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Engineers Planners Surveyors Landscape Architects Environmental Scientists

Parking Analysis

Mercedes Benz of Mt. Kisco
The Park – 333 N. Bedford Road
Mt. Kisco, Westchester County, New York

July 14, 2015
REVISED: December 18, 2015

Prepared For

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APPENDICES

A. INTRODUCTION

The Scope of this Study is to establish the current utilization of the existing parking area for 333 N. Bedford Road by time of day and day of week. It should be noted that the analysis is based on demand and not zoning requirements.

The Site (333 N. Bedford Road) has an existing square footage of some 600,00 s.f. and 806 parking spaces. The uses within the building are a mix of sports activity type uses (such as Saw Mill Club East, Grand Prix New York, Rockin Jump) on the south side with office and warehouse uses on the north side. The site is served by two driveways. The access to the south (commonly referred to as "Ice House Road") is signalized at its intersection with NYS Route 117. All movements are permitted at this access. The north access is unsignalized and is restricted to right turns in and out.

It should be noted that the Ice House Road (south access) also provides access to GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios and some 30 parking spaces.

B. EXISTING PARKING DEMAND (Tables 1 and 2, Figures No. A1 - A13)

To establish the existing parking demand at 333 N. Bedford Road, Automatic Traffic Recorders (ATR) were placed on the north and south access driveways to record traffic entering and exiting the Site on an hourly basis over a six (6) day period in March and a seven (7) day period in June. A copy of this data is contained in Appendix B.

Tables No. 1 and 2 (Appendix B) summarizes the total traffic entering and exiting the Site on an hourly basis (total of both access driveways). Due to the location of the ATR on Ice House Road (south access), the parking demand of the other uses not associated with 333 N. Bedford Road (GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios) were also recorded. It should be noted that the parking for these other uses is some 30 spaces and when compared to the 806 parking spaces on the Site would not significantly skew the results.

To establish the On-Site Parking Demand on an hourly basis the recorded exiting volume was subtracted from the recorded entering volume resulting in the "Parking Demand" by hour and day of week (Tables No. 1 and 2). It should be noted that manual parking counts were also conducted at 333 N. Bedford Road during certain hours to confirm the ATR data.

Figures A-1 through A-13 (Appendix A) graphically indicate the Parking Demand by hour of the day and day of week with the capacity of the lots indicated as 836 parking spaces (806 on-site + 30 for the other uses along Ice House Road).

Inspection of the Figures indicated that there are some 369 to 426 available parking spaces during the Weekday and some 406 to 504 available parking spaces on Saturday during peak times. These available spaces are primarily in the northern portion of the parking area.

C. FUTURE PARKING DEMAND

Based on the Site Plan prepared by Catizone Engineering, P.C., revised December 18, 2015, there would be 156 interior spaces and 112 exterior spaces immediately adjacent to the Mercedes Dealership and 103 exterior spaces at 793/795 N. Bedford Road (proposed Certified Pre-Owned Sales). Of these, only 112 spaces are shared parking with 333 N. Bedford Road. Thus even including the current parking for the Wine Enthusiast included in the existing counts, the 112 spaces can be accommodated within the parking area which has between 369 to 426 available parking spaces during the Weekday and 406 to 504 available parking spaces on Saturday during peak times on Site.

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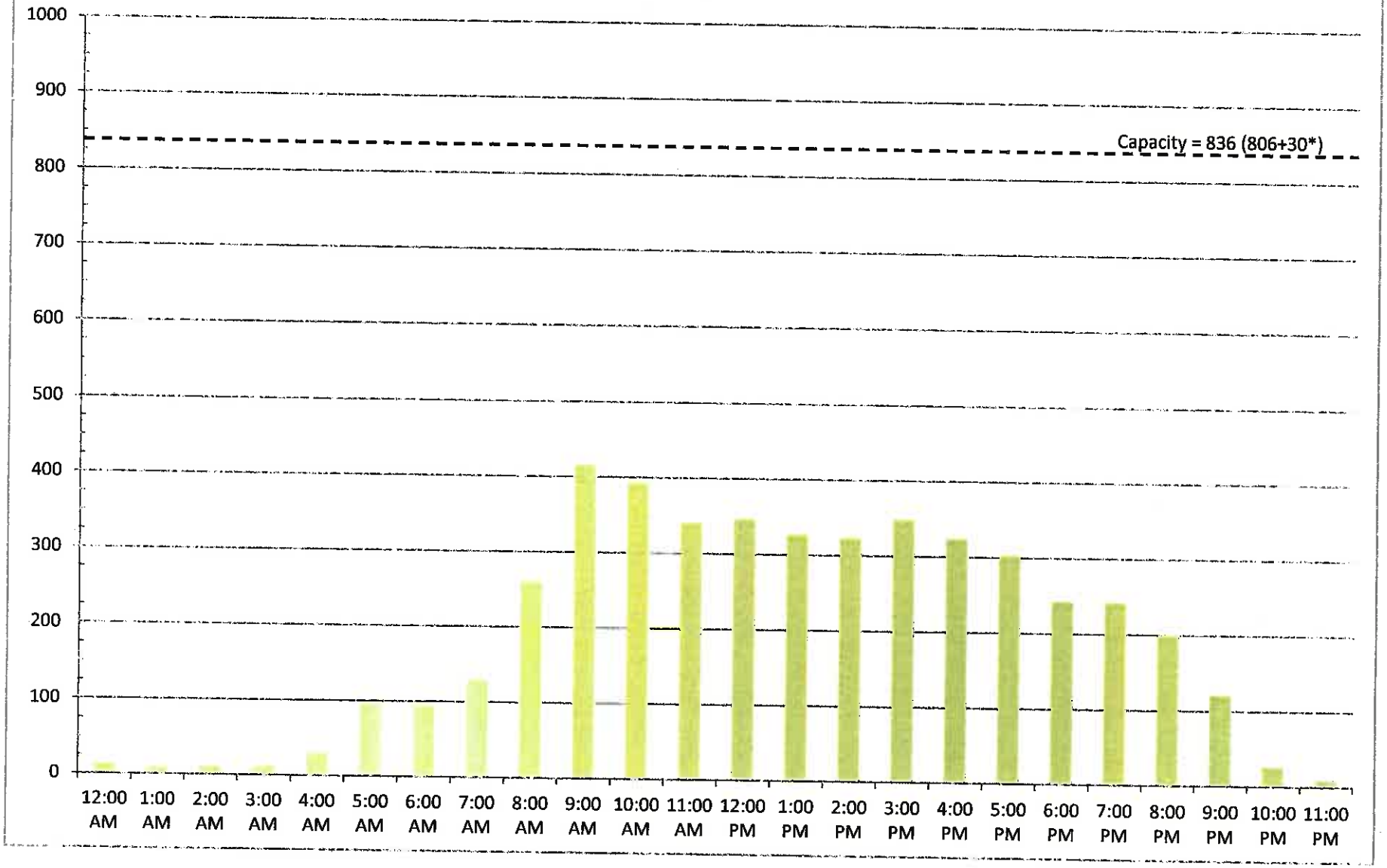
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE LOCATION MAP

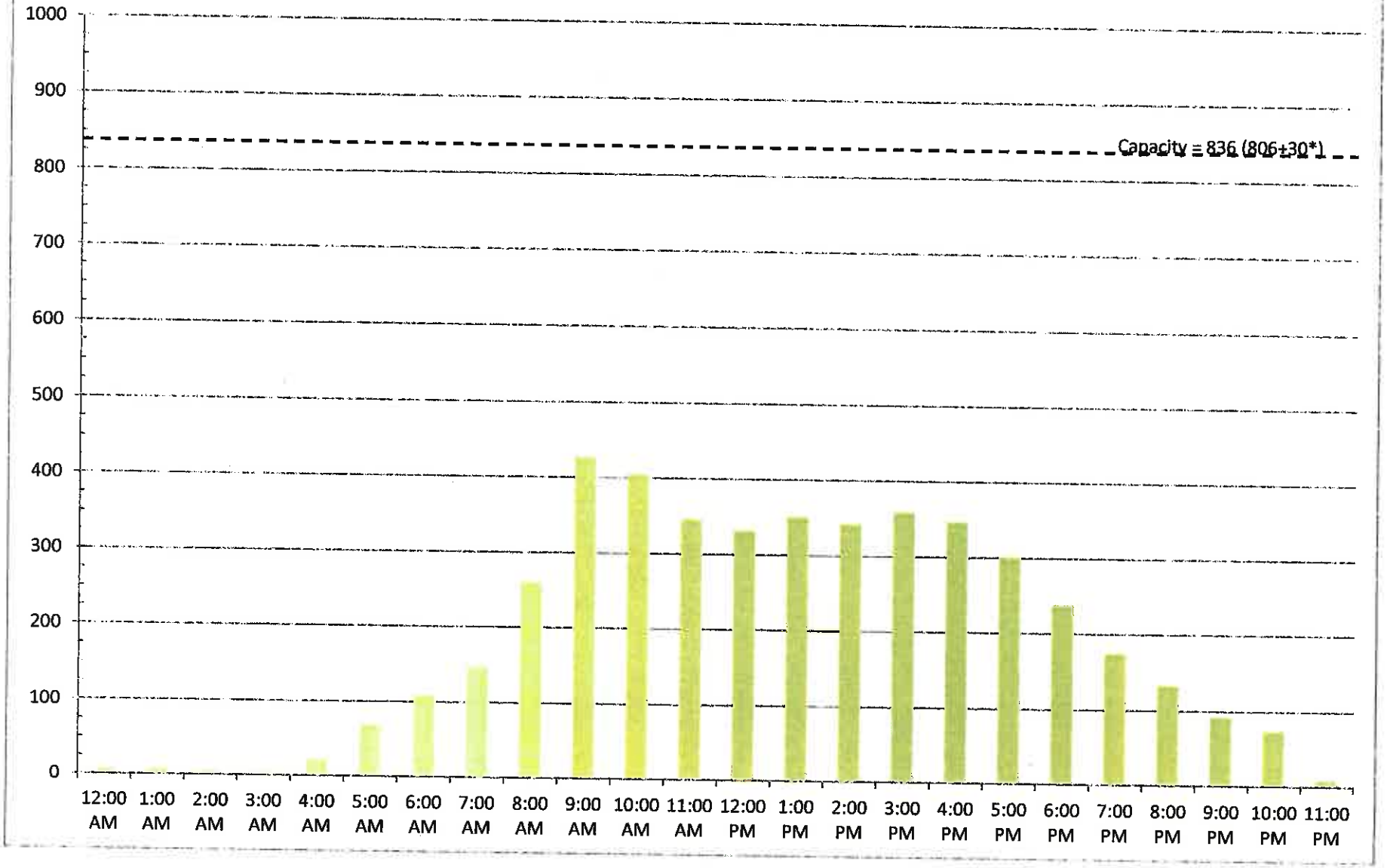
JOB NUMBER:	DATE:
14002035A	12/18/15
FIGURE NUMBER:	
A	

