, including most students residing on campus, commuting students and most staff arriving and departing by bus, the proposed Yeshivath is expected to generate significantly less traffic than the former Pace University Briarcliff Campus during peak periods and over the course of the day.

5. How will the main drop-off and pick-up days including at the beginning and end of the school year be handled, i.e., by personal vehicles or by bus and how often would they occur?

Response: As provided by the Applicant, this would occur 8-10 times a year. Students are dropped off and picked up 2 times a year and would arrive by the full-size bus. Over the school year, there would be another 2-4 times per period when students (sometimes all or part of them) would leave the campus (for a wedding, religious gathering in Rockland County) and would use either the full size buses or shuttle/vans (depending on the occasion).

6. How often are special events to be held and what would be the potential attendance?

Response: As provided by the Applicant, special events occur 5-10 times a year. The type of events would be religious and educational such as guest speakers, graduation and religious holidays. Typically, there are 5-7 smaller events

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with minimal outside attendance (20-25 quests) and 3-5 larger events for 100-150 guests.

Based on information provided by the Applicant, for the larger special events, it is anticipated that 25% of the guests will use passenger cars with the remainder using 2-3 buses. Assuming 25% of the guest arrive by private vehicle and a 2.5-person occupancy, the anticipated passenger car traffic would be some 10–15 cars.

Based on the above, it the additional traffic for special events (including the larger special events), would also be significantly less than the traffic generate by the former Pace University Briarcliff Campus and would not have a significant impact on the area roadways in the vicinity of the Site.

7. How many additional staff/faculty will there be aside from the two 40-person shifts and how and when will they enter and exit the Site?

Response: The updated Traffic Narrative includes a summary of the anticipated shifts and traffic generation over the course of the day. See also Response 4, above.

8. If the other portions of the campus are eventually to be utilized, the traffic impacts of those uses should be considered, which the Applicant states that they will do.

Response: Based on the Future Phasing Narrative provided by Cuddy + Feder, LLP dated August 20, 2021, the Applicant anticipates that this occupancy will grow by approximately 3% per year for the first 10 years of operation. This growth rate would result in the expected occupancy of 350 student by the end of ten years. It is anticipated that this natural expansion may require 5-6 additional staff and may require an additional 1-2 buses per day. The primary characteristics of the proposed reuse will not be changed by this minor incremental growth.

As outlined in our Letter dated June 17, 2021 and additional information provided herein, based on the proposed operation of the school, including most students will reside on campus, commuting students and most staff will arrive/depart the Site by bus, the proposed Yeshivath (including the anticipated normal growth to 350 students) would generate significantly less traffic than the former Pace University Briarcliff Campus during peak periods as well as over the course of the day and would not have a significant impact on the area roadways in the vicinity of the Site.

While there are no current plans for expansion beyond the above referenced growth, if other portions of the campus are to be utilized, the

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traffic impacts including additional anticipated site generated traffic volumes and any access changes will be evaluated. At that time, it is recommended that traffic counts be conducted at the Site driveway to determine the school's operation, including the traffic generation (number of school buses and passenger cars) and peak hours of operation. This information will be used to compare traffic generation estimates provided in our June 17, 2021 Letter and herein, and provide future traffic generation estimates.

9. Will only the driveway opposite Birch Road be utilized or will the other curb cuts remain such as for emergency access?

   Response: The Applicant proposes to use the eastern-most driveway as its primary ingress and egress. The two western driveways, including the driveway opposite Birch Road, are not currently proposed to be used for staff or student ingress and egress. The curb cuts for those two driveways will remain but will be restricted to emergency access only. Those driveways will be gated with the appropriate signage.

10. Will the driveways be gated and will they be manned or controlled remotely?

    Response: All three driveways will be gated. The Applicant's current proposal includes locking the two western driveways at all times and limiting those to emergency access with appropriate signage. The existing gate at the eastern driveway will be replaced with a new remote controllable gate that will be monitored by security camera to permit access for buses, any commuting staff, and any deliveries and refuse pick-up. Bus drivers and other regular staff will be provided access cards, PINs, or other methods of entry to this gate. The Applicant will coordinate with the Village emergency services to provide knox-boxes or other entry methods at any locked gate as necessary to ensure adequate emergency access.

11. The final Site Plan should illustrate ADA parking spaces, as necessary.

    Response: The Site Plan prepared by Hudson Engineering and Consulting, P.C. dated 8/18/2021 have been revised to reflect the ADA parking spaces. Please refer to Page C-2.

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12. The Fire Department and other Emergency Services should review the Site Plans for Site access, building access, and circulation.

    Response: The Applicant has commenced consultation with the Village of Briarcliff Manor Fire Department and Police Department. Copies of the correspondences sent to those departments are included with this submission as attachments to Cuddy + Feder LLP's letter dated August 20, 2021. The site plan submission will be provided to the Village Fire Department and Police Department by the Village for review and comment. The Applicant is committed to continuing consultation and coordination with the emergency services to address any concerns related to access and circulation.

13. Sanitation pick-up plans should be discussed.

    Response: The Applicant proposes to use a private carting service for refuse collection. The refuse containers will be located in the same location as the previous uses of the Premises located between Dow Hall, the Dining Hall, and Tead House. Please see Page C-2 of the Site Plans prepared by Hudson Engineering and Consulting, P.C. dated 8/18/2021. The Applicant anticipates adequate site circulation to and from the trash receptacle location since the location of same is not being changed from prior operations. The Applicant anticipates trash pickups to be scheduled on an as-needed based, but no more than once per day.

14. The sight distance at the Site Driveway should be reviewed prior to construction and opening to determine if any vegetation needs to be cleared.

    Response: The Applicant has prepared the Sight Distance Diagrams included on Page SD-1 of the Site Plans prepared by Hudson Engineering and Consulting, P.C. dated 8/18/2021. The Sight Distance Diagrams demonstrate that there will be sufficient stopping sight distance from the west and from the north with selected trimming of landscaping within the Elm Road right-of-way.

Sincerely,

Colliers Engineering & Design CT, P.C.
(DBA Maser Consulting Engineering & Land Surveying)

Ronald Rieman, Project Manager

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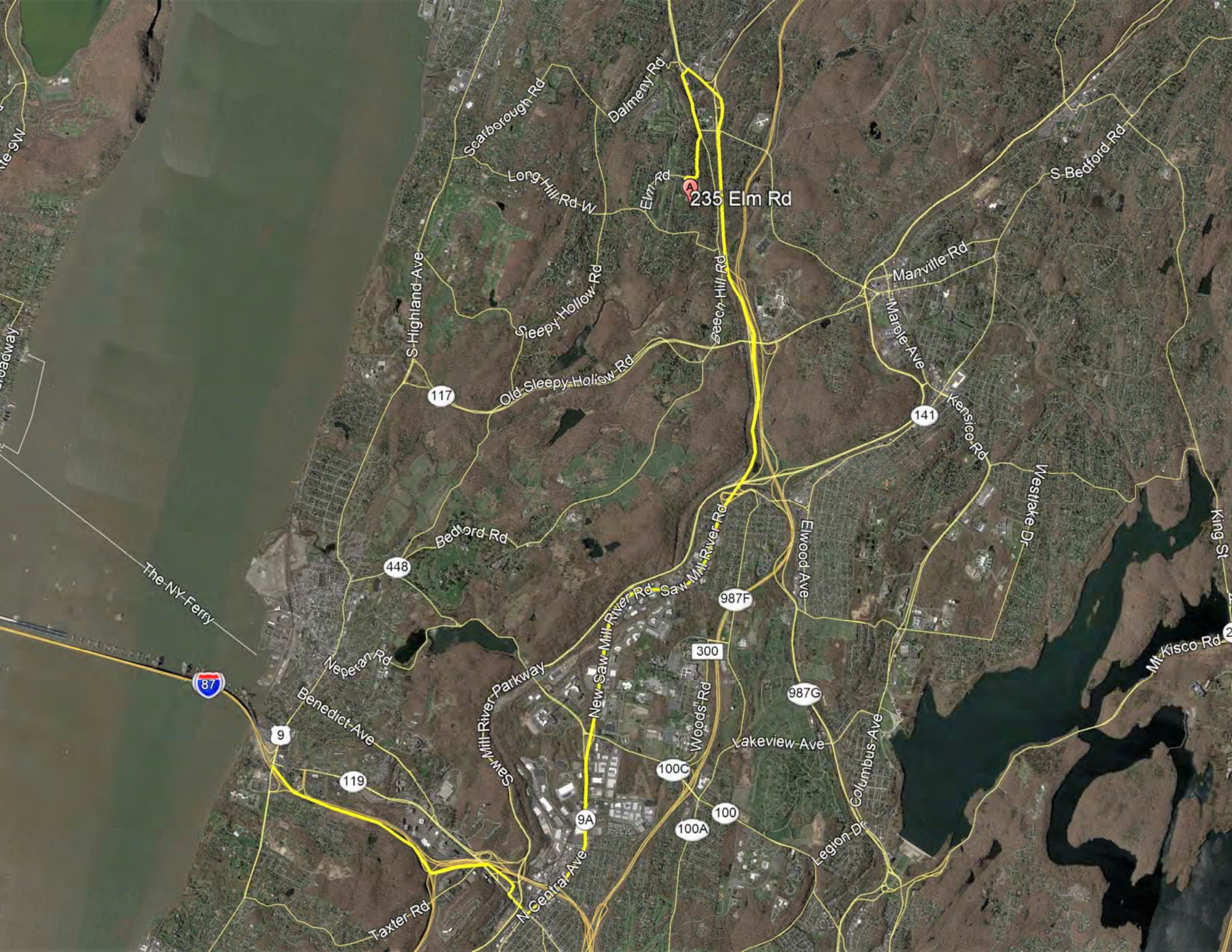
& Design

Attachment A |

Proposed Travel Route, Bus Dimensions, Turning Movement Diagrams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Scarborough Rd
Dalmeny Rd
Long Hill Rd W
Elm Rd
S Highland Ave
Sleepy Hollow Rd
Old Sleepy Hollow Rd
Beech Hill Rd
S Bedford Rd
Manville Rd
Marble Ave
Kensico Rd
Westlake Dr
King St
Elwood Ave
Bedford Rd
New Saw Mill River Rd
Saw Mill River Rd
987F
300
987G
Lakeview Ave
Columbus Ave
Legion Dr
Mt Kisco Rd
Woods Rd
Saw Mill River Parkway
Nepera Rd
Benedict Ave
N Central Ave
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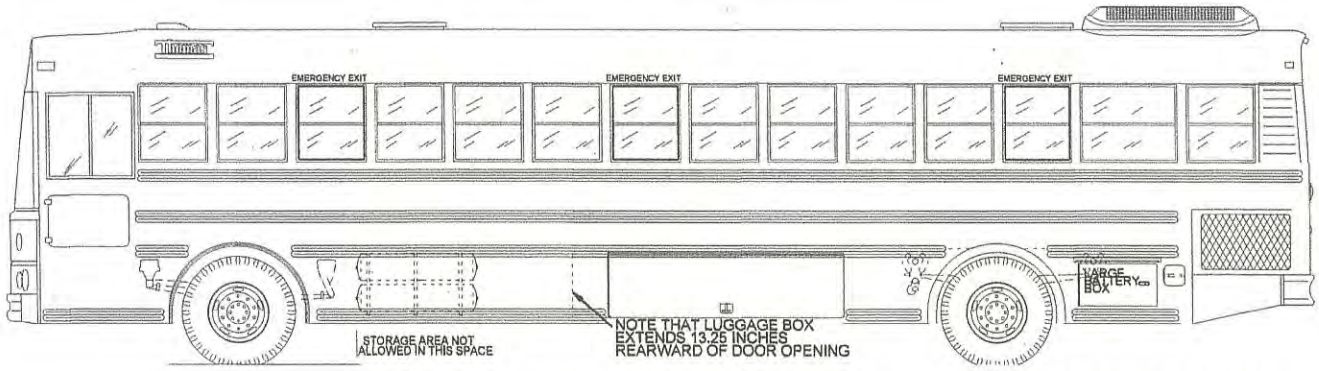
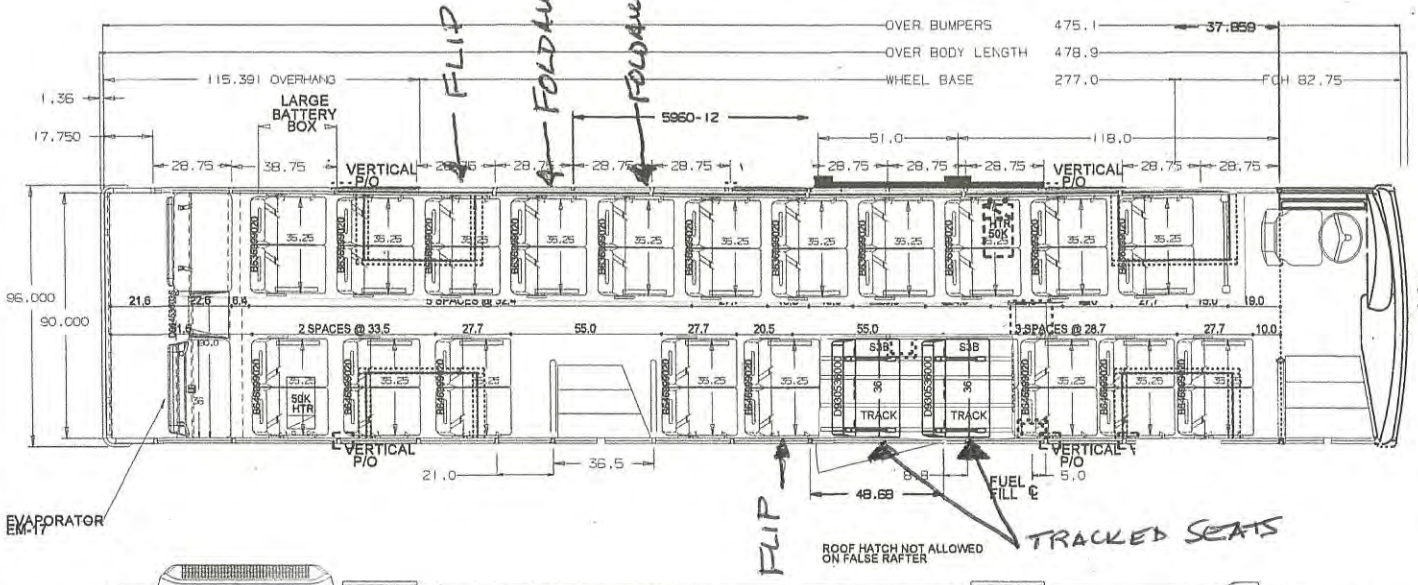
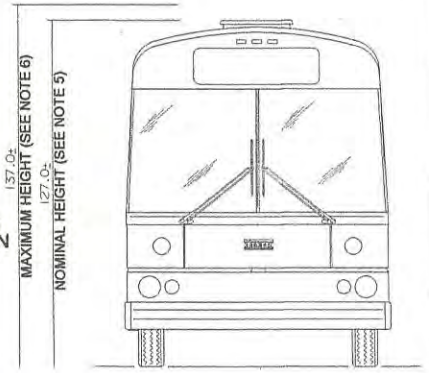
119
9A
100C
100
100A

SEATING CAPACITY: 46 + DRIVER



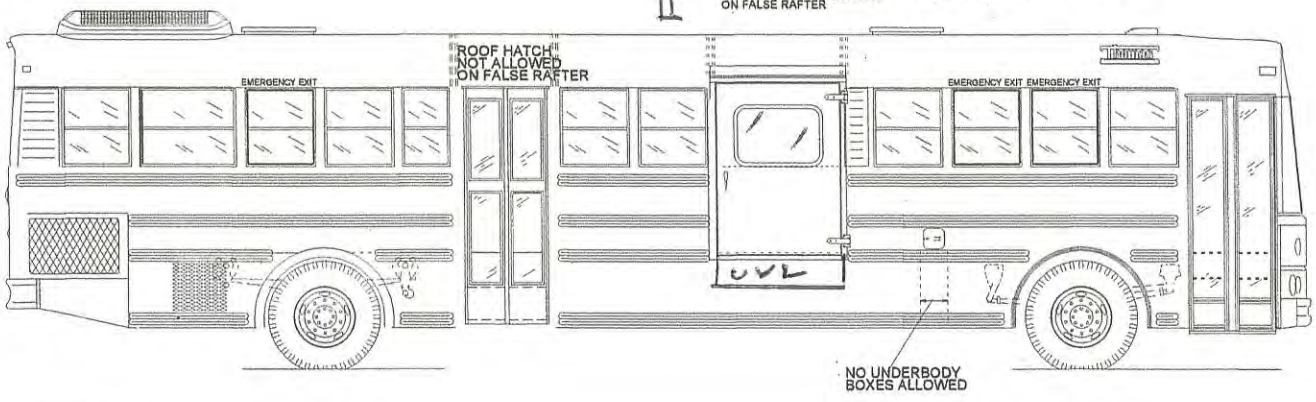
EQUIPPED WITH 23K SUSPENSION





EQUIPPED WITH ALLISON TRANSMISSION

NOTES:
UNIT EQUIPPED WITH PLYWOOD FLOOR
23K REAR SUSPENSION
UNIT EQUIPPED WITH OVERHEAD TRACK REINFORCEMENT



ALL DIMENSIONS ARE FOR REFERENCE ONLY

Model: Saf-T-Liner HDX
Quote Number: 342987
Locality: NY

GENERAL NOTES

1. SOME ITEMS, SUCH AS CV MIRRORS, ROOF LUGGAGE RACKS, AND OTHER ITEMS, ARE SHOWN IN ONE VIEW ONLY FOR CLARITY.
2. THIS DRAWING IS A REPRESENTATION ONLY AND MAY NOT SHOW ALL ITEMS REQUIRED. PLEASE REFER TO ORDER.
3. THE CLEARANCE BETWEEN BOTTOM OF BUS OR BOTTOM OF UNDERBODY COMPARTMENTS AND GROUND WILL VARY ACCORDING TO TIRE SIZE, BUS LOAD, AND SUSPENSION TYPE.
4. THE MAXIMUM WIDTH AT BELT LINE OVER GUARD RAILS IS 98".
5. THE NOMINAL BUS HEIGHT IS BASED ON A STANDARD BODY AND LARGEST SIZE TIRES.
6. THE MAXIMUM BUS HEIGHT IS BASED ON BODY WITH OPTIONS SUCH AS A/C UNITS, STROBE LIGHT, LARGEST SUSPENSION ETC.
7. "OVER BUMPER" DIMENSION DOES NOT TAKE INTO ACCOUNT OPTIONS THAT MAY ADD TO THE TOTAL LENGTH OF THE BUS, SUCH AS MIRRORS, LIGHTS AND CROSSING ARMS.