Figure A1
Parking Accumulation
Thursday, March 26, 2015



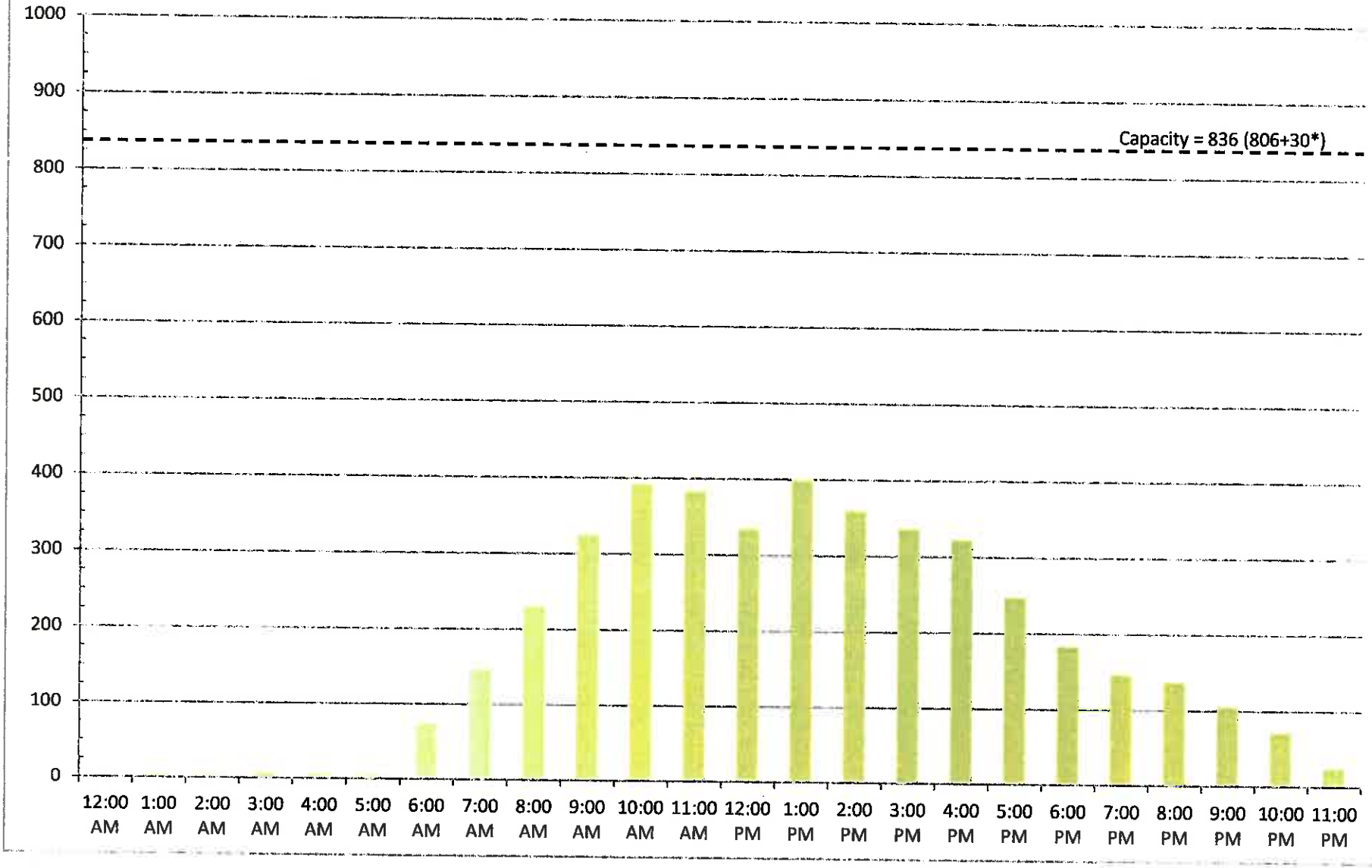
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A2
Parking Accumulation
Friday, March 27, 2015



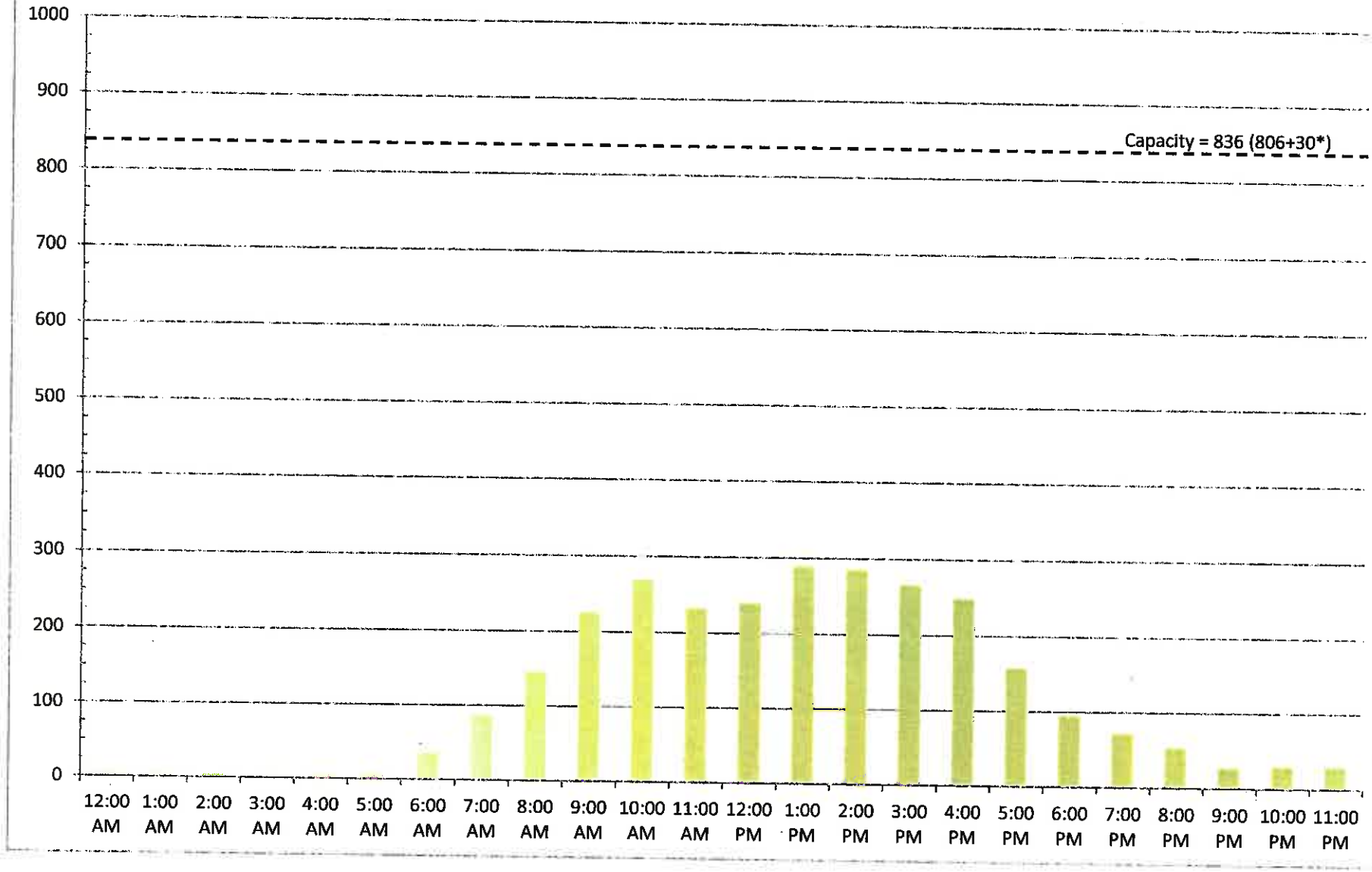
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A3
Parking Accumulation
Saturday, March 28, 2015



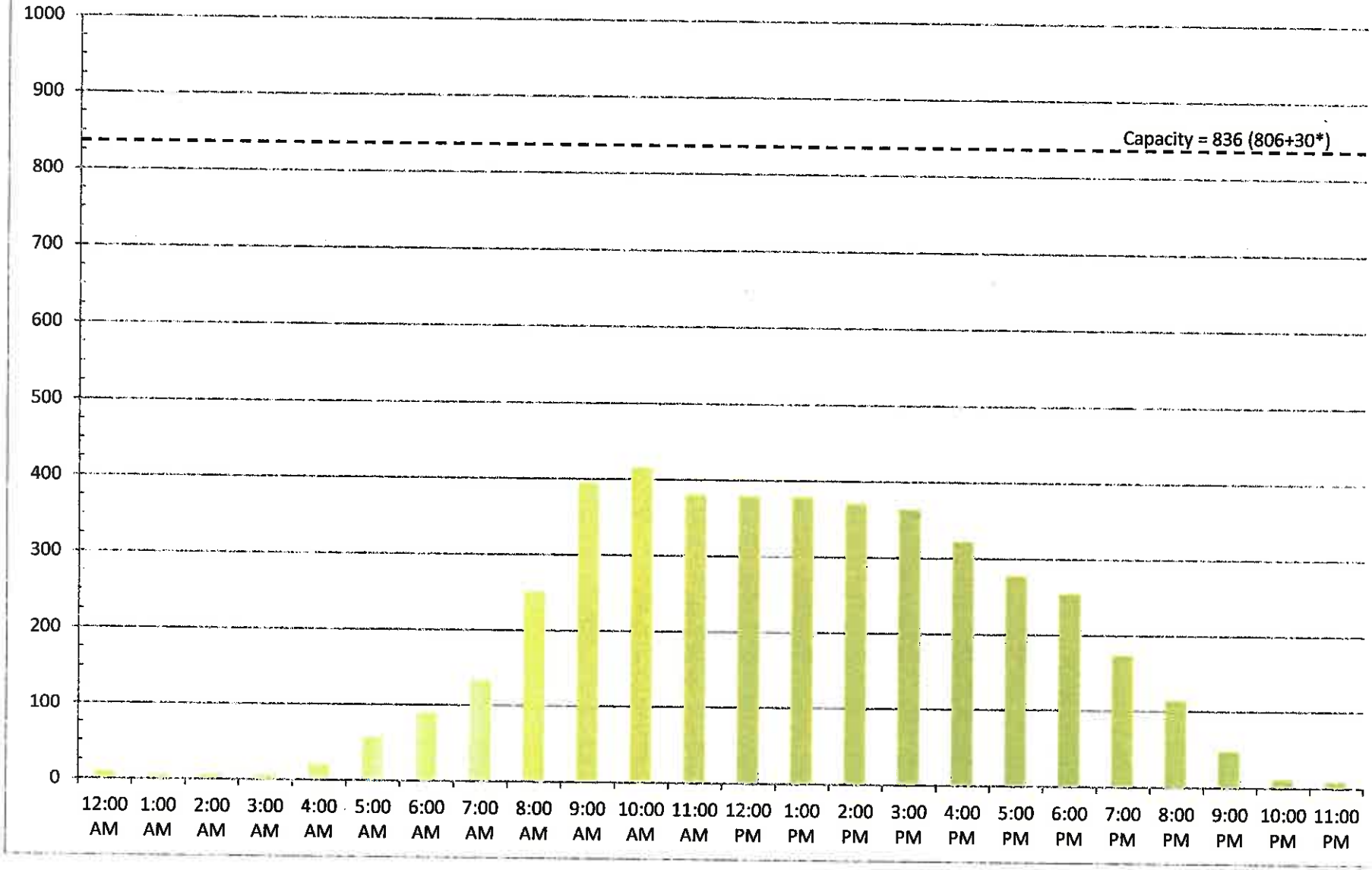
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A4
Parking Accumulation
Sunday, March 29, 2015



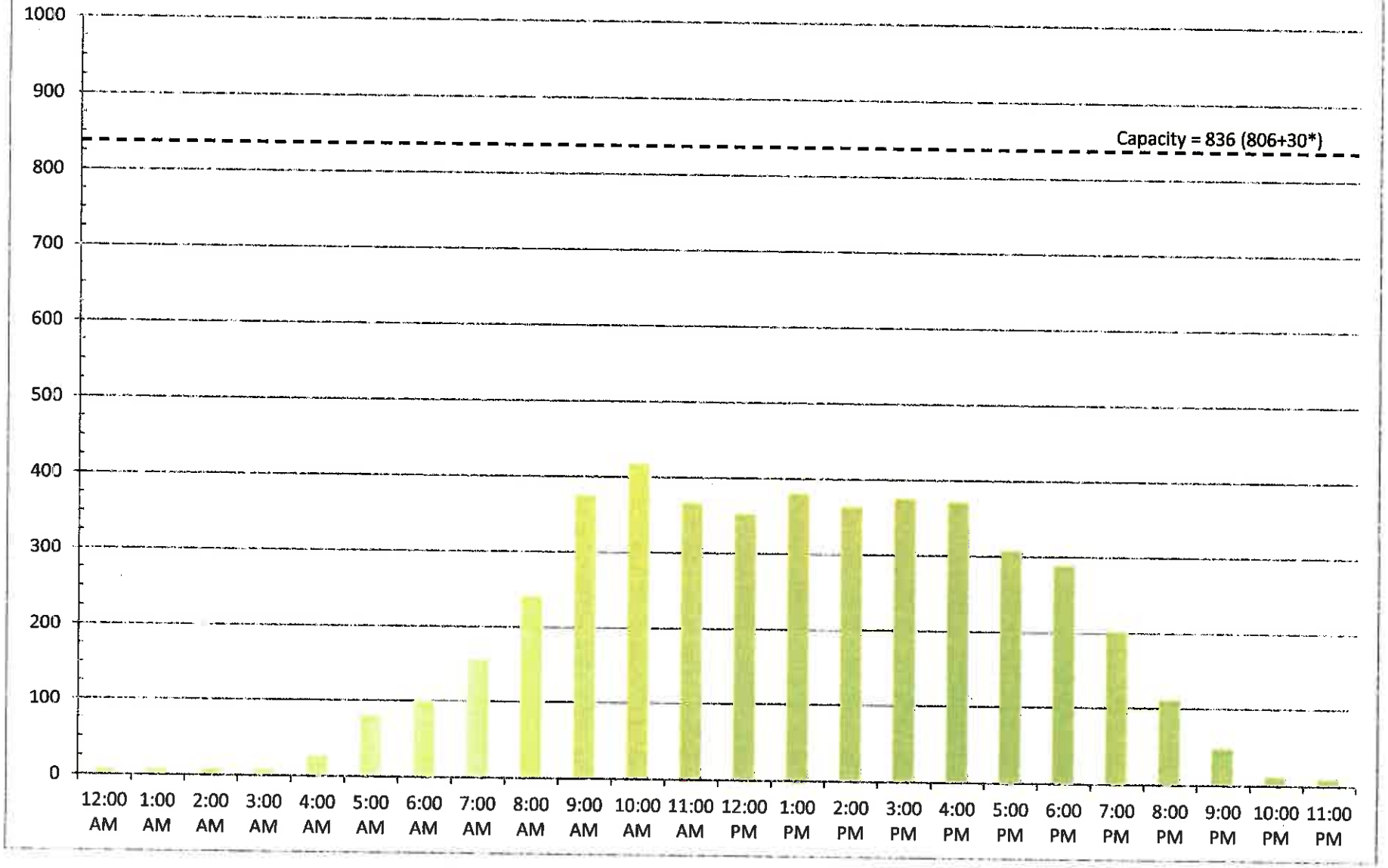
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A5
Parking Accumulation
Monday, March 30, 2015



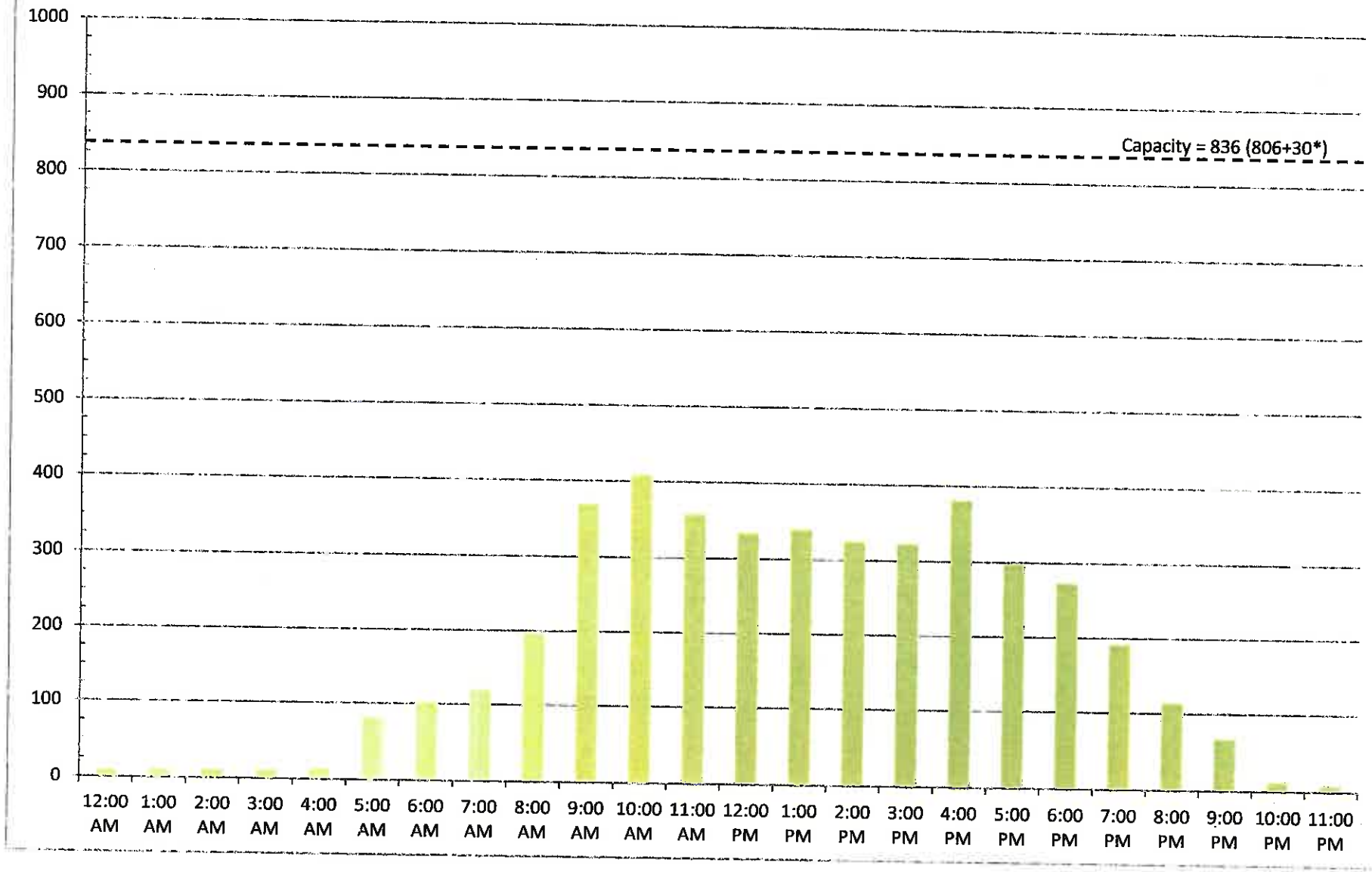
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A6
Parking Accumulation
Tuesday, March 31, 2015