SIDE	ROW	SPACING	KNEE ROOM
LEFT		32.4	29.2
RIGHT		28.7	25.5
RIGHT		33.5	30.3

THOMAS BUILT BUSES, INC
HIGH POINT, NC

TITLE: PLAN AND ELEVATION BODY 141YN

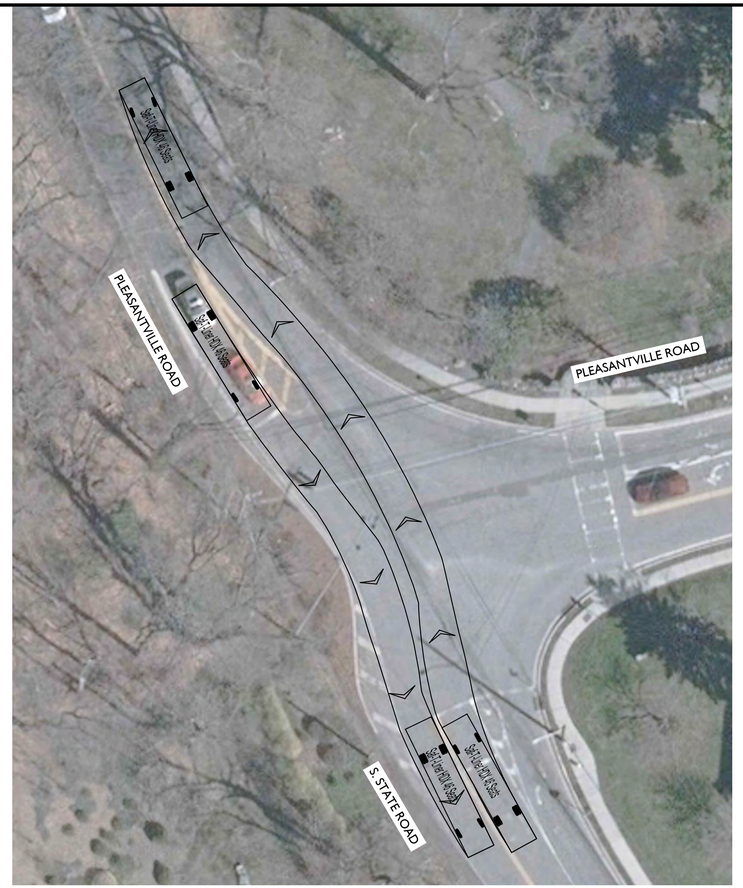
DRN: 05-21-18 BY: J. Domin SIZE: S DWG. NO. 733597

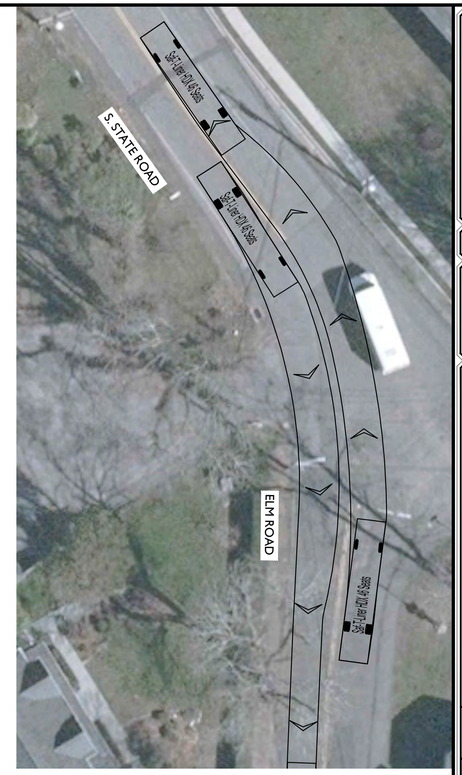
SCALE 3/8"=12"

Program Version: 18.5.16.1

CAD DRAWING - DO NOT MAKE MANUAL CHANGES

CAD DRAWING - DO NOT MAKE MANUAL CHANGES





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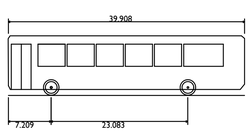
SCALE : 1" = 20'



Saf-T-Liner HDX (46 Seats)	
Overall Length	39.908ft
Overall Width	8.000ft
Overall Body Height	10.053ft
Min Body Ground Clearance	0.983ft
Track Width	7.500ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	34.40°

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REV	DATE	DRAWN BY	DESCRIPTION

VEHICLE TURNING TRACKS

FOR

235 ELM ROAD

VILLAGE OF
BRIARCLIFF MANOR
WESTCHESTER COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT, P.C.
DOING BUSINESS AS MASER CONSULTING
ENGINEERING & LAND SURVEYING

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	8/16/21	P.W.G.	A.P.R.

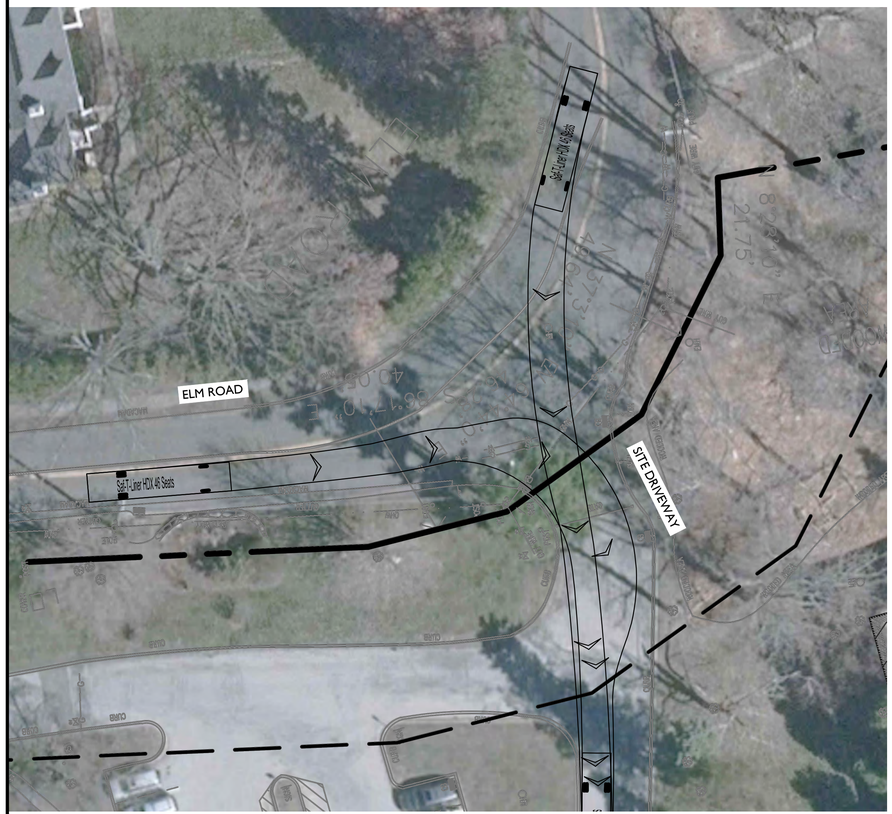
PROJECT NUMBER:	DRAWING NAME:
21003367A	210727PWG_TURNING TRACKS

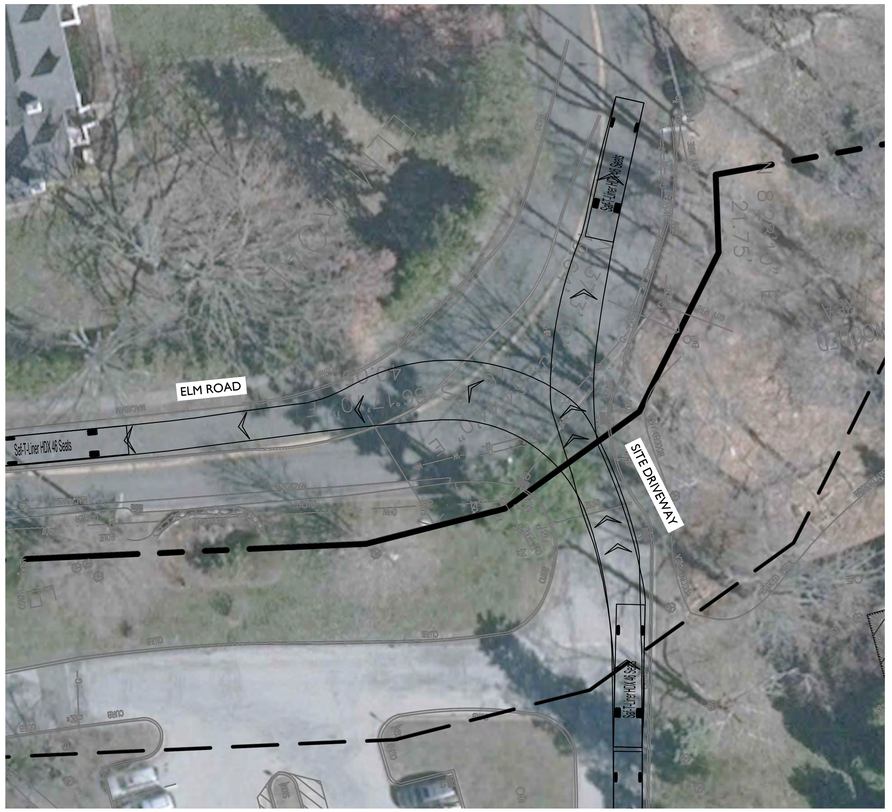
SHEET TITLE:
SCHOOL BUS TURNING TRACKS (VIA NYS ROUTE 9A)

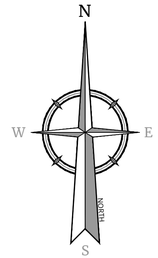
SHEET NUMBER:
1 of 3

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

3367A\Plans (Colliers PDs)\210727PWG Turning Tracks.dwg Via Route 9A By: PGOTTHELF

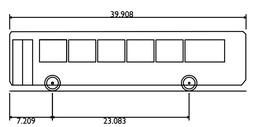






20 0 20 40

SCALE : 1" = 20'



Saf-T-Liner HDX (46 Seats)	
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Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	34.40°

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REV	DATE	DRAWN BY	DESCRIPTION

VEHICLE TURNING TRACKS

FOR

235 ELM ROAD

VILLAGE OF
BRIARCLIFF MANOR
WESTCHESTER COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue,
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
COLLIERS ENGINEERING & DESIGN CT, P.C.
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ENGINEERING & LAND SURVEYING

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	8/16/21	P.W.G.	A.P.R.

PROJECT NUMBER: 21003367A

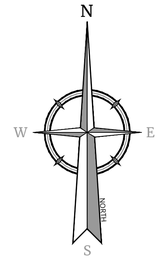
DRAWING NAME: 210727PWG_TURNING TRACKS

SHEET TITLE:
SCHOOL BUS TURNING TRACKS (SITE DRIVEWAYS)

SHEET NUMBER:
2 of 3

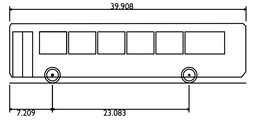
NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

3367A\Plans (Colliers PDS)\210727PWG_Turning Tracks.dwg Entrance By: RSCOTTHELF



40 0 40 80

SCALE : 1" = 40'



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REV	DATE	DRAWN BY	DESCRIPTION

VEHICLE TURNING TRACKS

FOR

235 ELM ROAD

VILLAGE OF
BRIARCLIFF MANOR
WESTCHESTER COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue, Suite 180E
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	8/16/21	P.W.G.	A.P.R.

PROJECT NUMBER:	DRAWING NAME:
21003367A	210727PWG_TURNING TRACKS

SHEET TITLE:
SCHOOL BUS TURNING TRACKS (INTERNAL)

SHEET NUMBER:
3 of 3

EXHIBIT B

August 12, 2021

Khal Torath Chaim of Rockland
15 Elyon Road
Monsey, NY 10952

Attn: David Rosenberg

RE: 235 Elm Road
Briarcliff Manor, NY, 10510
TaxID: 98.19-2-11
Mechanical Engineering Report

Dear Mr. Rosenberg,

The following report describes the Mechanical considerations required for making the premises at 235 Elm Road in Briarcliff Manor, NY safe for the intended use described in the Architect's Report.

I. Project Description:

The property consists of ten buildings with the following previous uses:

- DOW Hall: student affair offices, storage, and dormitories.
- DOW Hall Southern Wing: indoor swimming pool and administrative offices.
- Dining Hall: kitchen and cafeteria.
- Tead House: financial and administrative offices.
- Hillside Dormitory, Valley Dormitory, and New Dorm: dormitories.
- Howard Johnson Hall: dormitories and athletics center.
- West Hall and Woodward Hall: classrooms.

DOW Hall Southern Wing, Dining Hall, Tead House, New Dorm, and Valley Dormitory will be renovated for use as described in the architect's report. Modifications or additions to existing Mechanical infrastructure and systems necessary for safe use of these buildings are described in the report below.

DOW Hall, Hillside Dormitory, Howard Johnson Hall, West Hall, and Woodward Hall will be temporarily unoccupied. Guidelines for closing these buildings to ensure public safety are outlined in the report below.

II. DOW Hall:

A. General

1. Building will be unoccupied and shall be safeguarded and maintained per requirements in NYS Fire Code section 311 (Vacant Premises).

B. Electrical

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1. ConEdison meter serving the entire campus is located in the Cellar of DOW Hall.
2. Electrical main switch shall remain open.
3. A qualified electrician shall inspect the main switch and associated wiring and repair if needed.
4. All interior load panels shall be disconnected from main switch. New panel (or existing if in good condition) shall be connected for temporary lighting, heating and sump pump and any other electrical loads needed while the building is unoccupied.
5. Temporary lighting shall be provided in all stairs, corridors and mechanical rooms. Switches shall be provided at all building entrances.

C. Fire Alarm
   1. Fire alarm system shall be turned off.

D. HVAC
   1. Temporary electric heaters shall be installed in water service rooms to prevent pipes from freezing.
   2. Building contains a defunct boiler plant which provided steam for other buildings as well as for DOW Hall. The buildings which will be occupied shall be provided with independent systems as indicated in this report.

E. Sprinkler
   1. Sprinkler main valves shall be closed and all piping shall be drained to prevent pipes from freezing.

F. Domestic Water
   1. Domestic water main valves shall be closed and all piping shall be drained to prevent freezing.

G. Gas
   1. Gas main valve shall be closed.

H. Other
   1. Interior storm leaders shall be inspected by a qualified plumber and repaired of any leaks to prevent flooding.
   2. Sump pump located in generator room shall be repaired.
   3. Generator and fuel tank located in the Cellar shall be drained of combustion fuel.

III. DOW Hall Southern Wing:

A. General
   1. Building will be occupied. Refer to architect's report for use.

B. Electrical
   1. Electrical transformer and main switch shall remain.
   2. A qualified electrician shall inspect the main switch and associated wiring and repair if needed.
   3. Internal wiring and panelboards shall be upgraded as needed.

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C. Fire Alarm
    1. Fire alarm system shall be upgraded as needed.
D. HVAC
    1. Existing steam heating will be removed and replaced with an all new system for heating, cooling and ventilation.
E. Sprinkler
    1. Existing sprinkler system shall be disconnected from the system in DOW Hall.
    2. New sprinkler water supply shall be installed. Backflow prevention shall be provided as required by code.
    3. Sprinkler system shall be upgraded as needed.
F. Domestic Water
    1. Existing water main shall remain.
    2. All valves, backflow devices and internal plumbing shall be upgraded as needed.
    3. New hot water heating system shall be provided as needed..
G. Gas
    1. New gas piping shall be installed from existing underground infrastructure.
    2. New valves and regulators shall be provided as required.
H. Other
    1. Sanitary and storm piping shall be upgraded as needed.