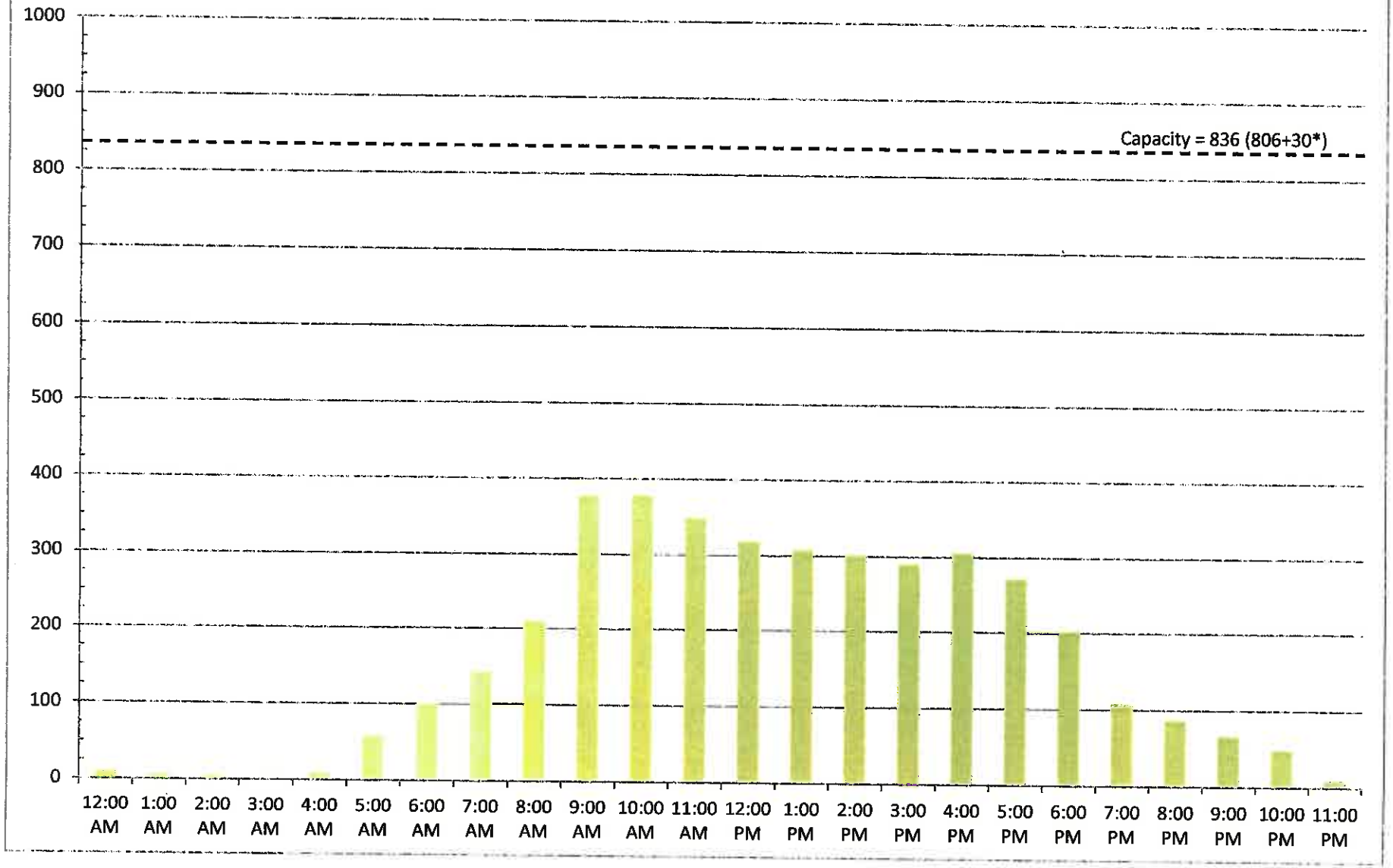
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A7
Parking Accumulation
Thursday, June 4, 2015



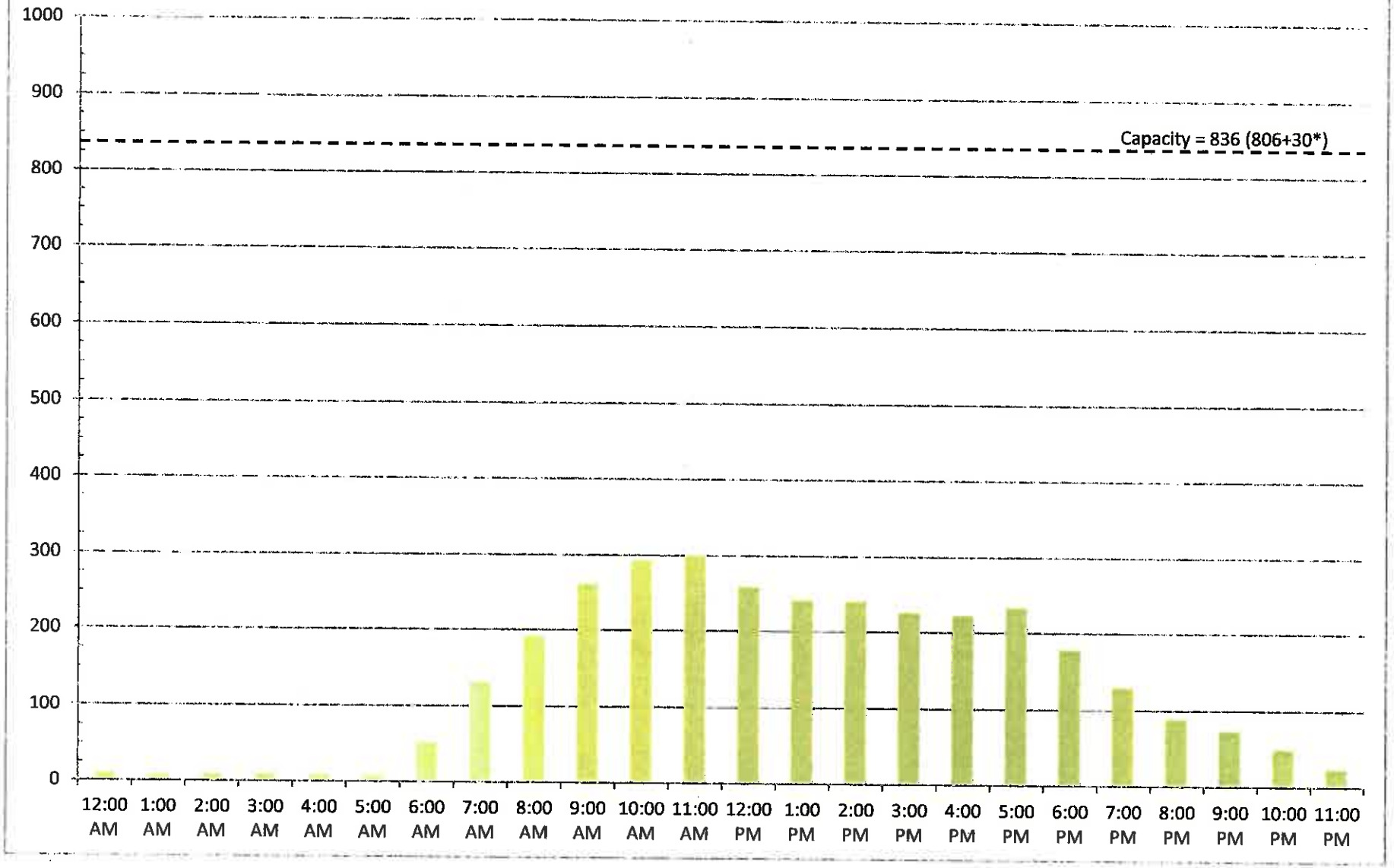
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A8
Parking Accumulation
Friday, June 5, 2015



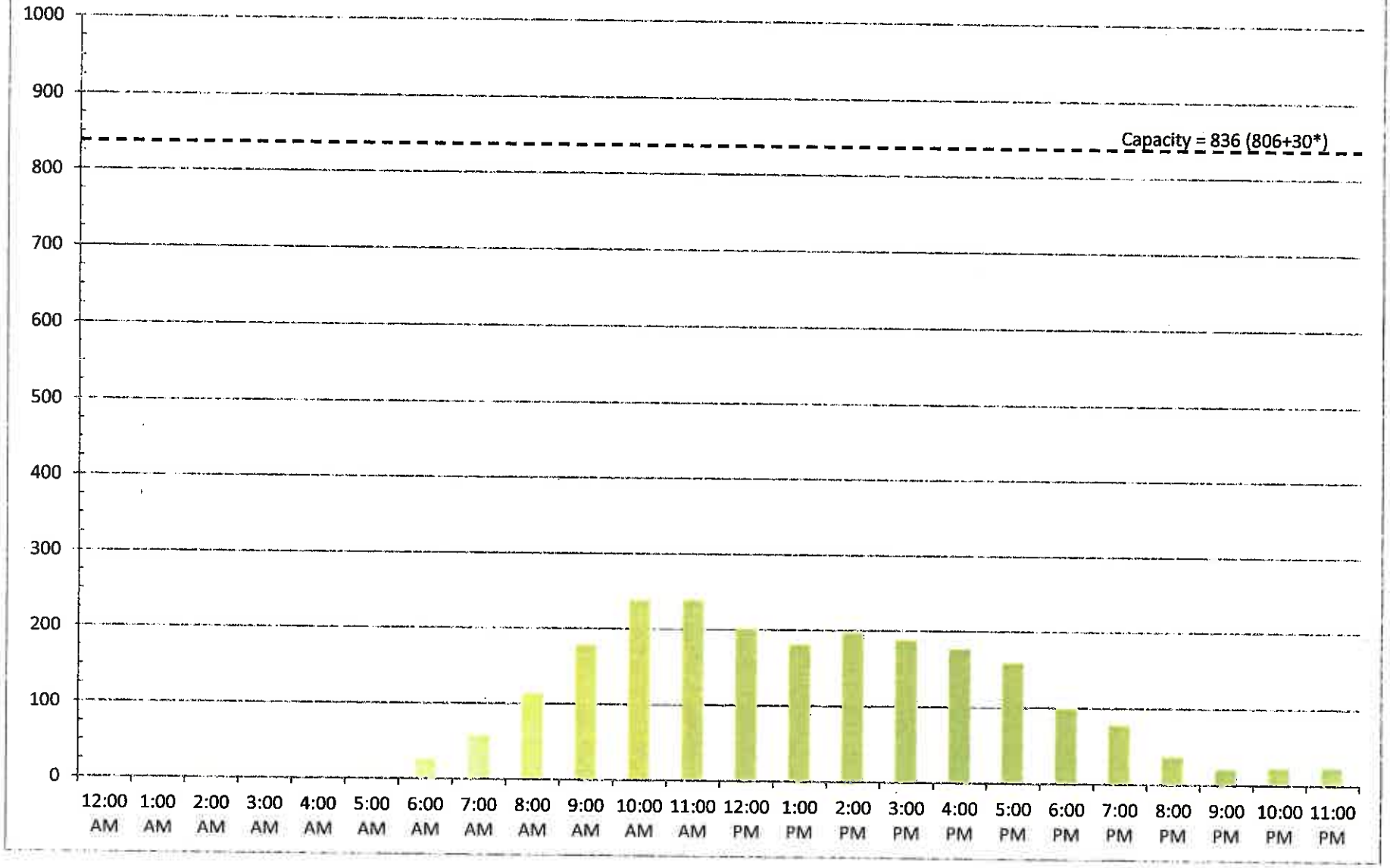
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A9
Parking Accumulation
Saturday, June 6, 2015



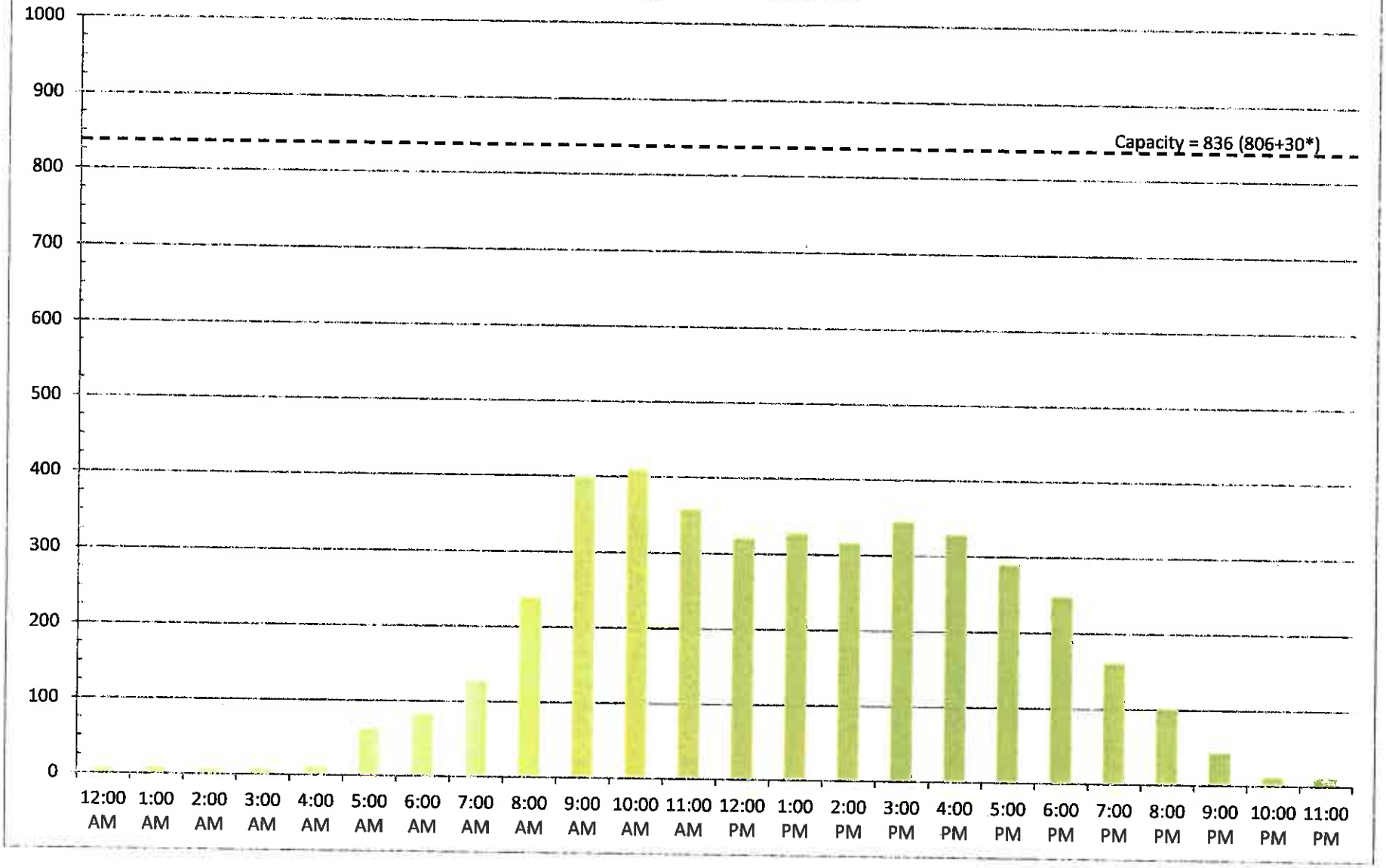
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A10
Parking Accumulation
Sunday, June 7, 2015



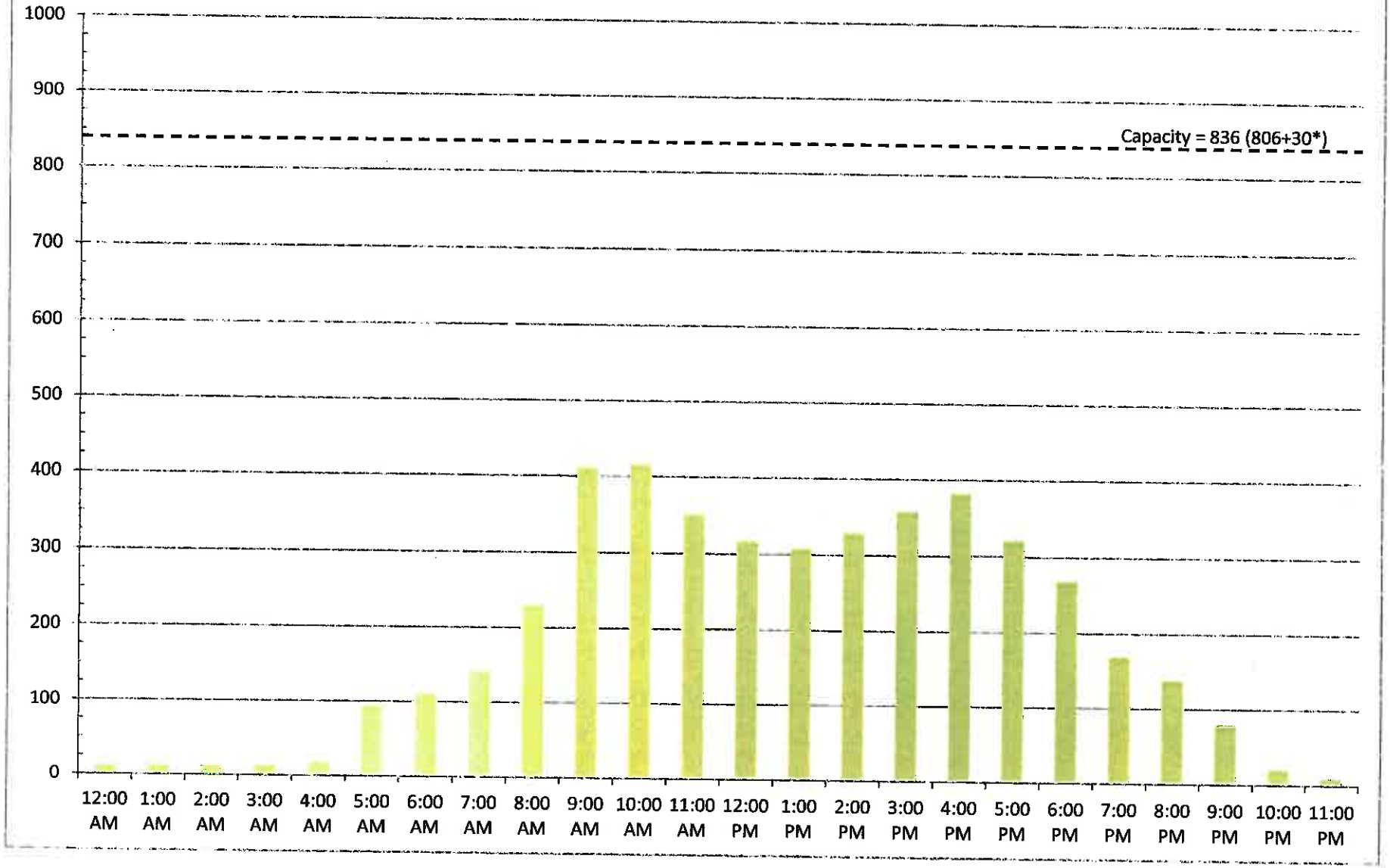
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A11
Parking Accumulation
Monday, June 8, 2015