IV. Dining Hall:

A. General
    1. Building will be occupied. Refer to architect's report for use.
B. Electrical
    1. Electrical transformer and main switch shall remain.
    2. A qualified electrician shall inspect the main switch and associated wiring and repair if needed.
    3. Internal wiring and panelboards shall be upgraded as needed.
C. Fire Alarm
    1. Fire alarm system shall be upgraded as needed.
D. HVAC
    1. Existing systems (steam heat, ducted cooling system, split unit A/C unit) shall be removed.
    2. New system shall be provided for heating, cooling and ventilation.
E. Sprinkler
    1. Building does not have a sprinkler system.

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2. New sprinkler water supply shall be installed. Backflow prevention shall be provided as required by code.
3. New sprinkler system shall be provided.

F. Domestic Water
1. Existing water main shall remain.
2. All valves, backflow devices and internal plumbing shall be upgraded as needed.
3. Existing hot water system (indirect heaters heated by steam from DOW) is not operational.
4. New hot water heating system shall be provided as needed.

G. Gas
1. Existing gas piping shall be upgraded as needed.

H. Other
1. Sanitary and storm piping shall be upgraded as needed.
2. Grease trap shall be inspected and upgraded as needed.

V. Tead House:

A. General
1. Building will be occupied. Refer to architect's report for use.

B. Electrical
1. Electrical transformer and main switch shall remain.
2. A qualified electrician shall inspect the main switch and associated wiring and repair if needed.
3. Internal wiring and panelboards shall be upgraded as needed.

C. Fire Alarm
1. Fire alarm system shall be upgraded as needed.

D. HVAC
1. Existing systems (steam heat, ducted cooling system, through the wall A/C unit) shall be removed.
2. New system shall be provided for heating, cooling and ventilation.

E. Sprinkler
1. Backflow on existing sprinkler main shall be upgraded as needed.
2. Existing sprinkler system shall be upgraded as needed.

F. Domestic Water
1. Existing water main shall remain.
2. All valves, backflow devices and internal plumbing shall be upgraded as needed.
3. Existing hot water system (indirect heaters heated by steam from DOW) is not operational.
4. New hot water heating system shall be provided as needed.

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G. Gas
    1. Tead House does not have gas piping.
    2. If future design will require gas, a new branch shall be made from the existing underground infrastructure.

H. Other
    1. Sanitary and storm piping shall be upgraded as needed.

VI. New Dorm & Valley Dormitory

A. General
    1. Building will be occupied. Refer to architect's report for use.

B. Electrical
    1. Electrical transformer and main switch shall remain.
    2. A qualified electrician shall inspect the main switch and associated wiring and repair if needed.
    3. Internal wiring and panelboards shall be upgraded as needed.

C. Fire Alarm
    1. Fire alarm system shall be upgraded as needed.

D. HVAC
    1. Existing systems (steam heat, ducted cooling system, exhaust fans) shall be removed.
    2. New system shall be provided for heating, cooling and ventilation.

E. Sprinkler
    1. Building has an operational sprinkler system.
    2. Existing sprinkler main shall remain. Backflow prevention shall be upgraded as needed.
    3. Sprinkler system shall be upgraded as needed for any architectural changes.

F. Domestic Water
    1. Existing water main shall remain.
    2. All valves, backflow devices and internal plumbing shall be upgraded as needed.
    3. Existing hot water system (indirect heaters heated by steam from DOW) is not operational.
    4. New hot water heating system shall be provided as needed.

G. Gas
    1. Existing gas piping shall be upgraded as needed.

H. Other
    1. Sanitary and storm piping shall be upgraded as needed.

VII. Hillside Dormitory & Howard Johnson Hall

A. General

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1. Building will be unoccupied and shall be safeguarded and maintained per requirements in NYS Fire Code section 311 (Vacant Premises).

B. Electrical
   1. Electrical main switch shall remain open.
   2. A qualified electrician shall inspect the main switch and associated wiring and repair if needed.
   3. All interior load panels shall be disconnected from main switch. New panel (or existing if in good condition) shall be connected for temporary lighting and heating and any other electrical loads needed while the building is unoccupied.
   4. Temporary lighting shall be provided in all stairs, corridors and mechanical rooms. Switches shall be provided at all building entrances.

C. Fire Alarm
   1. Fire alarm systems shall be turned off.

D. HVAC
   1. Temporary electric heaters shall be installed in water service rooms to prevent pipes from freezing.
   2. Existing systems (heating, exhaust fans, window A/C units, split unit A/C units) shall be shut down.

E. Sprinkler
   1. Sprinkler main valves shall be closed and all piping shall be drained to prevent pipes from freezing.

F. Domestic Water
   1. Domestic water main valves shall be closed and all piping shall be drained to prevent pipes from freezing.

G. Gas
   1. Gas main valves shall be closed.

H. Other
   1. Interior storm leaders shall be inspected by a qualified plumber and repaired of any leaks to prevent flooding.

VIII. West Hall & Woodward Hall

A. General
   1. Building will be unoccupied and shall be safeguarded and maintained per requirements in NYS Fire Code section 311 (Vacant Premises).

B. Electrical
   1. Electrical main switch shall remain open.
   2. A qualified electrician shall inspect the main switch and associated wiring and repair if needed.

800 2nd Ave., Suite 800, New York, NY 10017 | Tel: 212.710.6260 | Fax: 212.710.6261

August 12, 2021

3. All interior load panels shall be disconnected from main switch. New panel (or existing if in good condition) shall be connected for temporary lighting and heating and any other electrical loads needed while the building is unoccupied.
4. Temporary lighting shall be provided in all stairs, corridors and mechanical rooms. Switches shall be provided at all building entrances.

C. Fire Alarm
   1. Fire alarm systems shall be turned off.

D. HVAC
   1. Temporary electric heaters shall be installed in water service rooms to prevent pipes from freezing.
   2. Existing systems (chilled water for air handlers, steam from DOW for heating, exhaust fans) shall be shut down.

E. Sprinkler
   1. These buildings do not contain sprinkler systems.

F. Domestic Water
   1. Domestic water main valves shall be closed and all piping shall be drained to prevent pipes from freezing.

G. Gas
   1. These buildings do not have any gas piping.

H. Other
   1. Interior storm leaders shall be inspected by a qualified plumber and repaired of any leaks to prevent flooding.

All work described in the above report shall be done by qualified individuals and in accordance with all applicable codes and standards, including local AHJ requirements.

Engineer:
Alexander Polatsek, P. E.
Mehandes Engineering
800 2nd Avenue, Ste. 800
New York, NY 10017
(212) 710-6260

Alexander Polatsek, P.E.
044086

EXHIBIT C

The Yeshivath Viznitz

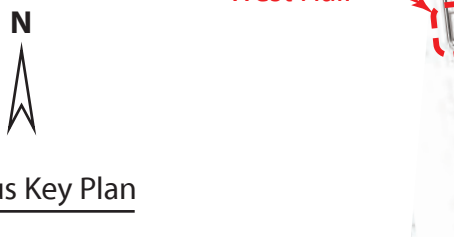
Building Inspection Report for West Hall

235 Elm Road,
Briarcliff Manor, NY 10510
(Aug 9th, 2021)

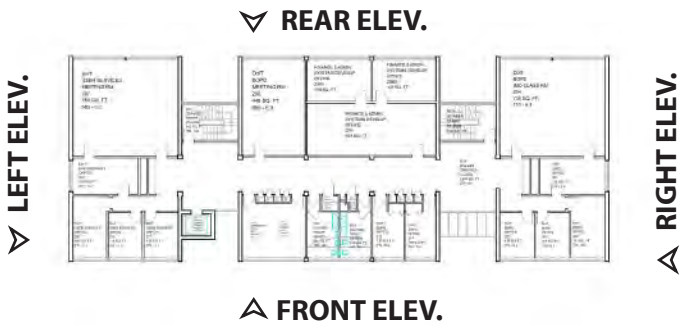
Inspected by: - Max Parangi (Max Parangi Architects P. C.)
- Nan Chenghui (Max Parangi Architects P. C.)

Attendance: - Mr. Arye Klar (GC)
- Mehandes Engineering (MEP)

2. West Hall



Campus Key Plan
N.T.S.



West Hall Plan Layout
N.T.S.

NEW YORK OFFICE
399 Knollwood Road, Suite 114
White Plains, New York 10603
TEL: (914) 686-3359 FAX: (914) 686-3319

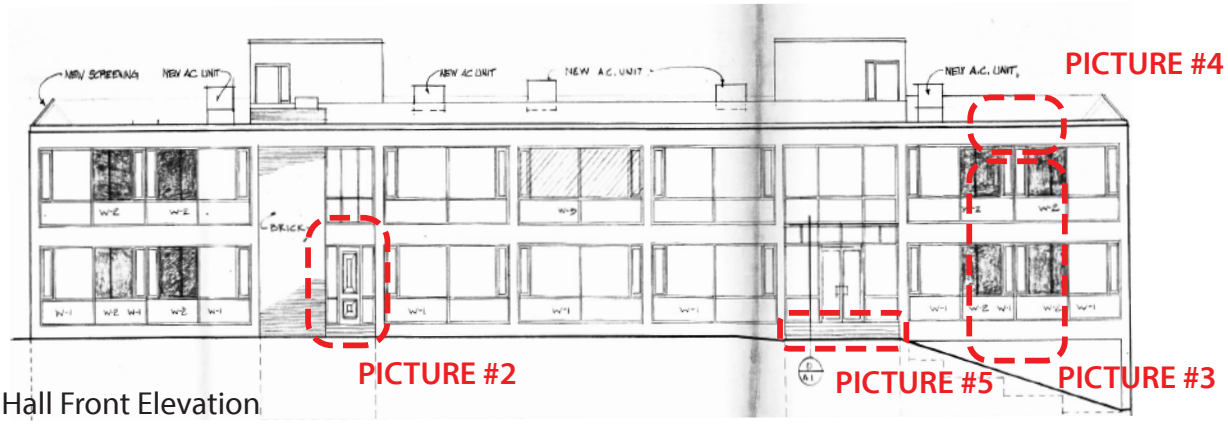
NEW JERSEY OFFICE
7 Daniel Drive
Englewood, NJ 07631
TEL: (201) 567-5880

Website: www.maxparangi.com E-mail: info@MaxParangi.com

2.1) Exterior

2.1) (a) Front Elevation

- Visible on the exterior of the building are: the poured concrete structure, brick infills with black painted curtain wall panels & fenestrations. **(PICTURE #1, #2, #3)**
- Poured concrete structure & brick infills at front elevation are in fairly decent shape except for some hairline cracks. They do not appear to be major structural cracks.
- Front elevation windows, window frames & painted curtain wall panels are in bad condition, existing windows are single pane with operable casement type mechanism.
- The ADA ramp & railing at secondary entrance appears to be up to code. The wood entrance door by the ADA ramp is in bad shape and needs to be replaced with new door. **(PICTURE #2)**
- Concrete soffit ceiling panels above secondary entrance were in decent shape and do not look detached from the concrete structure.
- Temporary scuppers were found at the left and right side of the front elevation and no down-spouts were connected to the scuppers. Rain from the scupper is draining directly on the facade surface and existing facade under scuppers was severely damaged. **(PICTURE #3, #4)**
- Front steps concrete at the entrance was resurfaced but the repair looks temporary. **(PICTURE #5)**



West Hall Front Elevation

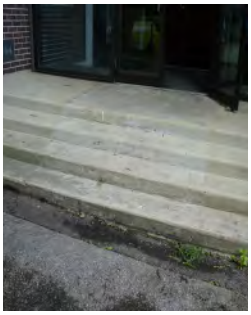
N.T.S.

PICTURE #1

PICTURE #2

PICTURE #3

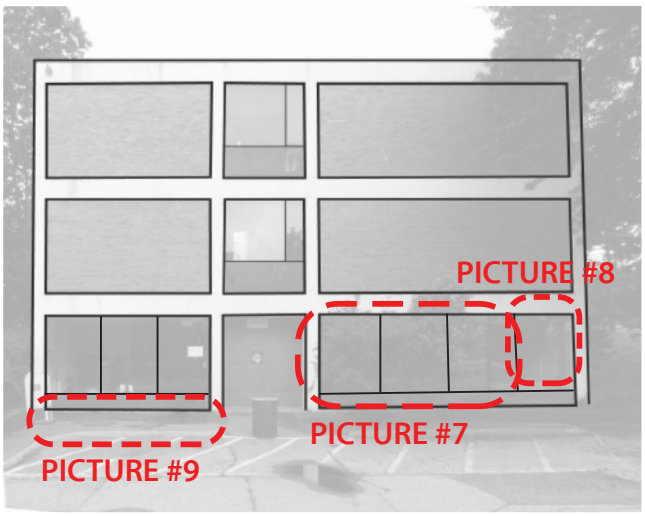
PICTURE #4



PICTURE #5

2.1) (b) Right Elevation

- Right elevation was in fair condition. **(PICTURE #6)**
- Lower level windows were double pane windows with aluminum framing. They were in a fair condition except for one broken panel on the right. **(PICTURE #7, #8)**
- Horizontal cracks on concrete were found below left side windows. **(PICTURE #9)**



West Hall Right Elevation

N.T.S.

PICTURE #6

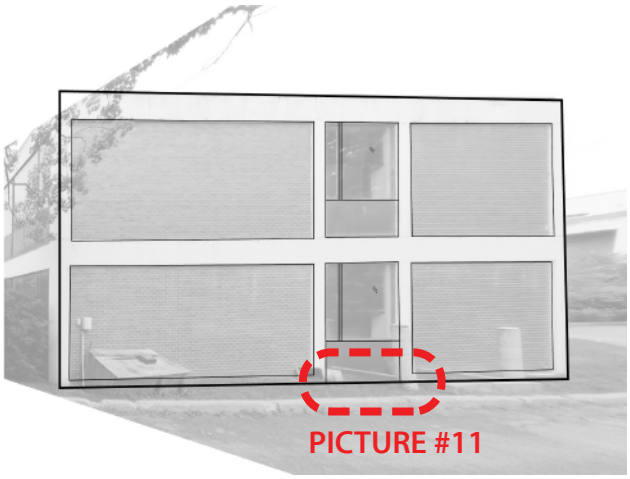
PICTURE #7

PICTURE #8

PICTURE #9

2.1) (c) Left Elevation

- Left elevation was in fair condition except for some hairline cracks. **(PICTURE #10)**
- Mechanical shaft metal grid was damaged, the poured concrete walls at mechanical shaft were in fair condition. **(PICTURE #11)**



West Hall Left Elevation

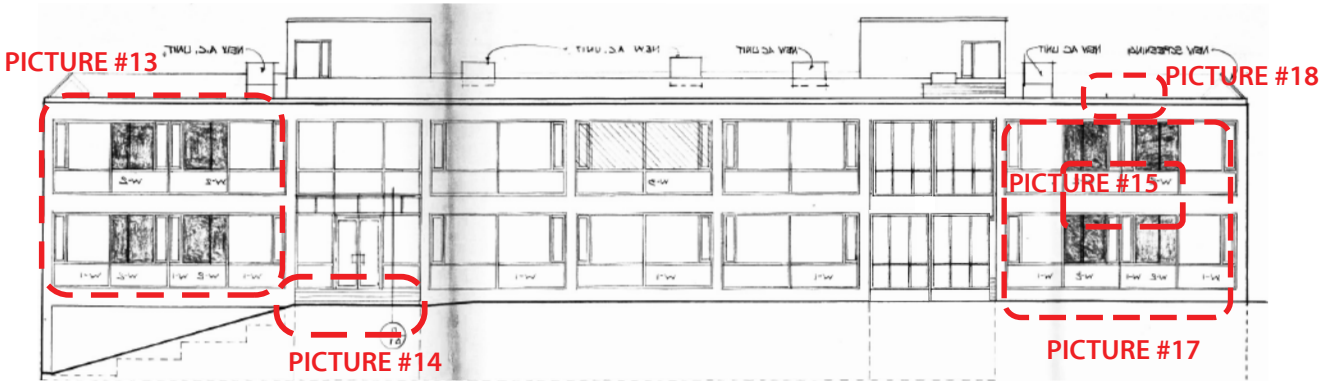
N.T.S.

PICTURE #10

PICTURE #11

2.1) (d) Rear Elevation

- Poured concrete structure & brick infills at front elevation are in fairly decent shape except for some hairline, zigzag & horizontal cracks. They do not appear to be major structural cracks. **(PICTURE #12,#13)**
- Horizontal cracks on concrete were found at the rear entrance stairs. **(PICTURE #14)**
- Rear elevation windows, window frames & painted curtain wall panels are in bad condition, existing windows are single pane with operable casement type mechanism. **(PICTURE #13)**
- Four temporary scuppers were found at rear elevation and no downspouts were connected to the scuppers. Rain from the scupper is draining directly on the facade surface and existing facade under scuppers was severely damaged. **(PICTURE #15 to #18)**



West Hall Rear Elevation

N.T.S.