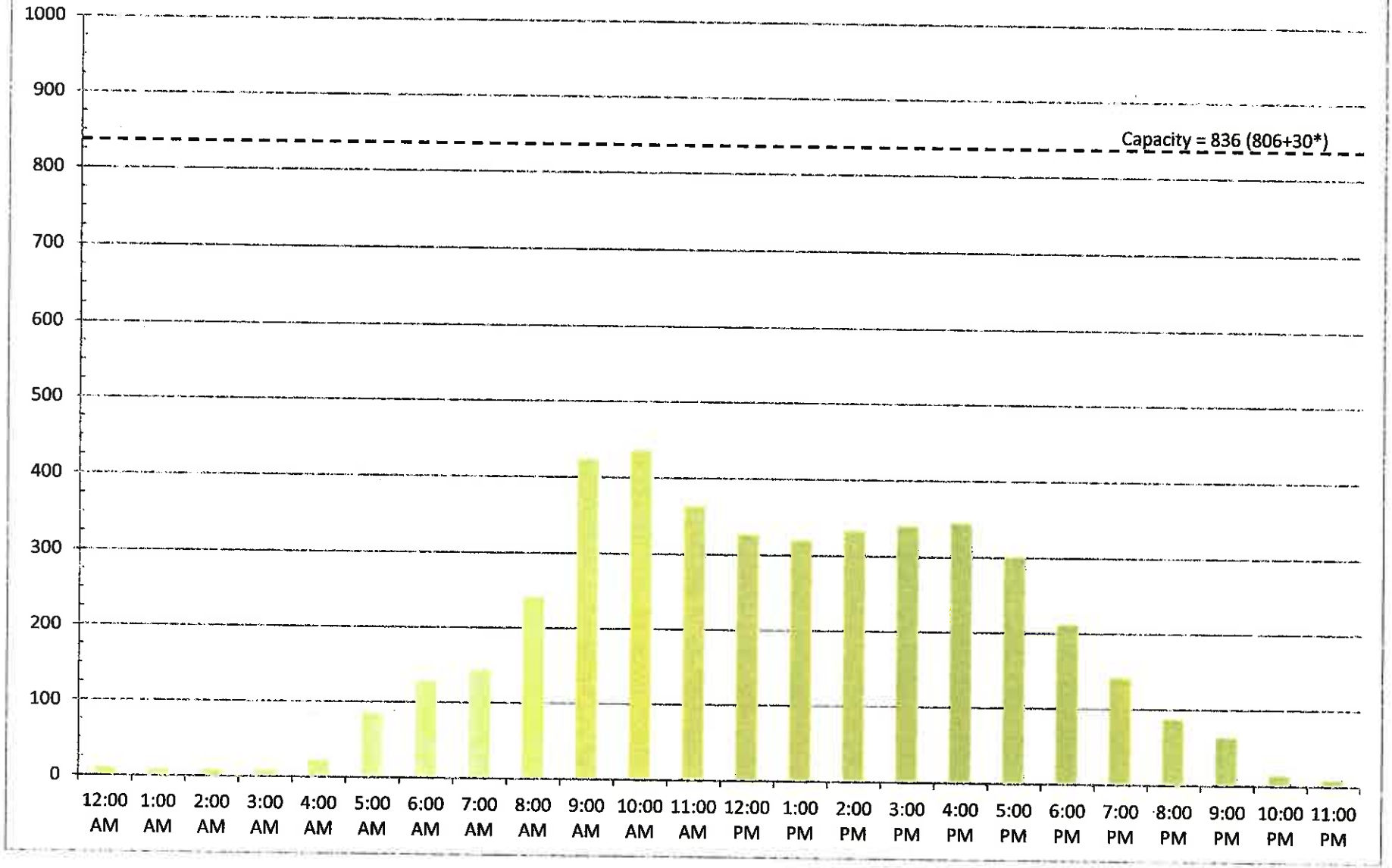
*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A12
Parking Accumulation
Tuesday, June 9, 2015



*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

Figure A13
Parking Accumulation
Wednesday, June 10, 2015



*Includes additional parking (30 spaces) served by Ice House Road for GH Auto Body, Whipskins.com, Simone Bros Auto Body and Satellite Music Studios

MERCEDES BENZ OF MT. KISCO

APPENDIX B

TABLES

TABLE NO. 1 - WEEKDAY

PARKING DEMAND

TIME PERIOD		THURSDAY 3/26/15				FRIDAY 3/27/15				MONDAY 3/30/15				TUESDAY 3/31/15			
		ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10
12:00 AM	1:00 AM	4	0	0	14	3	5	6	7	2	2	2	10	5	6	7	8
1:00 AM	2:00 AM	2	6	7	9	3	2	2	8	2	5	5	6	2	2	2	8
2:00 AM	3:00 AM	4	2	2	11	0	2	2	6	1	1	1	6	1	0	0	9
3:00 AM	4:00 AM	2	1	1	12	2	2	2	6	3	2	2	7	1	1	1	9
4:00 AM	5:00 AM	22	4	4	30	19	2	2	23	14	0	0	21	24	5	6	27
5:00 AM	6:00 AM	73	6	7	96	53	5	6	70	47	10	11	57	64	9	10	81
6:00 AM	7:00 AM	73	68	74	95	88	44	49	109	77	40	44	91	95	66	76	99
7:00 AM	8:00 AM	117	74	81	131	150	101	112	148	130	78	85	135	146	77	89	157
8:00 AM	9:00 AM	242	102	112	261	225	101	112	261	228	102	111	252	225	121	139	242
9:00 AM	10:00 AM	310	140	153	418	318	136	150	429	274	119	130	396	278	124	143	378
10:00 AM	11:00 AM	153	161	176	394	162	167	185	406	200	164	179	417	186	125	144	420
11:00 AM	12:00 PM	119	156	171	342	124	165	182	348	144	164	179	382	171	193	222	368
12:00 PM	1:00 PM	157	138	151	348	168	165	182	333	172	159	174	381	202	187	215	355
1:00 PM	2:00 PM	131	138	151	328	166	133	147	352	171	157	171	380	212	160	184	383
2:00 PM	3:00 PM	151	141	154	324	165	157	174	344	145	140	153	372	183	174	200	365
3:00 PM	4:00 PM	164	126	138	350	196	162	179	361	160	153	167	365	201	164	189	377
4:00 PM	5:00 PM	168	176	193	326	220	210	232	349	183	206	225	324	210	186	214	373
5:00 PM	6:00 PM	248	246	269	304	217	238	263	302	180	206	225	279	204	232	267	310
6:00 PM	7:00 PM	167	208	228	243	168	210	232	238	193	198	216	256	226	213	245	291
7:00 PM	8:00 PM	165	151	165	243	105	152	168	175	90	156	170	175	98	161	185	203
8:00 PM	9:00 PM	59	93	102	200	116	142	157	134	53	103	112	116	43	116	134	113
9:00 PM	10:00 PM	24	93	102	122	78	108	119	93	21	81	88	48	35	86	99	49
10:00 PM	11:00 PM	12	98	107	27	56	67	74	75	11	43	47	12	10	40	46	12
11:00 PM	12:00 AM	4	19	21	10	28	84	93	10	3	5	5	10	1	3	3	10
		2571	2347	2571		2830	2560	2830		2504	2294	2504		2823	2451	2823	
			1.10				1.11				1.09				1.15		

THE PEAK PARKING DEMAND AT 333 N. BEDFORD ROAD IS BASED ON AUTOMATIC TRAFFIC RECORDERS (ATR'S) ON BOTH THE NORTH AND SOUTH ACCESS DRIVEWAYS

THE ATR TRAFFIC COUNT DATA INCUDES ICE HOUSE ROAD TRAFFIC FOR GH AUTO BODY, WHIPSKINS.COM, SIMONE BROS AUTO BODY AND SATELLITE MUSIC STUDIOS

DUE TO QUEUING ON ICE HOUSE ROAD (SOUTH ACCESS) THE ICE HOUSE ROAD (SOUTH ACCESS) ATR DID NOT RECORD SOME OF THE VEHICLES EXITING DUE TO SLOW SPEEDS AND WERE ADJUSTED PROPORTIONALLY

TABLE NO. 1 - WEEKEND

PARKING DEMAND

		SATURDAY 3/28/15				SUNDAY 3/29/15			
TIME PERIOD		ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 25	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 30
12:00 AM	1:00 AM	4	22	25	4	6	28	30	6
1:00 AM	2:00 AM	2	0	0	6	0	1	1	5
2:00 AM	3:00 AM	1	2	2	4	1	2	2	4
3:00 AM	4:00 AM	2	0	0	6	1	1	1	4
4:00 AM	5:00 AM	0	0	0	6	1	0	0	5
5:00 AM	6:00 AM	5	4	5	7	4	2	2	6
6:00 AM	7:00 AM	72	4	5	74	32	3	3	35
7:00 AM	8:00 AM	102	25	29	147	78	24	26	87
8:00 AM	9:00 AM	181	84	97	231	103	42	45	145
9:00 AM	10:00 AM	266	148	171	326	175	88	95	226
10:00 AM	11:00 AM	290	192	222	394	201	146	157	270
11:00 AM	12:00 PM	241	216	250	385	142	167	179	233
12:00 PM	1:00 PM	210	224	259	336	141	124	133	240
1:00 PM	2:00 PM	259	168	194	**400**	175	117	126	**290**
2:00 PM	3:00 PM	203	210	243	360	181	172	185	286
3:00 PM	4:00 PM	199	192	222	337	145	153	164	267
4:00 PM	5:00 PM	188	174	201	324	134	141	151	249
5:00 PM	6:00 PM	113	163	189	248	60	141	151	158
6:00 PM	7:00 PM	89	132	153	185	31	87	93	95
7:00 PM	8:00 PM	74	96	111	148	23	43	46	72
8:00 PM	9:00 PM	56	56	65	139	19	35	38	53
9:00 PM	10:00 PM	34	58	67	106	4	28	30	27
10:00 PM	11:00 PM	19	46	53	72	7	4	4	30
11:00 PM	12:00 AM	32	68	79	25	0	0	0	30
		2642	2284	2642		1664	1549	1664	
			1.16				1.07		

THE PEAK PARKING DEMAND AT 333 N. BEDFORD ROAD IS BASED ON AUTOMATIC TRAFFIC RECORDERS (ATR'S) ON BOTH THE NORTH AND SOUTH ACCESS DRIVEWAYS

THE ATR TRAFFIC COUNT DATA INCUDES ICE HOUSE ROAD TRAFFIC FOR GH AUTO BODY, WHIPSKINS.COM, SIMONE BROS AUTO BODY AND SATELLITE MUSIC STUDIOS

DUE TO QUEUING ON ICE HOUSE ROAD (SOUTH ACCESS)
THE ICE HOUSE ROAD (SOUTH ACCESS) ATR DID NOT RECORD SOME OF THE VEHICLES EXITING DUE TO SLOW SPEEDS AND WERE ADJUSTED PROPORTIONALLY

TABLE NO. 2 - WEEKDAY

PARKING DEMAND SUMMARY

TIME PERIOD		THURSDAY 6/4/15				FRIDAY 6/5/15				MONDAY 6/8/15				TUESDAY 6/9/31/15				WEDNESDAY 6/10/15			
		ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 10
12:00 AM	1:00 AM	3	2	2	11	2	2	2	10	0	3	3	7	3	1	1	12	2	1	1	11
1:00 AM	2:00 AM	3	2	2	12	3	5	5	8	1	0	0	8	2	1	1	13	1	3	3	9
2:00 AM	3:00 AM	5	4	4	12	2	4	4	5	1	2	2	7	0	1	1	12	2	2	2	9
3:00 AM	4:00 AM	2	1	1	13	1	2	2	4	1	0	0	8	5	3	3	14	2	1	1	10
4:00 AM	5:00 AM	6	4	4	15	8	2	2	10	9	4	4	12	7	2	2	18	19	5	5	23
5:00 AM	6:00 AM	78	10	11	82	60	10	11	59	53	3	3	62	85	8	9	95	74	10	11	87
6:00 AM	7:00 AM	82	57	62	103	89	44	47	101	70	46	49	83	84	63	68	111	95	49	52	129
7:00 AM	8:00 AM	107	82	88	121	135	85	92	144	128	78	83	129	132	94	101	143	141	118	126	145
8:00 AM	9:00 AM	188	104	112	197	188	114	122	211	218	100	106	241	199	104	112	230	208	104	111	242
9:00 AM	10:00 AM	296	113	122	371	313	136	145	378	311	143	152	400	330	138	148	412	343	150	160	425
10:00 AM	11:00 AM	186	136	147	410	169	157	168	389	175	154	163	411	169	153	164	417	180	158	168	437
11:00 AM	12:00 PM	120	159	172	359	128	147	157	350	125	166	176	360	107	160	172	352	113	174	185	365
12:00 PM	1:00 PM	142	154	166	335	172	190	203	319	131	159	169	322	121	145	155	318	136	162	173	328
1:00 PM	2:00 PM	147	131	141	340	143	144	154	309	156	140	149	330	138	137	147	309	139	137	146	321
2:00 PM	3:00 PM	142	145	156	326	147	143	153	303	147	150	159	318	140	111	119	330	143	122	130	334
3:00 PM	4:00 PM	165	155	167	324	148	149	159	292	168	131	139	347	164	126	135	359	150	134	143	341
4:00 PM	5:00 PM	223	152	164	383	190	164	175	306	167	173	184	330	215	178	191	383	178	163	174	346
5:00 PM	6:00 PM	194	257	277	299	219	236	252	273	199	224	238	291	220	262	281	322	207	236	251	301
6:00 PM	7:00 PM	252	257	277	274	146	202	216	203	196	224	238	249	226	260	279	269	154	228	243	213
7:00 PM	8:00 PM	90	159	172	192	95	178	190	108	109	185	196	162	88	175	188	170	90	150	160	143
8:00 PM	9:00 PM	88	153	165	115	67	81	87	89	56	109	116	102	65	89	95	139	59	107	114	88
9:00 PM	10:00 PM	42	82	88	69	56	72	77	68	40	93	99	44	42	95	102	79	40	60	64	64
10:00 PM	11:00 PM	17	67	72	14	22	37	40	50	13	42	45	12	9	63	68	21	10	55	59	15
11:00 PM	12:00 AM	4	7	8	10	25	61	65	10	0	2	2	10	3	13	14	10	2	7	7	10
		2582	2393	2582		2528	2366	2528		2474	2331	2474		2554	2382	2554		2488	2336	2488	
			1.08				1.07				1.06				1.07				1.07		

THE PEAK PARKING DEMAND AT 333 N. BEDFORD ROAD IS BASED ON AUTOMATIC TRAFFIC RECORDERS (ATR'S) ON BOTH THE NORTH AND SOUTH ACCESS DRIVEWAYS

THE ATR TRAFFIC COUNT DATA INCUDES ICE HOUSE ROAD TRAFFIC FOR GH AUTO BODY, WHIPSKINS.COM, SIMONE BROS AUTO BODY AND SATELLITE MUSIC STUDIOS

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TABLE NO. 2 - WEEKEND

PARKING DEMAND SUMMARY

TIME PERIOD		SATURDAY 6/6/15				SUNDAY 6/7/15			
		ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 25	ENTRY	EXIT	ADJUSTED EXIT	PARKING DEMAND 25
12:00 AM	1:00 AM	7	20	21	11	5	25	26	4
1:00 AM	2:00 AM	1	3	3	9	1	2	2	2
2:00 AM	3:00 AM	3	2	2	9	2	1	1	3
3:00 AM	4:00 AM	2	1	1	10	2	2	2	3
4:00 AM	5:00 AM	1	1	1	10	1	1	1	3
5:00 AM	6:00 AM	2	3	3	9	4	3	3	4
6:00 AM	7:00 AM	54	9	10	54	27	4	4	27
7:00 AM	8:00 AM	104	23	24	133	47	14	15	59
8:00 AM	9:00 AM	153	87	92	194	92	33	35	116
9:00 AM	10:00 AM	207	129	137	264	162	92	97	181
10:00 AM	11:00 AM	222	179	190	295	198	131	139	240
11:00 AM	12:00 PM	220	201	214	**302**	172	162	171	**241**
12:00 PM	1:00 PM	178	206	219	261	126	155	164	203
1:00 PM	2:00 PM	160	167	177	243	137	148	157	183
2:00 PM	3:00 PM	141	134	142	242	103	83	88	198
3:00 PM	4:00 PM	139	144	153	228	109	111	117	190
4:00 PM	5:00 PM	129	125	133	224	120	124	131	179
5:00 PM	6:00 PM	167	147	156	235	101	112	118	161
6:00 PM	7:00 PM	98	144	153	180	55	109	115	101
7:00 PM	8:00 PM	54	96	102	132	39	57	60	80
8:00 PM	9:00 PM	42	78	83	91	23	61	65	38
9:00 PM	10:00 PM	45	57	61	75	3	18	19	22
10:00 PM	11:00 PM	15	37	39	51	3	1	1	24
11:00 PM	12:00 AM	8	32	34	25	1	0	0	25
		2152	2025	2152		1533	1449	1533	
			1.06				1.06		

THE PEAK PARKING DEMAND AT 333 N. BEDFORD ROAD IS BASED ON AUTOMATIC TRAFFIC RECORDERS (ATR'S) ON BOTH THE NORTH AND SOUTH ACCESS DRIVEWAYS

THE ATR TRAFFIC COUNT DATA INCUDES ICE HOUSE ROAD TRAFFIC FOR GH AUTO BODY, WHIPSKINS.COM, SIMONE BROS AUTO BODY AND SATELLITE MUSIC STUDIOS

DUE TO QUEUING ON ICE HOUSE ROAD (SOUTH ACCESS)
THE ICE HOUSE ROAD (SOUTH ACCESS) ATR DID NOT RECORD SOME OF THE VEHICLES EXITING DUE TO SLOW SPEEDS AND WERE ADJUSTED PROPORTIONALLY

Project: MERCEDES-BENZ
Location: MT. KISCO, NY
MC Job No. 14002035

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 14002035
Station ID:
ICE HOUSE ROAD ACCESS

Latitude: 0° 0.0000 Undefined

Start	23-Mar-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	*	*	*	*	*	*	4	0	2	5	3	2	4	22	4	28
01:00	*	*	*	*	*	*	0	6	3	2	2	4	2	0	0	1
02:00	*	*	*	*	*	*	4	2	0	2	2	2	1	2	1	2
03:00	*	*	*	*	*	*	2	1	2	2	2	2	2	0	1	1
04:00	*	*	*	*	*	*	20	4	18	2	19	3	0	0	1	0
05:00	*	*	*	*	*	*	60	6	34	5	47	6	4	4	4	2
06:00	*	*	*	*	*	*	57	68	66	44	62	56	57	4	26	3
07:00	*	*	*	*	*	*	67	74	96	96	82	85	70	23	54	24
08:00	*	*	*	*	*	*	143	98	129	98	136	98	119	82	64	42
09:00	*	*	*	*	*	*	**168**	134	**184**	128	**176**	131	177	142	120	84
10:00	*	*	*	*	*	*	105	**149**	109	**150**	107	154	**202**	188	**134**	144
11:00	*	*	*	*	**96**	**168**	90	146	88	150	89	**155**	176	**200**	102	**164**
12:00 PM	*	*	*	*	110	138	112	128	110	143	111	136	142	**191**	94	120
01:00	*	*	*	*	90	132	88	122	114	119	97	124	**180**	162	128	115
02:00	*	*	*	*	80	98	109	127	124	138	104	121	154	178	**138**	**161**
03:00	*	*	*	*	112	113	104	116	130	148	115	126	138	179	103	148
04:00	*	*	*	*	124	152	114	170	162	199	133	174	123	162	92	138
05:00	*	*	*	*	161	184	**180**	**208**	**163**	**200**	**168**	**197**	82	148	42	134
06:00	*	*	*	*	**170**	**204**	121	185	126	180	139	190	58	125	20	82
07:00	*	*	*	*	68	141	130	145	72	145	90	144	46	94	16	40
08:00	*	*	*	*	76	130	39	92	74	137	63	120	42	56	14	30
09:00	*	*	*	*	36	119	24	92	56	104	39	105	28	54	4	23
10:00	*	*	*	*	20	52	11	94	49	67	27	71	15	39	7	4
11:00	*	*	*	*	2	9	2	18	18	80	7	36	27	65	0	0
Total	0	0	0	0	1139	1640	1754	2185	1929	2353	1820	2242	1849	2120	1169	1490
Day	0		0		2779		3939		4282		4062		3969		2659	
AM Peak	-	-	-	-	11:00	11:00	09:00	10:00	09:00	10:00	09:00	11:00	10:00	11:00	10:00	11:00
Vol.	-	-	-	-	90	168	168	149	184	159	176	155	202	200	134	164
PM Peak	-	-	-	-	18:00	18:00	17:00	17:00	17:00	17:00	17:00	17:00	13:00	12:00	14:00	14:00
Vol.	-	-	-	-	170	204	180	208	163	200	168	197	180	191	138	161