PICTURE #12

PICTURE #17

PICTURE #13

PICTURE #14

PICTURE #18

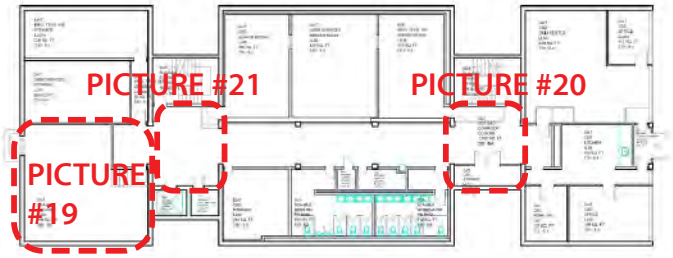
PICTURE #15

PICTURE #16

2.2) Interior

2.2) (a) Ground Floor

- Ground floor interior partitions are 6" brick/CMU walls and light weight studs with gypsum board. **(PICTURE #20, #21)**
- Existing mechanical room is located 4' below ground floor level. Mechanical equipments did not look up to code but refer to MEP report for more details. **(PICTURE #19)**
- Most of the exit signs and emergency lights were in fair condition, few need to be replaced. **(PICTURE #20, #21)**
- Existing bathroom facilities are still functional but needs upgrade.

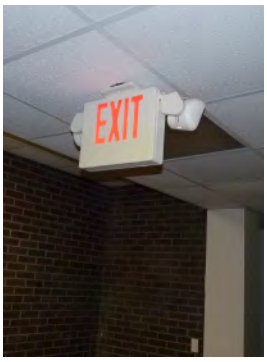


West Hall Ground Floor

N.T.S.

PICTURE #19

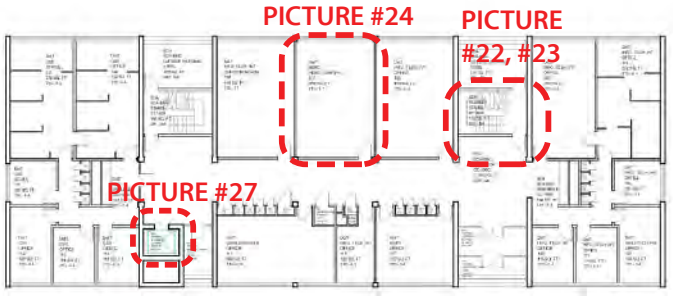
PICTURE #20



PICTURE #21

2.2) (b) First Floor

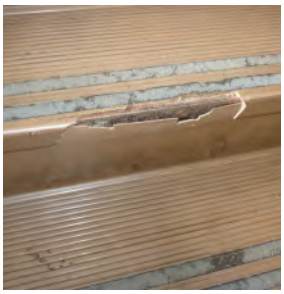
- The interior of West Hall are concrete flooring structures with commercial carpet and dropped acoustic ceilings. **(PICTURE #24)**
- Existing rooms are in good shape. **(PICTURE #24 & #25)**
- The interior partitions are 6" brick/CMU walls (from original construction) and light weight studs with gypsum board. **(PICTURE #24, #25)**
- Existing stairs railings are not up to code. Landings and treads material in many places are deteriorated and need to be resurfaced. **(PICTURE #22, #23)**
- Existing exit signs and emergency lights appears to be in fair condition.
- Existing bathroom facilities are still functional and in fair condition. **(PICTURE #26)**
- Existing elevator is out of service and needs to be checked. **(PICTURE #27)**



West Hall First Floor

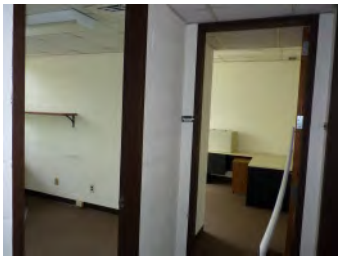
N.T.S.

PICTURE #22



PICTURE #23

PICTURE #24



PICTURE #25

PICTURE #26

PICTURE #27

2.2) (c) Second Floor

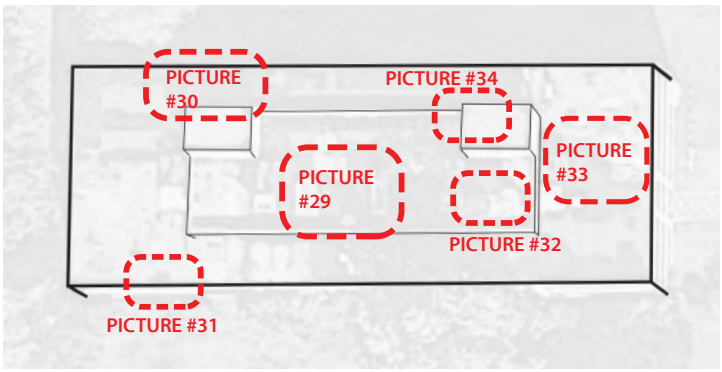
- The interior partitions are 6" CMU walls (from original construction) and light weight studs with gypsum board.
- Existing stairs railings are not up to code. Landings and treads material in many places are deteriorated and need to be resurfaced.
- Existing exit signs and emergency lights seems to be in fair condition.
- Existing elevator is out of service and needs to be checked.
- Existing bathroom facilities are still functional but needs upgrade.
- Several leakages were found at 2nd floor ceiling. Existing acoustic ceiling at leakage area was deteriorated. **(PICTURE #28 & #29)**

PICTURE #28

PICTURE #29

2.3) Roof

- Entire roof is severely compromised. The existing roofing EPDM membrane is in bad condition and it needs to be replaced. The roof is not draining properly and there is considerable vegetation growth over the roof. **(PICTURE #29 to #33)**
- Entire roof is not properly pitched and pounding is observed literally everywhere. **(PICTURE #29 to #32)**
- Scuppers were not connected to the downspouts and rain is draining directly on the building facade surface. **(PICTURE #31)**
- Existing HVAC equipments dunnage is not transfering load to perimeter walls but rather relying on pitch pocket in the middle of the roof. **(PICTURE #29)**
- Both bulkhead roofs are compromised, existing bulkhead ceilings are deteriorated. **(PICTURE #29)**



West Hall Roof Plan

N.T.S.

PICTURE #29

PICTURE #30

PICTURE #31

PICTURE #32

PICTURE #33

PICTURE #34

The Yeshivath Viznitz

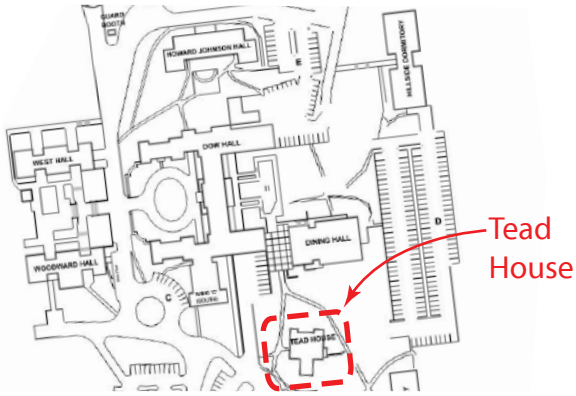
Building Inspection Report for Tead House

235 Elm Road,
Briarcliff Manor, NY 10510
(Aug 16th, 2021)

Inspected by: - Nan Chenghui (Max Parangi Architects P. C.)

3. Tead House

N



Campus Key Plan
N.T.S.

REAR ELEV.

LEFT ELEV.

RIGHT ELEV.

N

Tead House Plan Layout
N.T.S.

FRONT ELEV.

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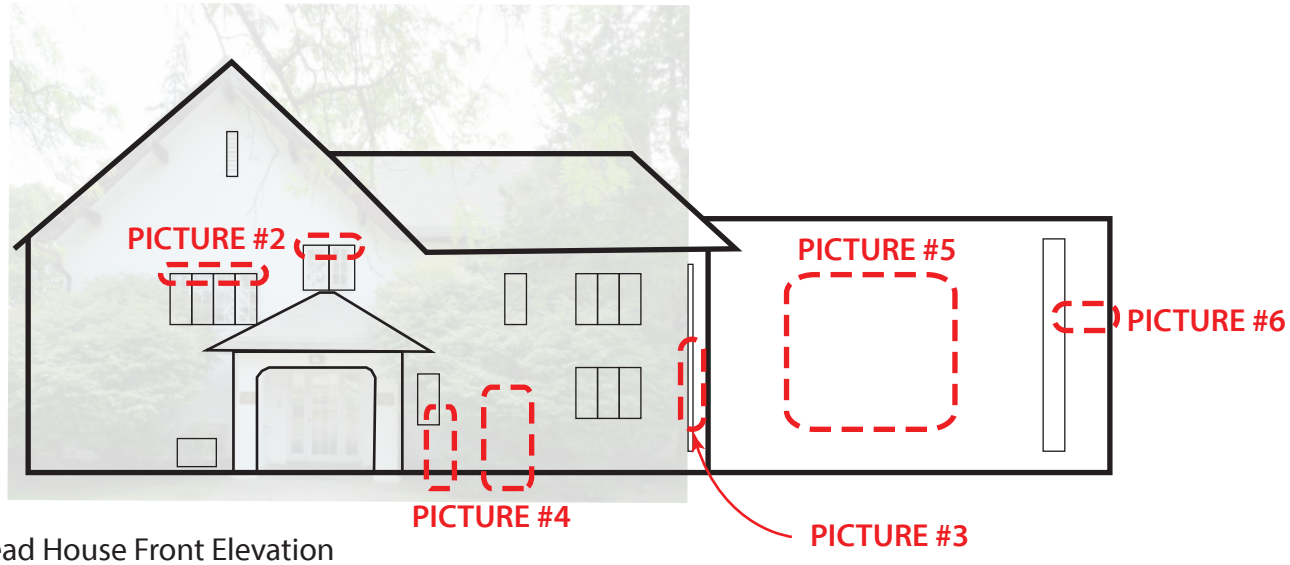
3.1) Exterior

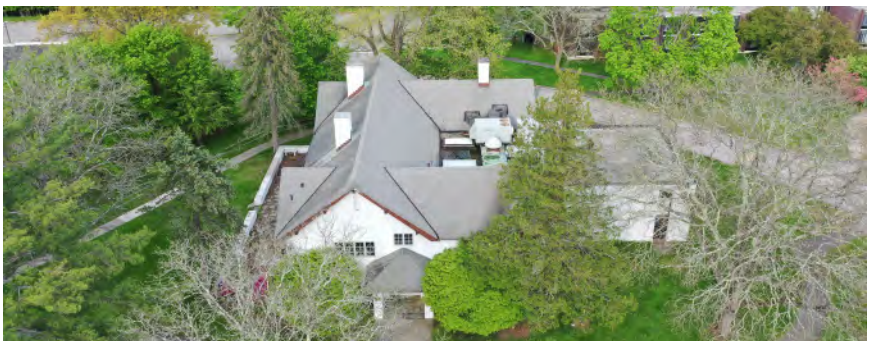
3.1) (a) Front Elevation

- Visible on the exterior of the building are: stucco finished concrete structure with fenestrations. **(PICTURE #1)**
- Existing windows are double pane windows and they are in fair condition.
- Hairline crack was observed above left side second floor windows headers. **(PICTURE #2)**
- Rainwater downspout on the right side of the building is broken. **(PICTURE #3)**
- Some vertical hairline cracks were observed on the stucco finish. **(PICTURE #4)**
- Some horizontal hairline cracks were observed at right side of the front elevation. **(PICTURE #5 & #6)**



Tead House Front Elevation

N.T.S.



PICTURE #1

PICTURE #2

PICTURE #3

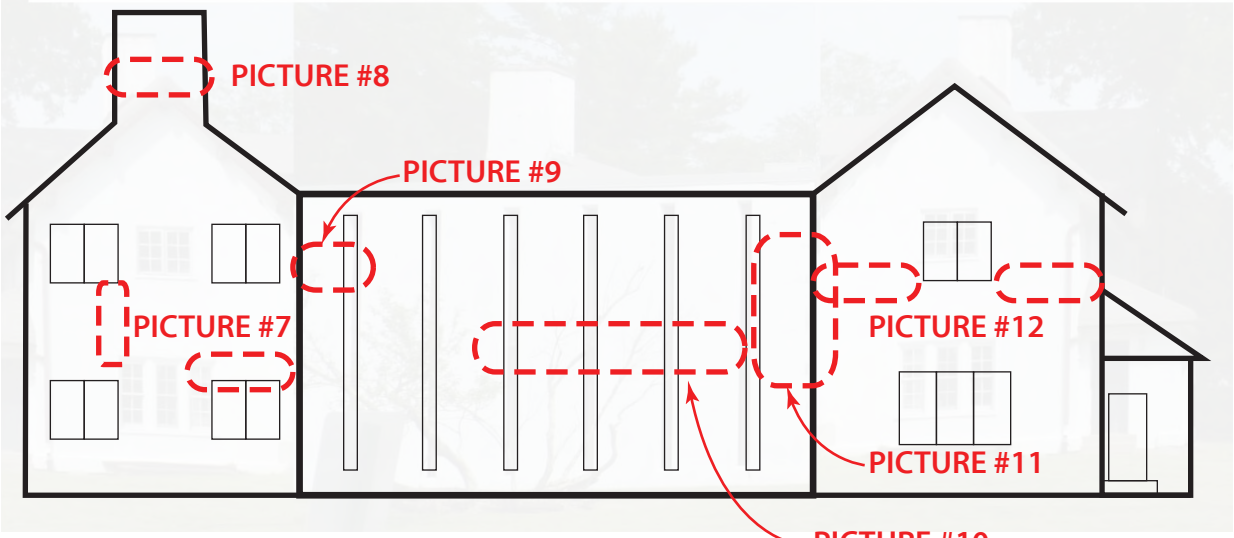
PICTURE #4

PICTURE #5

PICTURE #6

3.1) (b) Right Elevation

- Some vertical hairline cracks were observed on the stucco finish. **(PICTURE #7)**
- Some horizontal hairline cracks were observed on the stucco finish. **(PICTURE #8, #9, #10,#11 & #12)**

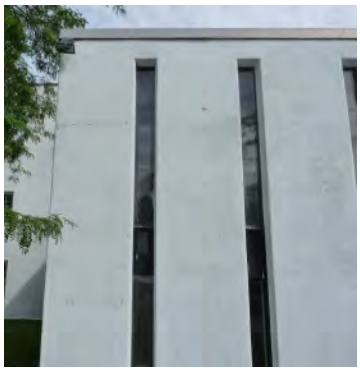


Tead House Right Elevation

N.T.S.

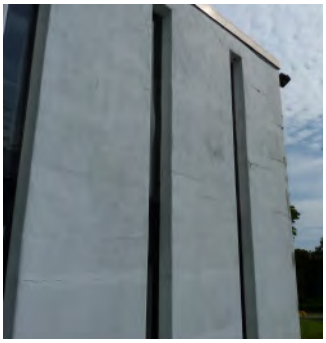
PICTURE #7

PICTURE #8



PICTURE #9

PICTURE #10

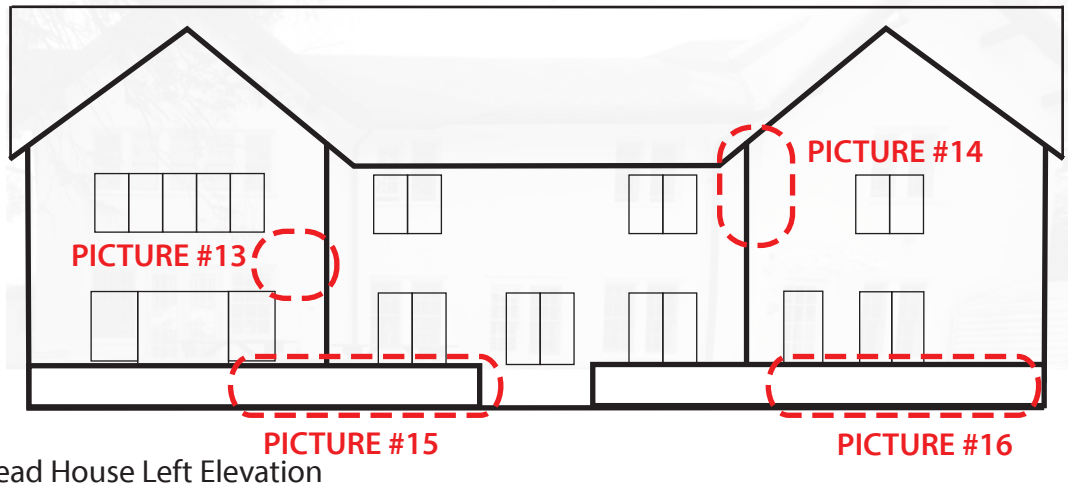


PICTURE #11

PICTURE #12

3.1) (c) Left Elevation

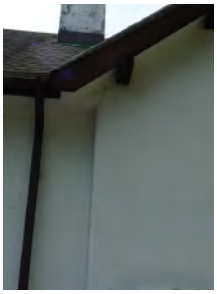
- Some hairline cracks were observed on the stucco finish. **(PICTURE #13 & #14)**
- CMU boundry wall was cracked and damaged. **(PICTURE #15 & #16)**



Tead House Left Elevation

N.T.S.

PICTURE #13



PICTURE #14

PICTURE #15

PICTURE #16

3.1) (d) Rear Elevation

- Some hairline horizontal cracks were observed on left side of the rear elevation. **(PICTURE #17)**
- Window lintel caulking seems deteriorated on right side of the rear elevation.**(PICTURE #18)**

Tead House Rear Elevation

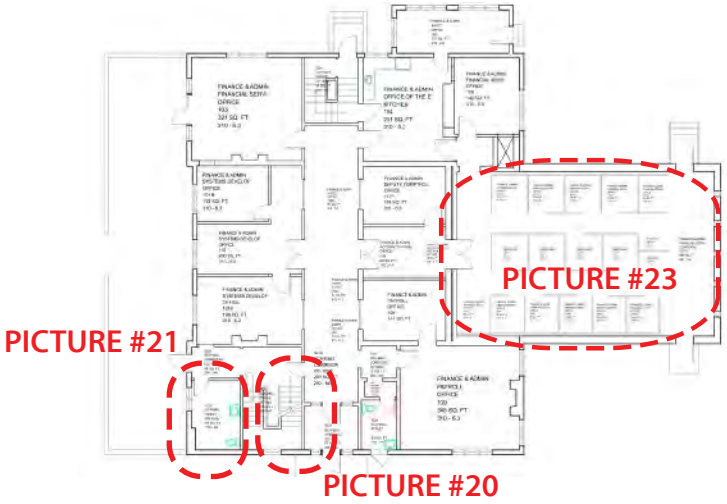
N.T.S.

PICTURE #17

PICTURE #18

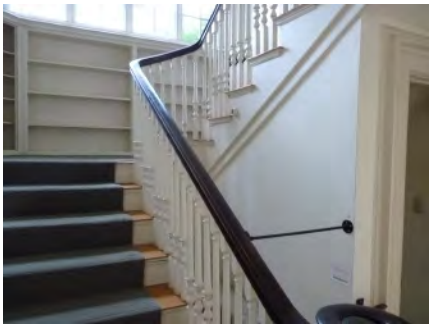
3.2) Interior

- The interior of Tead House are: carpet flooring, wood studs with gypsum board, flat gypsum board ceiling at pitched roof and dropped acoustic ceiling at flat roof.
- Existing mechanical room is located in the Basement floor level. Refer to MEP report for further information. **(PICTURE #19)**
- Existing railings are up to code. **(PICTURE #20)**
- Existing Exit signs are in fair condition.
- Existing Bathroom fixtures are in fair condition. **(PICTURE #22)**
- Leakage was visible on the undeside of the flat roof. **(PICTURE #23 & #24)**

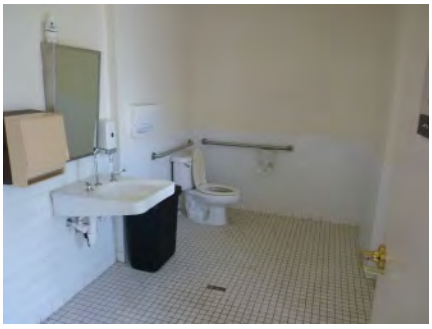


Tead House First Floor Plan
N.T.S.

PICTURE #19



PICTURE #20



PICTURE #22

PICTURE #23

3.3) Roof

- Pitched roofs are in fair condition. **(PICTURE #24)**
- Flat roof is not properly draining and pounding was observed. **(PICTURE #24)**

PICTURE #24

The Yeshivath Viznitz

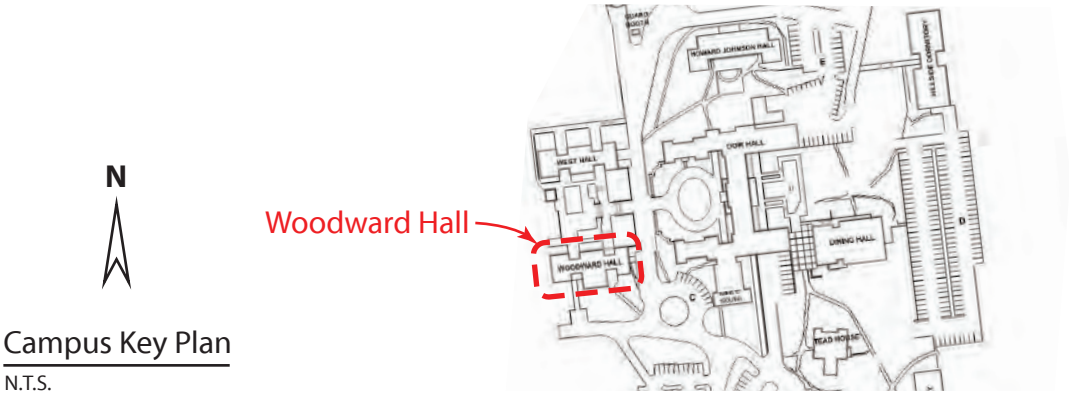
Building Inspection Report for Woodward Hall

235 Elm Road,
Briarcliff Manor, NY 10510
(Aug 9th, 2021)

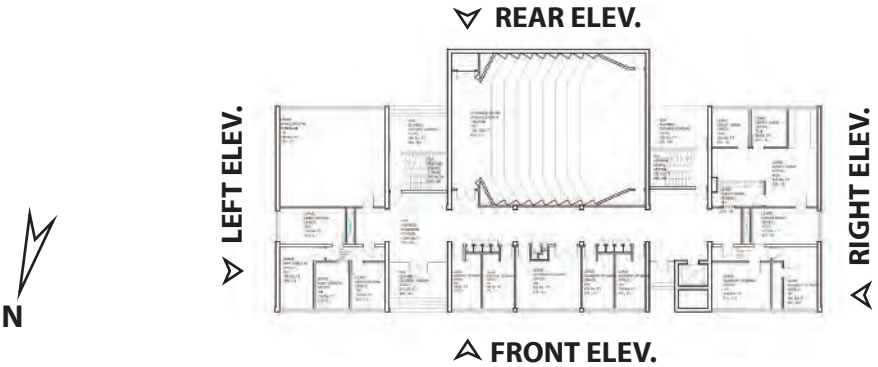
Inspected by: - Max Parangi (Max Parangi Architects P. C.)
- Nan Chenghui (Max Parangi Architects P. C.)

Attendance: - Mr. Arye Klar (GC)
- Mehandes Engineering (MEP)

1. WoodWard Hall



Campus Key Plan
N.T.S.



Woodward Hall Plan Layout
N.T.S.

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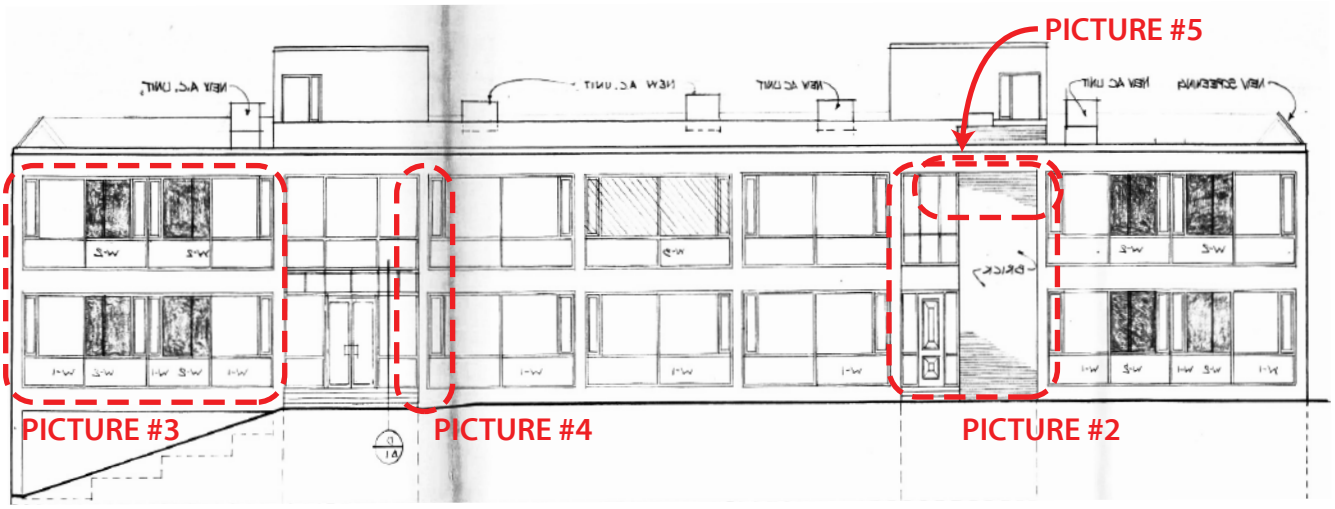
1.1) Exterior

1.1) (a) Front Elevation

- Visible on the exterior of the building are: the poured concrete structure, brick infills with black painted curtain wall panels & fenestrations. **(PICTURE #1, #3, #4)**
- Poured concrete structure & brick infills at front elevation are in fairly decent shape except for some hairline cracks, zigzag & horizontal cracks. **(PICTURE #3 & #4)**
- Front elevation windows, window frames & painted curtain wall panels are in bad condition, existing windows are single pane with operable casement type mechanism. **(PICTURE #1 & #3)**
- The ADA ramp & railing at secondary entrance appears to be up to code. The ramp concrete needs to be epoxy coated and the railing needs to be painted properly and maintained. The wood entrance door by the ADA ramp is in bad shape and needs to be replaced with new doors. **(PICTURE #3)**
- Concrete soffit ceiling panels above secondary entrance seem to be displaced and they need to be properly inspected upclose & resecured to the building structure. **(PICTURE #5)**



Woodward Hall Front Elevation

N.T.S.

PICTURE #1

PICTURE #3

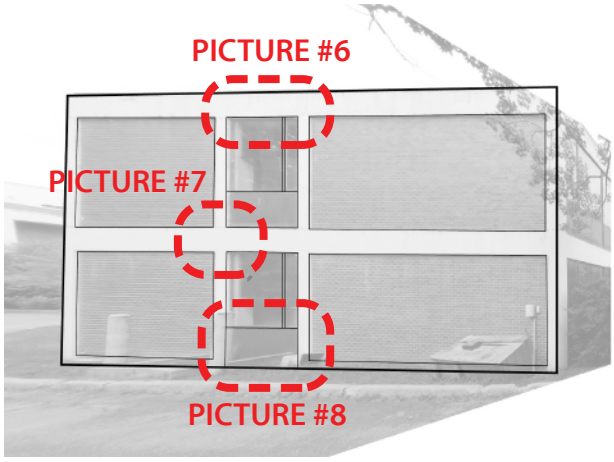
PICTURE #4

PICTURE #5

PICTURE #2

1.1) (b) Right Elevation

- Hairline cracks were observed at right elevation, they do not appeared to be major structural cracks. **(PICTURE #6)**
- Some vertical cracks appeared to be slightly wider (1/4") and deeper. **(PICTURE #7)**
- Poured concrete walls of mechanical shaft are entirely damaged and they need to be removed and replaced in kind. **(PICTURE #8 & #9)**



Woodward Hall Right Elevation

N.T.S.

PICTURE #6

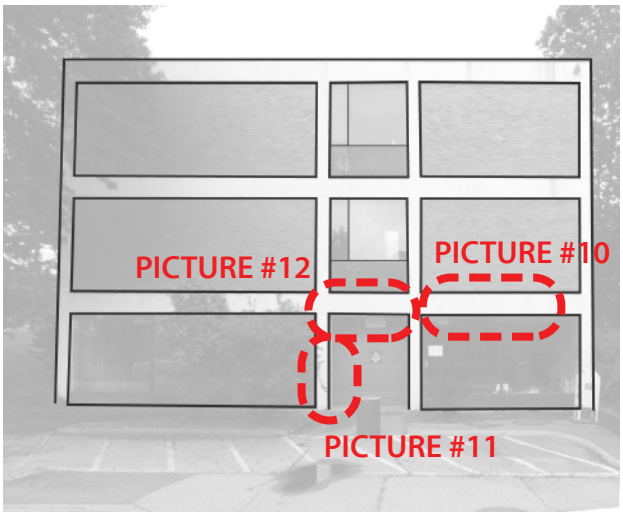
PICTURE #7

PICTURE #8

PICTURE #9

1.1) (c) Left Elevation

- Vertical hairline cracks were observed on exposed concrete structure. **(PICTURE #10 & #11)**
- Entrance doors were in bad condition. **(PICTURE #11)**
- Temporary rivets were found at the left elevation entrance ceiling panels. Ceiling panels seems to be in fair condition but they need proper reinforcement. **(PICTURE #12)**



Woodward Hall Left Elevation

N.T.S.

PICTURE #10

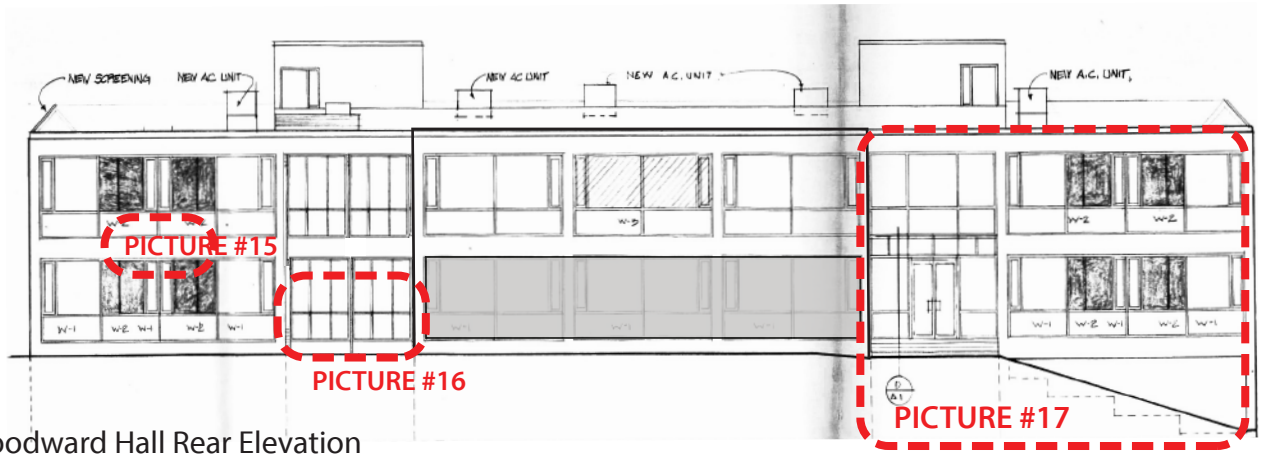
PICTURE #11

PICTURE #12

PICTURE #13

1.1) (d) Rear Elevation

- Chipped concrete structure was observed at left side of the rear elevation. **(PICTURE #15)**
- Concrete landing at the rear entrances show signs of spalling, it might be in need of resurfacing. **(PICTURE #16)**
- All the black painted curtain wall panels are badly deteriorated and misaligned. **(PICTURE #14 & #17)**
- Rear entrance ceiling panels, glass and door assemblies are in fair condition. **(PICTURE #16 & #17)**



Woodward Hall Rear Elevation

N.T.S.

PICTURE #14

PICTURE #15

PICTURE #16

PICTURE #17

1.1) (e) Other Exterior Condition

- Exterior stairs at front entrance of Woodward Hall were deteriorated. **(PICTURE #18 & #19)**
- Overgrown trees at the front entrance are encroaching the walkway. **(PICTURE #20)**

PICTURE #18

PICTURE #19

PICTURE #20

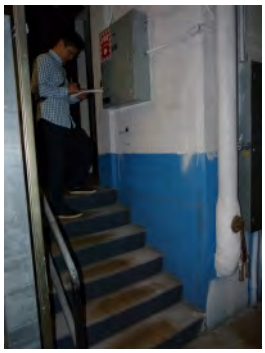
1.2) Interior

1.2) (a) Ground Floor

- Ground floor interior partitions are 6" CMU walls and light weight studs with gypsum board.
- Existing mechanical room is 42" below the ground floor level. The existing mechanical equipments did not look up to date but refer to MEP report for further details. **(PICTURE #21)**
- Existing exit signs and emergency lights were in fair condition.
- Existing bathroom facilities are still functional but needs upgrade.

Woodward Hall Ground Floor

N.T.S.

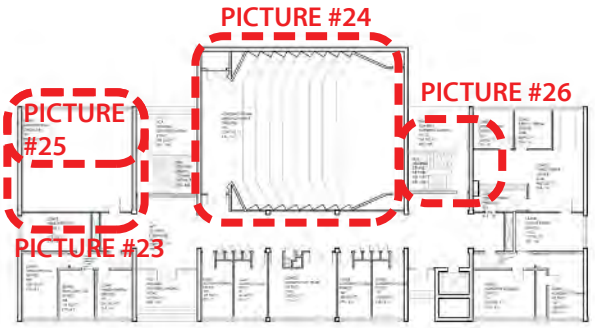


PICTURE #21

PICTURE #22

1.2) (b) First Floor

- The interior of Woodward Hall are concrete flooring structures with commercial carpet and dropped acoustic ceilings. **(PICTURE #23)**
- The interior partitions are 6" CMU walls (from original construction) and light weight studs with gypsum board.
- Existing windows are single pane with operable casement type mechanism and heating units were found below existing windows. **(PICTURE #23 & #25)**
- Existing stairs railings are not up to code. Landings and treads material in many places are deteriorated and needs to be resurfaced. **(PICTURE #26)**
- Existing exit signs and emergency lights appear to be in fair condition.
- Existing bathroom facilities are still functional but needs upgrade.
- Existing elevator is out of service and needs to be checked.
- Existing Classrooms and Amphitheater are in good shape. **(PICTURE #23 & #24)**



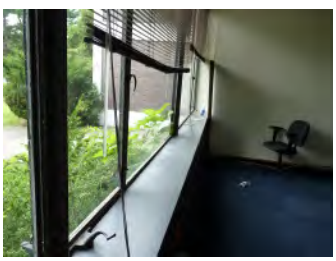
Woodward Hall First Floor

N.T.S.

PICTURE #26

PICTURE #23

PICTURE #24



PICTURE #25

1.2) (c) Second Floor

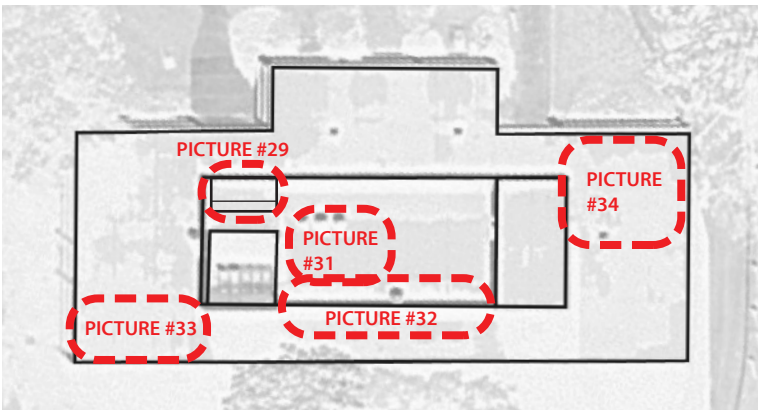
- The interior partitions are 6" CMU walls (from original construction) and light weight studs with gypsum board.
- Existing stairs railings are not up to code. Landings and treads material in many places are deteriorated and needs to be resurfaced.
- Existing exit signs and emergency lights were in fair condition.
- Existing elevator is out of service and needs to be checked.
- Existing bathroom facilities are still functional but needs upgrade.
- Existing roof structure is steel beams with underlaid metal deck with open web steel joists. **(PICTURE #27 & #28)**

PICTURE #27

PICTURE #28

1.3) Roof

- Entire roof is compromised. The existing roofing EPDM membrane is in bad condition and it needs to be replaced. **(PICTURE #30-34)**
- Entire roof is not properly pitched and there is considerable pounding on both side of the center parapet and the roof is not draining properly. **(PICTURE #31-34)**
- There is an existing rooftop green house. Probably for science lab. **(PICTURE #29)**



Woodward Hall Roof Plan

N.T.S.

PICTURE #29

PICTURE #30

PICTURE #31

PICTURE #32

PICTURE #33

PICTURE #34

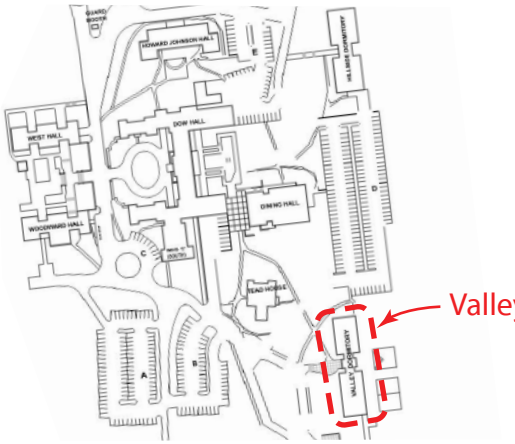
The Yeshivath Viznitz

Building Inspection Report for Valley House

235 Elm Road,
Briarcliff Manor, NY 10510
(Aug 16th, 2021)

Inspected by: - Nan Chenghui (Max Parangi Architects P. C.)

4. VALLEY HOUSE



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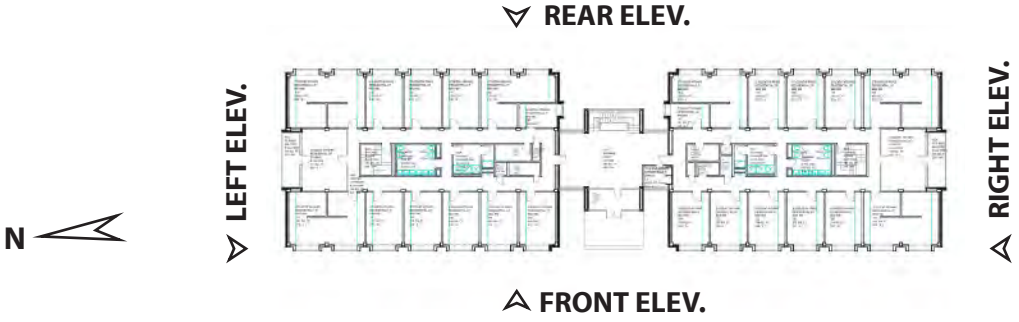
Campus Key Plan
N.T.S.



Valley House Plan Layout
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4.1) Exterior

4.1) (a) Front Elevation

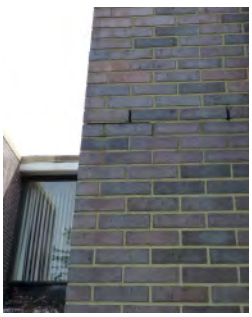
- Visible on the exterior of the building are: the poured concrete structure, brick infills with black painted curtain wall panels & fenestrations. **(PICTURE #1 & #2)**
- Poured concrete structure & brick infills at front elevation are in fairly decent shape except for some cracks & chipped bricks. **(PICTURE #4 & #5)**
- Front elevation window frames & painted curtain wall panels are in bad condition, existing windows are single pane casement windows with central fixed window. **(PICTURE #2)**
- Weep holes in the brick facade seems clogged at the indicated loaction. **(PICTURE #3)**
- Chipped brick was observed on the right side of the elevation. **(PICTURE #5)**

Valley House Front Elevation

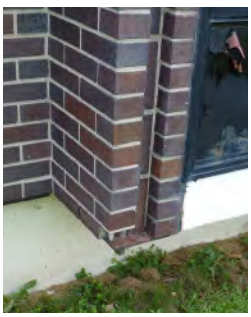
N.T.S.

PICTURE #1

PICTURE #3



PICTURE #4

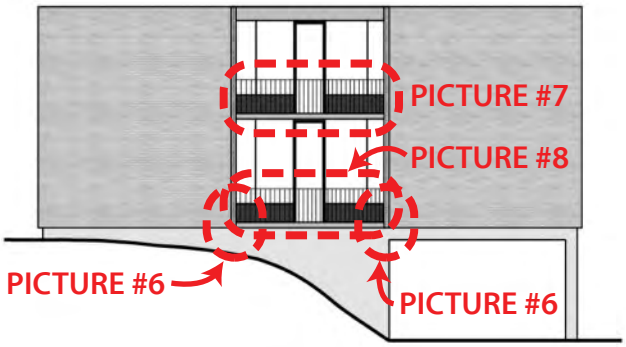


PICTURE #5

PICTURE #2

4.1) (b) Right Elevation

- Loose bricks/displaced bricks were observed at right elevation where concrete slab meets the vertical brick wall near first level railing. **(PICTURE #6)**
- Railing on the first and second level covered balconey are not up to code. Railings needs to be painted properly and maintained. **(PICTURE #7)**
- Concrete slabs of balconies needs to be power washed. **(PICTURE #7 & #8)**



Valley House Right Elevation

N.T.S.

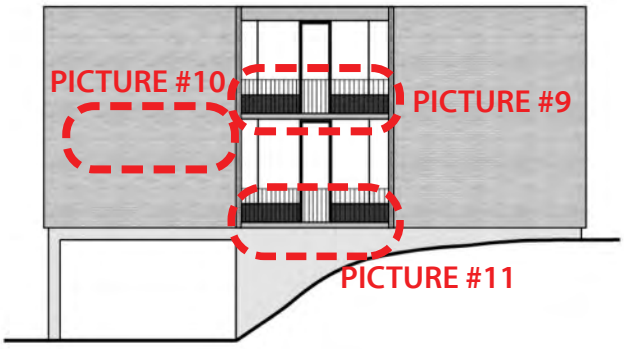
PICTURE #6

PICTURE #7

PICTURE #8

4.1) (c) Left Elevation

- Loose bricks/displaced bricks were observed at left elevation where concrete slab meets the vertical brick wall near first level railing. **(PICTURE #9 & #11)**
- Railing on the first and second level covered balconey are not up to code. Railings needs to be painted properly and maintained. **(PICTURE #11)**
- Major horizontal crack was ovserved on left side of the elevation. **(PICTURE #10)**
- Concrete slabs of balconies need to be power washed. **(PICTURE #10 & #11)**



Valley House Left Elevation

N.T.S.

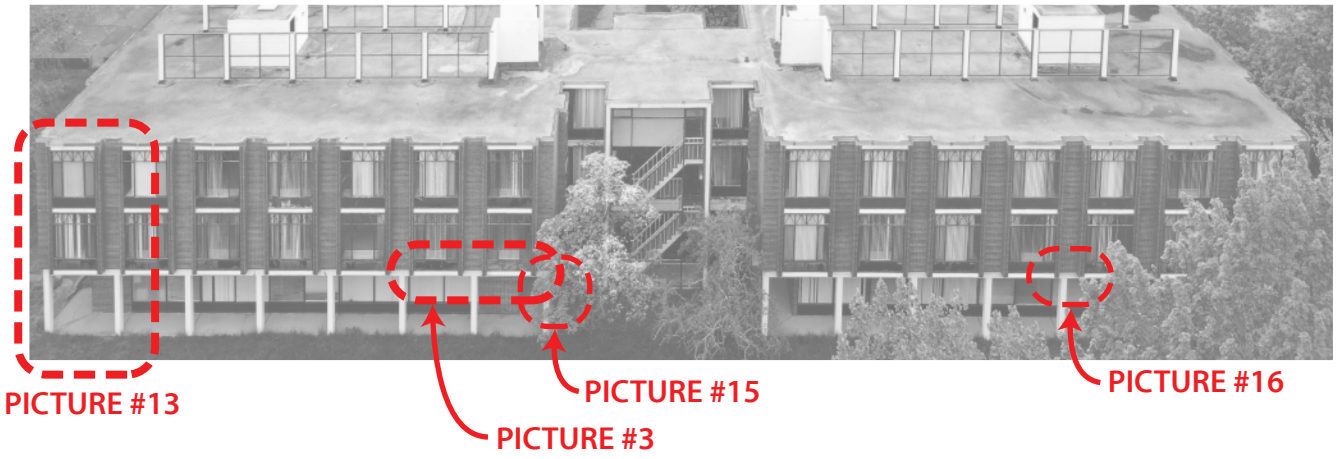
PICTURE #9

PICTURE #10

PICTURE #11

4.1) (d) Rear Elevation

- Poured concrete structure & brick infills at rear elevation are in fairly decent shape except for some cracks & loose / displaced bricks on the left side of the building. **(PICTURE #13)**
- Rear elevation window frames & painted curtain wall panels are in bad condition, existing windows are single pane casement windows with central fixed window. **(PICTURE #13 & #14)**
- Loose concrete panel needs to be secured under the ceiling on the left side of the building. **(PICTURE #15)**
- Weep holes were not properly installed at this location. **(PICTURE #16)**



Valley House Rear Elevation

N.T.S.

PICTURE #12

PICTURE #14

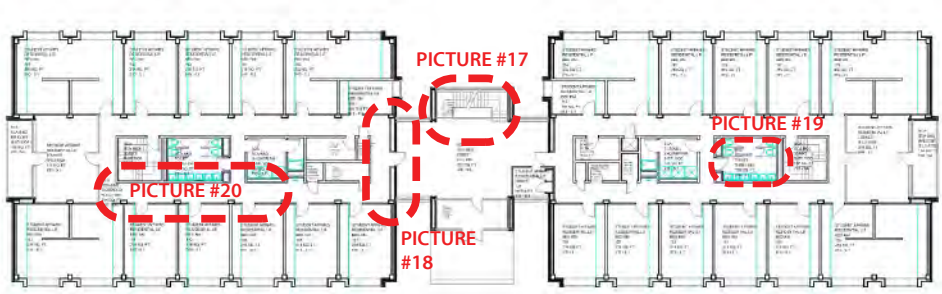
PICTURE #15

PICTURE #16

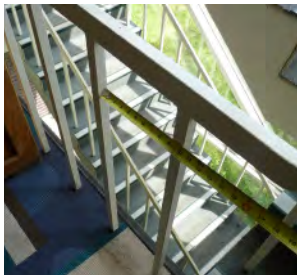
PICTURE #13

4.2) Interior

- The Interior partitions are 6" CMU walls and light weight studs with gypsum board. **(PICTURE #16)**
- Existing Kitchen and Bathroom fixtures are in good condition. **(PICTURE #19)**
- Existing exit signs and emergency lights seems to be in fair condition. **(PICTURE #20)**
- Balusters spacing was not up to code. It cannot be more than 4" per Building code of NYS 2020. **(PICTURE #17)**
- One major zigzag crack was observed on the interior wall. **(PICTURE #18)**

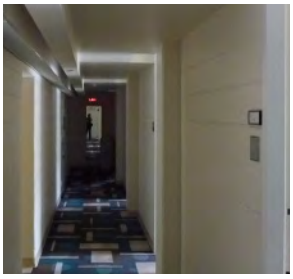


Valley House Floor
N.T.S.


PICTURE #17

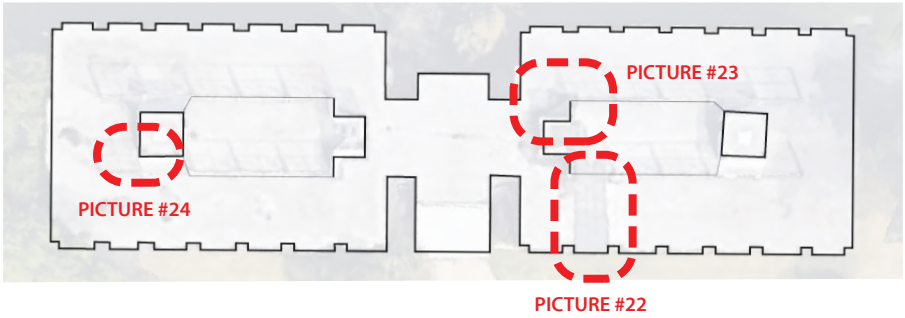

PICTURE #18


PICTURE #19


PICTURE #20

4.3) Roof

- Roof seems to be in fairly decent condition and no obvious leakage was found at the 2nd floor ceiling. **(PICTURE #21)**
- Existing EPDM membrane patch up was observed at shown location and appears to be in good condition. **(PICTURE #22)**
- EPDM membrane was worn at some locations. **(PICTURE #23)**
- Existing reglets on masonry walls were in bad condition. **(PICTURE #24)**



Valley House Roof Plan
N.T.S.

PICTURE #21

PICTURE #22

PICTURE #23

PICTURE #24

EXHIBIT D

11 August 2021

Vincent J. Caruso
Fire Chief
Briarcliff Manor Fire Department
Briarcliff Manor Village Hall
1111 Pleasantville Road
Briarcliff Manor, New York 10510

Re: Yeshivath Veiznitz Site Plan and Special Permit Application
235 Elm Road
Village of Briarcliff Manor, Westchester County, New York
Langan Project No.: 190070101

Dear Chief Caruso:

Yeshivath Veiznitz ("Applicant") is requesting site plan and special permit approval for the adaptive reuse of the former Pace University Campus at 235 Elm Road ("Premises") for a private higher education religious institution. No new buildings are proposed at the Premises. Several buildings are not to be occupied or modified, as indicated on the attached site plan included with this correspondence.

The Premises is expected to operate at a lesser capacity that was previously used by Pace University and Briarcliff College. No students and very limited staff are expected to arrive or depart the Premises by personal vehicle. Any commuting students and staff will arrive and depart the Premises by bus, with approximately two or three busses entering and exiting the Premises per day, or approximately four shuttles/mini-vans entering and exiting the Premises per day.

Our project team met with the Village Engineer and Planner to discuss information needed to assist the Village in making an informed decision on the application. Part of our application is a municipal service impact study. We were requested to contact your office to determine if the project would create any additional demand on fire department and emergency services. Please address the following information regarding potential fire and emergency medical services:

1. From the previous university campus use, the number of calls responded to by the fire department and emergency medical services.
2. Anticipated fire department and emergency medical service response time.
3. Capacity of department to address needs of proposed use.
4. Concerns about building and site regarding emergency vehicle access.
5. On-site security measures that applicant is recommended to address.

We would appreciate the opportunity to speak to you to complete this task. Please contact me at 201-321-9334 or via e-mail at smoronski@langan.com

Thank you for your assistance.

Sincerely,

Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C.

Sean Moronski, P.P., AICP
Senior Project Manager

SM
Enclosure(s): site plan

cc: Daniel Patrick, Esq. (applicant's attorney), via e-mail w/o enclosure

\\langan.com\data\WPW\data1\190070101\Project Data_Discipline\Planning\Background Materials\Briarcliff Manor\BM Fire Chief information request letter 11 August 2021.docx

11 August 2021

Dominick Bueti
Chief of Police
Village of Briarcliff Manor
1111 Pleasantville Road
Briarcliff Manor, New York 10510

Re: Yeshivath Veiznitz Site Plan and Special Permit Application
235 Elm Road
Village of Briarcliff Manor, Westchester County, New York
Langan Project No.: 190070101

Dear Chief Bueti:

Yeshivath Veiznitz ("Applicant") is requesting site plan and special permit approval for the adaptive reuse of the former Pace University Campus at 235 Elm Road ("Premises") for a private higher education religious institution. No new buildings are proposed at the Premises. Several buildings are not to be occupied or modified, as indicated on the attached site plan included with this correspondence.

The Premises is expected to operate at a lesser capacity than was previously used by Pace University and Briarcliff College. Faculty and staff will either commute or reside on campus. No students and very limited staff are expected to arrive or depart the Premises by personal vehicle. Any commuting students and staff will arrive and depart the Premises by bus, with approximately two or three busses entering and exiting the Premises per day, or approximately four shuttles/mini-vans entering and exiting the Premises per day.

The educational and worship activities typically occur between 6:00 a.m. and 9:00 p.m. daily. The only instances in which the public is expected to visit the Premises are during special events such as holiday gatherings and graduations. These are rare occasions and expected to occur only a few days a year. Otherwise, the Premises is not expected to be visited by non-students/staff or otherwise open to the public, except for parents visiting their children occasionally, which rarely occurs.

Our project team met with the Village Engineer and Planner to discuss information needed to assist the Village in making an informed decision on the application. We are contacting your office to determine if the project would create any additional demand on police department services.

Based on your experience with the previous education use and the anticipated use, please advise on the following issues relative to your department response:

1. Average response time from police station to project site.
2. Capacity of police department to address needs of proposed use.

We would appreciate the opportunity to speak to you or one of your officers to complete this task. Please contact me at 201-321-9334 or via e-mail at smoronski@langan.com.

Thank you for your assistance.

Sincerely,

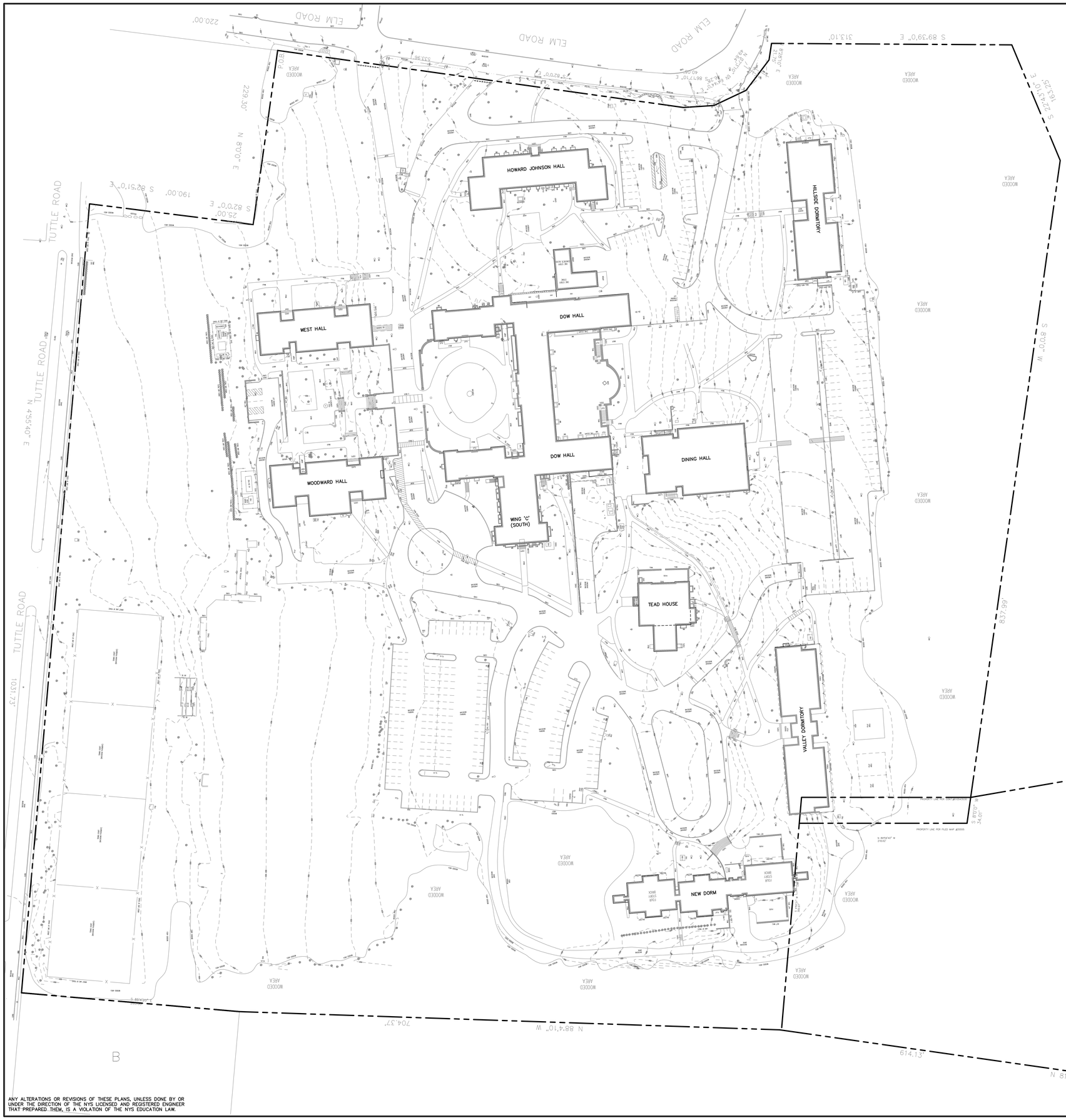
Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C.

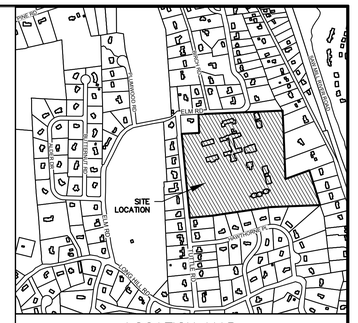
Sean Moronski, P.P., AICP
Senior Project Manager

SM
Enclosure(s): site plan

cc: Daniel Patrick, Esq. (applicant's attorney), via e-mail

Site Plans





LOCATION MAP
SCALE: 1"=750'

LEGEND

PROPERTY LINE

EXISTING INFORMATION SHOWN HEREON PROVIDED BY SUMMIT LAND SURVEYING P.C. DATED MAY 29, 2021.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

ANY ALTERATIONS OR REVISIONS OF THESE PLANS, UNLESS DONE BY OR UNDER THE DIRECTION OF THE NYS LICENSED AND REGISTERED ENGINEER THAT PREPARED THEM, IS A VIOLATION OF THE NYS EDUCATION LAW.

No.	Revisions / Description	Date

THIS PLAN NOT VALID FOR CONSTRUCTION WITHOUT ENGINEERS SEAL & SIGNATURE

PROJECT:
SITE PLAN AND SPECIAL PERMIT SUBMISSION
235 ELM ROAD
VILLAGE OF BRIARCLIFF MANOR
WESTCHESTER COUNTY – NEW YORK

EXISTING CONDITIONS

STATE OF NEW YORK · MICHAEL F. SIRYJ · LICENSED PROFESSIONAL ENGINEER · NO. 88657

HEC

HUDSON ENGINEERING & CONSULTING, P.C.
45 Knollwood Road - Suite 201
Elmsford, New York 10523
T: 914-909-0420
F: 914-560-2086

Date:	08/18/21
Scale:	1" = 50'
Designed By:	D.T.
Checked By:	M.S.
Sheet No.	C-1
Sheet:	1 of 2

EXISTING PARKING AREA E TO BE REPAIRED AND RE-STRIPED (TYP.)

MAIN ENTRANCE

EXISTING GATE TO BE REMOVED

BUILDING ENVELOPE

PROPOSED GATE TO BE INSTALLED

EMERGENCY ACCESS GATES TO BE INSTALLED

EXISTING ROADWAY TO BE REPAIRED

HOWARD JOHNSON HALL

HILLSIDE DORMITORY

WEST HALL

DOW HALL

APPROXIMATE LOCATION OF BUS DROP OFF AREA

EXISTING GLASS AND BRICK BUILDING TO BE USED FOR CLASSROOMS, DINING HALL WITH KITCHEN, STUDY HALL AND SYNAGOGUE. DETAILS OF PROPOSED RENOVATIONS TO THE DINING HALL PROVIDED BY ARCHITECT

EXISTING PARKING AREA TO BE REPAIRED AND RE-STRIPED (TYP.)

PROPOSED 2 HANDICAP PARKING

WOODWARD HALL

DINING HALL

WING "C" (SOUTH)

EXISTING PARKING AREA D TO BE REPAIRED AND RE-STRIPED (TYP.)

PROPOSED 2 HANDICAP PARKING

TEAD HOUSE

PROPOSED VAN HANDICAP PARKING

EXISTING BUILDING TO BE USED FOR STAFF AND FACULTY TEMPORARY HOUSING AND OFFICE

PROPOSED TO BE USED FOR RELIGIOUS RITUALS (MIKVA) AND OFFICES

VALLEY DORMITORY

EXISTING PARKING AREA A TO BE REPAIRED AND RE-STRIPED (TYP.)

PARKING AREA A AND B SHALL BE GATED

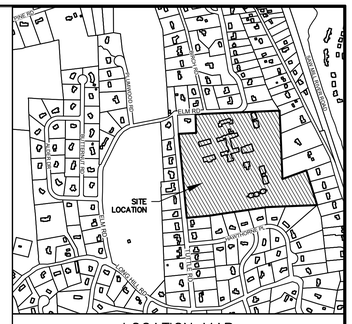
EXISTING PARKING AREA B TO BE REPAIRED AND RE-STRIPED (TYP.)

NEW DORM

TUTTLE ROAD

ELM ROAD

BUILDING ENVELOPE



LOCATION MAP
SCALE: 1"=750'

LEGEND

- PROPERTY LINE
- PROPOSED BUILDING WORK AREA
- EXISTING BUILDINGS NOT PROPOSED TO BE OCCUPIED OR MODIFIED
- EXISTING LOADING AREA AND SANITATION PICK UP

NOTES:

TRAFFIC

- NO BUS ARE PROPOSED TO STAY ON SITE. IN CASE OF SPECIAL EVENTS, PARKING AREA A SHALL BE UTILIZED FOR BUS PARKING.
- THE PRIMARY PARKING AREA SHALL BE LOCATED IN AREA D. PARKING AREA A AND B SHALL BE USED AS OVERFLOW PARKING IN THE CASE OF SPECIAL EVENTS
- ESSENTIAL ROADWAYS AND WALKWAYS SHALL BE REPAIRED AND RE-STRIPED AS NEEDED.

UTILITY

- EXISTING STORMWATER AND SANITARY SEWER STRUCTURES WILL BE INSPECTED BY HUDSON ENGINEERING AND CONSULTING.
- TV INSPECTION OF THE PIPES WILL BE COMPLETED AND REVIEWED BY HUDSON ENGINEERING AND CONSULTING.
- UPON COMPLETION OF INSPECTION A FULL REPORT OUTLINING THE CURRENT CONDITION AND ANY NECESSARY IMPROVEMENTS.
- A PRIVATE CARTING COMPANY WILL BE RETAINED TO PROVIDE REGULARLY SCHEDULED PICKUP AND DISPOSAL OF TRASH AND RECYCLING.

ZONING TABLE (R-40B)		
SECTION 4 PLATE 28 BLOCK 21 LOT 33 SECTION 4 PLATE 29 BLOCK 21 LOT 10 SECTION 4 PLATE 29 BLOCK 21 LOT 32 SECTION 4 PLATE 29 BLOCK 21 LOT 32A SECTION 4 PLATE 30 BLOCK 21 LOT 33		
ZONING REQUIREMENTS	REQUIRED/ PERMITTED	EXISTING
MIN LOT SIZE (S.F.)	40,000 S.F.	1,763,844 S.F.
LOT WIDTH AT MIN. FRONT YARD SETBACK	150 L.F.	1029.6 L.F.
SETBACKS (L.F.)		
FRONT	55 L.F.	70.2 L.F.
REAR	45 L.F.	139.9 L.F.
SIDE	30 L.F.	115.3 L.F.
BOTH SIDES	60 L.F.	300.2 L.F.
MAX. HEIGHT (STORIES)		
STORIES	2 ½	–
FEET	30	–
BLDG COVERAGE (S.F.)	–	102,398 S.F.
BLDG COVERAGE (%)	12%	5.8%
PARKING	–	320

EXISTING INFORMATION SHOWN HEREON PROVIDED BY SUMMIT LAND SURVEYING P.C. DATED MAY 29, 2021.

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

No.	REVISION Description	Date
1		8/19/21

THIS PLAN NOT VALID FOR CONSTRUCTION WITHOUT ENGINEERS SEAL & SIGNATURE

PROJECT:
SITE PLAN AND SPECIAL PERMIT SUBMISSION
235 ELM ROAD
VILLAGE OF BRIARCLIFF MANOR
WESTCHESTER COUNTY – NEW YORK

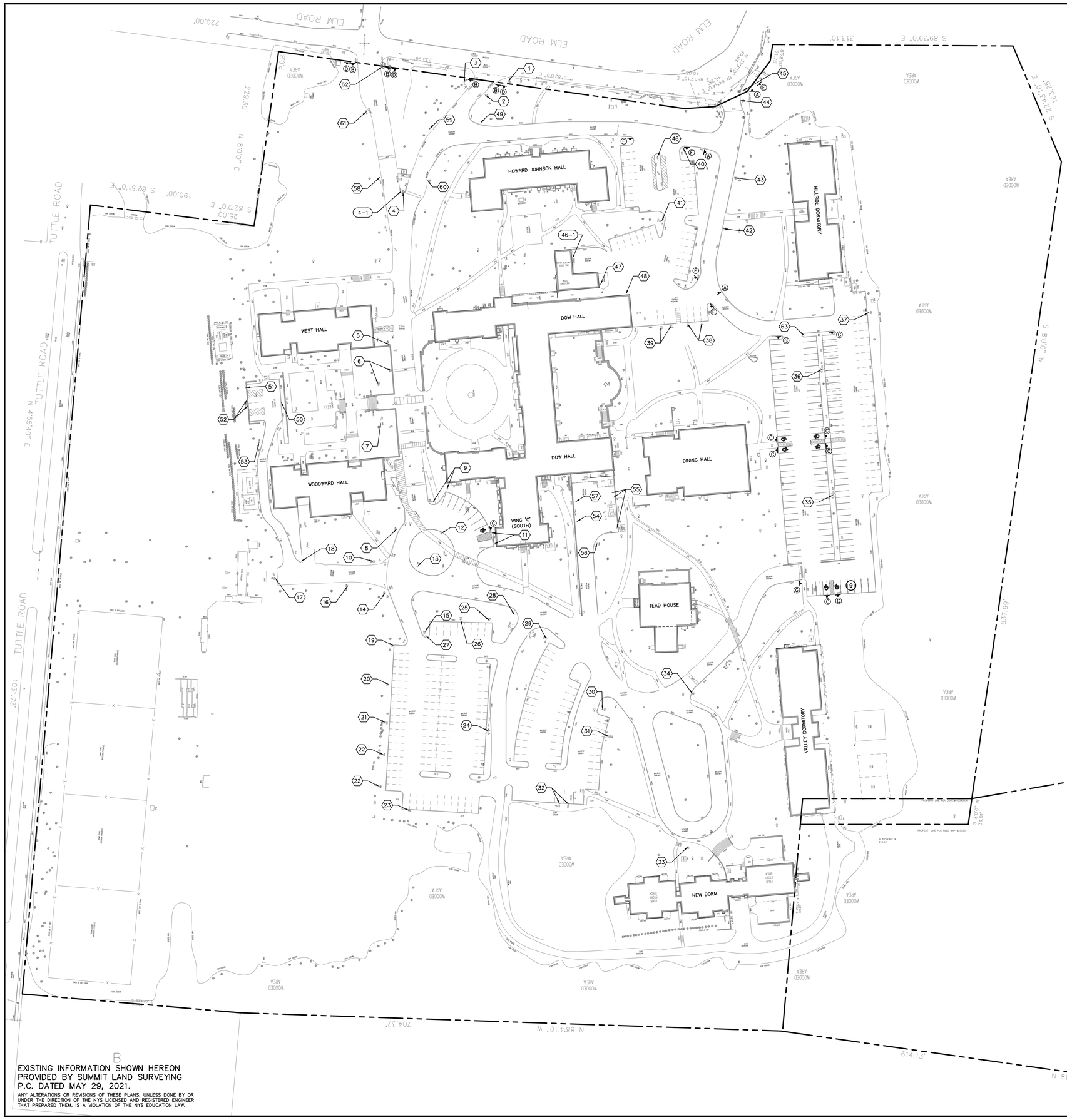
SITE PLAN

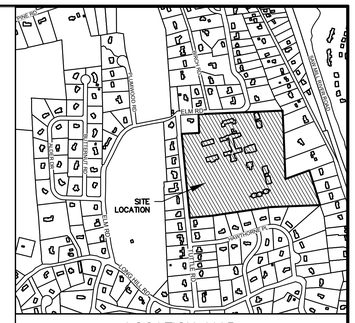
STATE OF NEW YORK · MICHAEL S. SMITH · No. 80637 · LICENSED PROFESSIONAL ENGINEER

HEC

HUDSON ENGINEERING & CONSULTING, P.C.
45 Knollwood Road - Suite 201
Elmsford, New York 10523
T: 914-909-0420
F: 914-560-2086

Date: 06/17/21
Scale: 1" = 50'
Designed By: D.T.
Checked By: M.S.
Sheet No. C-2
Sheet: 1 of 2





LOCATION MAP
SCALE: 1"=750'

SIGNAGE FIELD REPORT		
STRUCTURE #	SIGN TYPE	CONDITION
1	STOP	5*
2	PRIVATE PROPERTY	1
3	DO NOT ENTER	1
4	YEILD	4*
	NO PARKING	4*
4-1	KEEP RIGHT	1
	EXIT	1
5	PEDESTRIAN CROSSING	1
6	NO PARKING FIRE LANE	1
7	WOODWARD HALL	1
8	NO PARKING ANYTIME	2
9	STOP	3
10	RESERVED PARKING	2**
	PARK AT YOUR OWN RISK	2**
11	RESERVED PARKING	3**
	STAFF PARKING ONLY	5**
12	DO NOT ENTER	2
13	ONE WAY	2
14	CAMPUS MAP	2
15	ADDITIONAL PARKING LOT D	2
16	NO PARKING FIRE LANE	1
17	PARK AT YOUR OWN RISK	1
	FACILITIY/STAFF PARKING 8-5 MON-FRI	5**
	PARK AT YOUR OWN RISK	1
18	CAUTIOUS	1
19	FACILITIY/STAFF PARKING 8-5 MON-FRI	2**
	PARK AT YOUR OWN RISK	1
20	FACILITIY/STAFF PARKING 8-5 MON-FRI	1**
	PARK AT YOUR OWN RISK	1
21	FACILITIY/STAFF PARKING 8-5 MON-FRI	1**
22	FACILITIY/STAFF PARKING 8-5 MON-FRI	3**
	PARK AT YOUR OWN RISK	1
23	NO PARKING DURING SNOW EMERGENCY	3
24	EMERGENCY CALL BOX	1
25	FACILITIY/STAFF PARKING 8-5 MON-FRI	4**
26	FACILITIY/STAFF PARKING 8-5 MON-FRI	2**
27	DO NOT ENTER	2
	KEEP RIGHT	2
28	SPEED LIMIT 15	2
29	LOT B	1
	STUDENT PARKING ONLY**	1
	ADDITIONAL PARKING LOWER LOT	1
30	LOT B	1
	STUDENT PARKING ONLY	1**

31	EMERGENCY CALL BOX	1
32	HANDICAP PARKING	2
	HANDICAP PARKING	2
33	NO PARKING FIRE LANE	1
34	ADDITIONAL PARKING LOT D	1
35	EMERGENCY CALL BOX	1
36	EMERGENCY CALL BOX	1
37	NO PARKING DURING SNOW EMERGENCY	2
38	STAFF PARKING ONLY	5**
	STAFF PARKING ONLY	5**
39	STAFF PARKING ONLY	5**
	HANDICAP SYMBOL	5*
40	ONE WAY	1**
41	EMERGENCY CALL BOX	1
42	NO PARKING FIRE LANE	5*
43	NO PARKING FIRE LANE	5*
44	NO PARKING FIRE LANE	5*
45	CHREVRON SYMBOL	1
46	AREA E	1
46-1	NO PARKING	1
47	NO PARKING DELIVERIES ONLY	1
48	NO PARKING 9-6	5**
49	EXIT	1
50	NO PARKING	4
51	HANDICAP PARKING	2
	HANDICAP PARKING	2
	HANDICAP PARKING	2
52	HANDICAP PARKING	1
53	CAUTIOUS	1
54	NO PARKING	1
55	NO PARKING LOADING ZONE	1
56	NO PARKING FIRE LANE	5*
57	NO PARKING	1
58	CAMPUS LOTS FULL PARKING AVAILABLE AT SCHOOL ROAD	1**
59	YEILD	1
	NO PARKING ANY TIME	3
60	NO PARKING ANY TIME	2
61	SPEED LIMIT 15	N/A
62	PACE UNIVERSITY	N/A**
63	STOP	N/A
A	STOP	PROPOSED
B	EMERGENCY ACCESS	PROPOSED
C	HANDICAP PARKING	PROPOSED
D	DO NOT ENTER	PROPOSED
E	YESHIVA SIGN	PROPOSED
F	RESTRICTED PARKING	PROPOSED
G	STAFF AND GUEST PARKING	PROPOSED

NOTES:

- SIGN RATING RATE FROM 1 (EXCELLENT) – 5 (POOR) CONDITIONS
- N/A (NOT AVAILABLE)
- * TO BE REPLACE/REPAIRED
- ** TO BE REMOVED

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

B
EXISTING INFORMATION SHOWN HEREON PROVIDED BY SUMMIT LAND SURVEYING P.C. DATED MAY 29, 2021.

No.	Description	Date
	Revisions	

THIS PLAN NOT VALID FOR CONSTRUCTION WITHOUT ENGINEERS SEAL & SIGNATURE

PROJECT:
SITE PLAN AND SPECIAL PERMIT SUBMISSION
235 ELM ROAD
VILLAGE OF BRIARCLIFF MANOR
WESTCHESTER COUNTY – NEW YORK

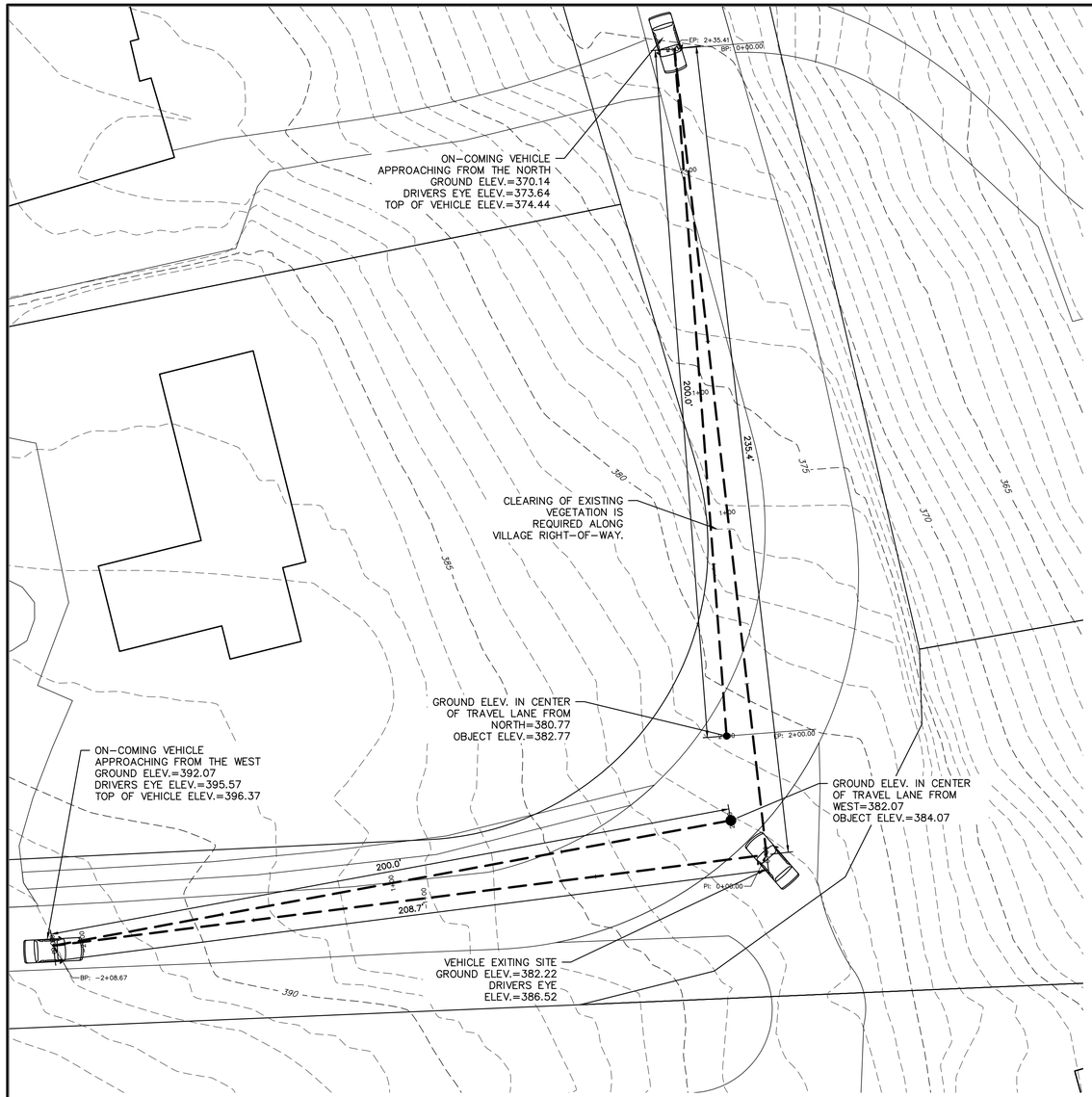
SIGNAGE PLAN

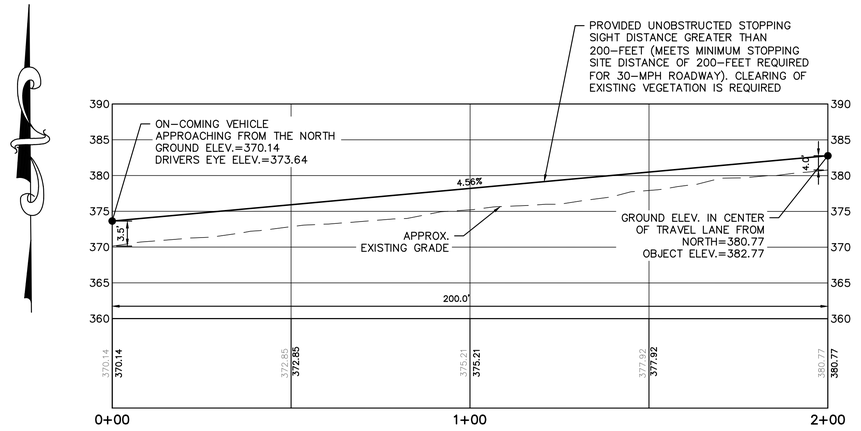
STATE OF NEW YORK · MICHAEL S. SMITH · No. 80657 · LICENSED PROFESSIONAL ENGINEER

HEC

HUDSON ENGINEERING & CONSULTING, P.C.
45 Knollwood Road - Suite 201
Elmsford, New York 10523
T: 914-909-0420
F: 914-560-2086

Date: 08/18/21
Scale: 1" = 50'
Designed By: D.T.
Checked By: M.S.
Sheet No. S-1
Sheet: 1 of 1

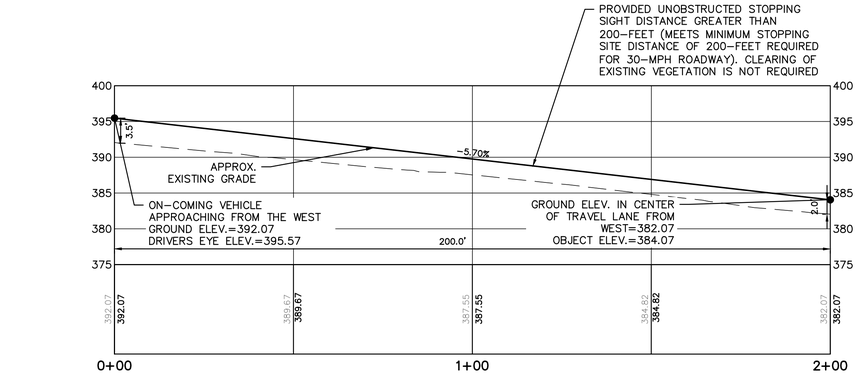




PROFILE STA. 0+00 TO STA. 2+00

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 10'

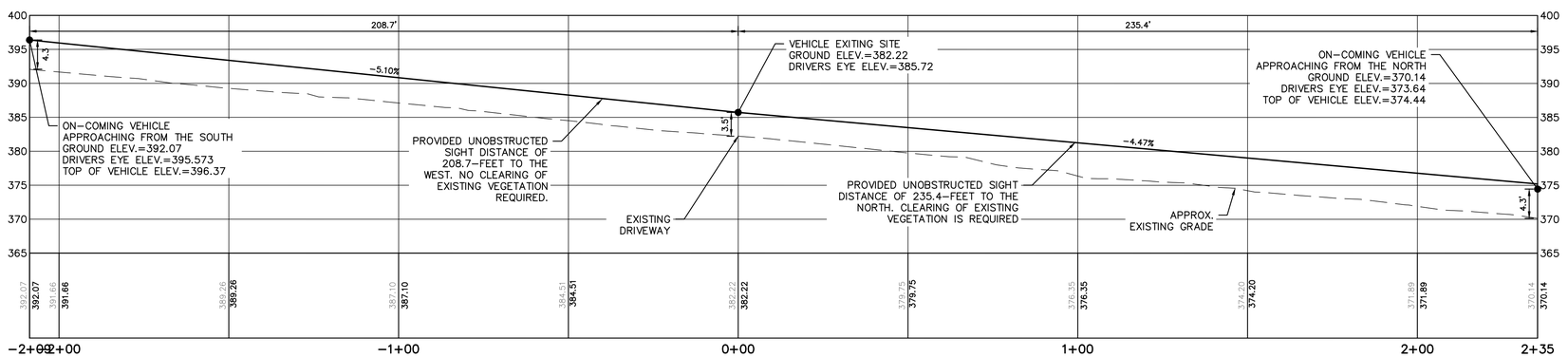
VEHICLE APPROACHING FROM NORTH



PROFILE STA. 0+00 TO STA. 2+00

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 10'

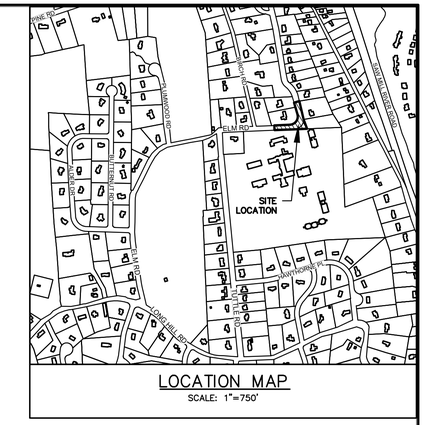
VEHICLE APPROACHING FROM WEST



PROFILE STA. -2+09 TO STA. 2+35

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 10'

VEHICLE EXITING PROPERTY



LOCATION MAP

SCALE: 1"=750'

Braking Distance Formula: $d_b = V^2/[30((a/32.2)\pm G/100)]$		
Stopping Sight Distance Formula: SSD = 1.47Vt +		
Posted Speed Limit =	30	mph
Design Speed Limit (V) =	30	mph
Decelaration Rate (a) =	11.2	ft/sec.
Approximate Grade (G) =	0.053	%
Perception/Reaction Time (t) =	2.5	sec.
Minimum Calculated Breaking Distance (d_b) =	87	(ft) design
Minimum Calculated Stopping Sight Distance (SSD) =	198	(ft) design
Approaching Ground Elev. =	370.14	(ft)
Approaching Driver's Eye =	3.5	(ft)
Approaching Eye Elev. =	373.64	
Ground Elev. at Object at Driveway =	381.77	(ft)
Min. Height of Object at Driveway =	2.0	(ft)
Elev. of Object at Driveway =	383.77	(ft)

SIGHT DISTANCE CALCULATIONS (APPROACHING FROM NORTH)

Braking Distance Formula: $d_b = V^2/[30((a/32.2)\pm G/100)]$		
Stopping Sight Distance Formula: SSD = 1.47Vt + d_b		
Posted Speed Limit =	30	mph
Design Speed Limit (V) =	30	mph
Decelaration Rate (a) =	11.2	ft/sec.
Approximate Grade (G) =	-0.048	%
Perception/Reaction Time (t) =	2.5	sec.
Minimum Calculated Breaking Distance (d_b) =	87	(ft) design
Minimum Calculated Stopping Sight Distance (SSD) =	198	(ft) design
Approaching Ground Elev. =	392.07	(ft)
Approaching Driver's Eye =	3.5	(ft)
Approaching Eye Elev. =	395.57	
Ground Elev. at Object at Driveway =	382.07	(ft)
Min. Height of Object at Driveway =	2.0	(ft)
Elev. of Object at Driveway =	384.07	(ft)

SIGHT DISTANCE CALCULATIONS (APPROACHING FROM WEST)

EXISTING INFORMATION SHOWN HEREON PROVIDED BY MAPPING WESTCHESTER GIS

CONTRACTOR SHALL CONTACT DESIGN ENGINEER TO SCHEDULE A SITE INSPECTION PRIOR TO BACKFILLING INFILTRATION/ATTENUATION SYSTEM(S). SHOULD THE CONTRACTOR BACKFILL PRIOR TO INSPECTION, THE CONTRACTOR SHALL EXPOSE THE SYSTEM AT THEIR OWN EXPENSE.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

No.	Description	Date
	Revisions	

THIS PLAN NOT VALID FOR CONSTRUCTION WITHOUT ENGINEER'S SEAL & SIGNATURE

PROJECT:

SITE PLAN AND SPECIAL PERMIT SUBMISSION
235 ELM ROAD
VILLAGE OF BRIARCLIFF MANOR
WESTCHESTER COUNTY – NEW YORK

SIGHT DISTANCE PLAN

STATE OF NEW YORK · RICHARD A. STEIN · LICENSED PROFESSIONAL ENGINEER · No. 80637

HEC

HUDSON ENGINEERING & CONSULTING, P.C.
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Date:	08/18/21
Scale:	1" = 20'
Designed By:	D.Y.
Checked By:	M.S.
Sheet No.	SD-1
Sheet:	1 / 1