Project: MERCEDES-BENZ
Location: MT. KISCO, NY
MC Job No. 14002035

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 14002035
Station ID:
ICE HOUSE ROAD ACCESS

Latitude: 0' 0.0000 Undefined

Start Time	30-Mar-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	1	2	5	5	1	0	*	*	*	*	2	2	*	*	*	*
01:00	2	4	2	2	1	3	*	*	*	*	2	3	*	*	*	*
02:00	1	1	1	0	2	2	*	*	*	*	1	1	*	*	*	*
03:00	3	2	1	1	2	2	*	*	*	*	2	2	*	*	*	*
04:00	12	0	22	5	12	2	*	*	*	*	15	2	*	*	*	*
05:00	40	10	55	9	40	2	*	*	*	*	45	7	*	*	*	*
06:00	58	40	75	66	58	31	*	*	*	*	64	46	*	*	*	*
07:00	78	76	96	75	82	99	*	*	*	*	85	83	*	*	*	*
08:00	128	96	119	118	144	92	*	*	*	*	130	102	*	*	*	*
09:00	**150**	114	**172**	120	**208**	150	*	*	*	*	**177**	128	*	*	*	*
10:00	122	154	126	120	140	**178**	*	*	*	*	129	151	*	*	*	*
11:00	101	**160**	126	**182**	135	177	*	*	*	*	121	**173**	*	*	*	*
12:00 PM	112	146	128	171	**126**	**168**	*	*	*	*	122	162	*	*	*	*
01:00	124	143	151	143	70	71	*	*	*	*	115	119	*	*	*	*
02:00	101	125	127	158	*	*	*	*	*	*	114	142	*	*	*	*
03:00	110	140	132	152	*	*	*	*	*	*	121	146	*	*	*	*
04:00	124	**188**	152	174	*	*	*	*	*	*	138	181	*	*	*	*
05:00	130	182	146	192	*	*	*	*	*	*	138	187	*	*	*	*
06:00	**147**	184	**162**	**194**	*	*	*	*	*	*	**154**	**189**	*	*	*	*
07:00	62	143	69	156	*	*	*	*	*	*	66	150	*	*	*	*
08:00	46	101	38	111	*	*	*	*	*	*	42	106	*	*	*	*
09:00	18	81	24	84	*	*	*	*	*	*	21	82	*	*	*	*
10:00	9	42	10	38	*	*	*	*	*	*	10	40	*	*	*	*
11:00	2	4	1	3	*	*	*	*	*	*	2	4	*	*	*	*
Total	1681	2138	1940	2279	1021	977	0	0	0	0	1816	2208	0	0	0	0
Day	3819		4219		1998		0		0		4024		0		0	
AM Peak	09:00	11:00	09:00	11:00	09:00	10:00	-	-	-	-	09:00	11:00	-	-	-	-
Vol.	150	160	172	182	208	178	-	-	-	-	177	173	-	-	-	-
PM Peak	18:00	16:00	18:00	18:00	12:00	12:00	-	-	-	-	18:00	18:00	-	-	-	-
Vol.	147	188	162	194	126	168	-	-	-	-	154	189	-	-	-	-

Comb. Total	3819	4219	4777	3939	4282	8086	3969	2659
ADT	ADT 3,839	AADT 3,839						

Project: MERCEDES-BENZ
Location: MT. KISCO, NY
MC Job No. 14002035A

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 140020350555
Station ID:
333 NORTH BEDFORD ROAD NORTH ENTRANCE

Latitude: 0° 0.0000 Undefined

Start	23-Mar-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	*	*	*	*	*	*	0	0	1	0	0	0	0	0	2	0
01:00	*	*	*	*	*	*	2	0	0	0	1	0	0	0	0	0
02:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	2	0	1	0	2	0	0	0	0	0
05:00	*	*	*	*	*	*	13	0	19	0	16	0	1	0	0	0
06:00	*	*	*	*	*	*	16	0	22	0	19	0	15	0	6	0
07:00	*	*	*	*	*	*	50	0	54	5	52	2	32	2	24	0
08:00	*	*	*	*	*	*	99	4	96	3	98	4	62	2	39	0
09:00	*	*	*	*	*	*	142	6	134	8	138	7	89	6	55	4
10:00	*	*	*	*	*	*	48	12	53	8	50	10	88	4	67	2
11:00	*	*	*	*	38	6	29	10	36	15	34	10	65	16	40	3
12:00 PM	*	*	*	*	40	6	45	10	58	22	48	13	68	33	47	4
01:00	*	*	*	*	55	13	43	16	52	14	50	14	79	6	47	2
02:00	*	*	*	*	50	14	42	14	41	19	44	16	49	32	43	11
03:00	*	*	*	*	71	13	60	10	69	14	66	12	61	13	42	5
04:00	*	*	*	*	66	14	54	6	58	11	59	10	65	12	42	3
05:00	*	*	*	*	66	40	68	38	54	38	63	39	31	15	18	7
06:00	*	*	*	*	72	37	46	23	42	30	53	30	31	7	11	5
07:00	*	*	*	*	26	4	35	6	33	7	31	6	28	2	7	3
08:00	*	*	*	*	24	5	20	1	42	5	29	4	14	0	5	5
09:00	*	*	*	*	7	5	0	1	22	4	10	3	6	4	0	5
10:00	*	*	*	*	1	3	1	4	7	0	3	2	4	7	0	0
11:00	*	*	*	*	1	1	2	1	10	4	4	2	5	3	0	0
Total	0	0	0	0	517	161	817	162	901	207	870	184	793	164	495	59
Day	0		0		678		979		1108		1054		957		554	
AM Peak	-	-	-	-	11:00	11:00	09:00	10:00	09:00	11:00	09:00	10:00	09:00	11:00	10:00	09:00
Vol.	-	-	-	-	38	6	142	12	134	15	138	10	89	16	67	4
PM Peak	-	-	-	-	18:00	17:00	17:00	17:00	15:00	17:00	15:00	17:00	13:00	12:00	12:00	14:00
Vol.	-	-	-	-	72	40	68	38	66	38	66	39	79	33	47	11

Project: MERCEDES-BENZ
Location: MT. KISCO, NY
MC Job No. 14002035A

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 140020350555
Station ID:
333 NORTH BEDFORD ROAD NORTH ENTRANCE

Latitude: 0° 0.0000 Undefined

Start Time	30-Mar-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	1	0	0	1	0	0	*	*	*	*	0	0	*	*	*	*
01:00	0	1	0	0	1	0	*	*	*	*	0	0	*	*	*	*
02:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
03:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
04:00	2	0	2	0	1	0	*	*	*	*	2	0	*	*	*	*
05:00	7	0	9	0	11	0	*	*	*	*	9	0	*	*	*	*
06:00	19	0	20	0	18	0	*	*	*	*	19	0	*	*	*	*
07:00	52	2	50	2	61	2	*	*	*	*	54	2	*	*	*	*
08:00	100	6	**106**	3	111	1	*	*	*	*	106	3	*	*	*	*
09:00	**124**	5	106	4	**116**	5	*	*	*	*	**115**	5	*	*	*	*
10:00	78	**10**	60	5	59	7	*	*	*	*	66	7	*	*	*	*
11:00	43	4	45	**11**	56	**14**	*	*	*	*	48	**10**	*	*	*	*
12:00 PM	**60**	13	**74**	16	**64**	**13**	*	*	*	*	**63**	14	*	*	*	*
01:00	47	14	61	17	18	10	*	*	*	*	42	14	*	*	*	*
02:00	44	15	56	16	*	*	*	*	*	*	50	16	*	*	*	*
03:00	50	13	69	12	*	*	*	*	*	*	60	12	*	*	*	*
04:00	59	18	58	12	*	*	*	*	*	*	58	15	*	*	*	*
05:00	50	**24**	58	**40**	*	*	*	*	*	*	54	**32**	*	*	*	*
06:00	46	14	64	19	*	*	*	*	*	*	55	16	*	*	*	*
07:00	28	13	29	5	*	*	*	*	*	*	28	9	*	*	*	*
08:00	7	2	5	5	*	*	*	*	*	*	6	4	*	*	*	*
09:00	3	0	11	2	*	*	*	*	*	*	7	1	*	*	*	*
10:00	2	1	0	2	*	*	*	*	*	*	1	2	*	*	*	*
11:00	1	1	0	0	*	*	*	*	*	*	0	0	*	*	*	*
Total	823	156	883	172	506	52	0	0	0	0	843	162	0	0	0	0
Day	979		1055		558		0		0		1005		0		0	
AM Peak	09:00	10:00	08:00	11:00	09:00	11:00	-	-	-	-	09:00	11:00	-	-	-	-
Vol.	124	10	106	11	116	14	-	-	-	-	115	10	-	-	-	-
PM Peak	12:00	17:00	12:00	17:00	12:00	12:00	-	-	-	-	12:00	17:00	-	-	-	-
Vol.	60	24	74	40	54	13	-	-	-	-	63	32	-	-	-	-

Comb. Total	979	1055	1236	979	1108	2059	957	554	
ADT	ADT 955	AADT 955							

Project: MERCEDES-BENZ
Location: MT. KISCO
MC Job No. 14002035A

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 140020350555
Station ID:
ICE HOUSE ROAD ACCESS

Latitude: 0' 0.0000 Undefined

Start	01-Jun-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	*	*	*	*	*	*	3	2	2	2	2	2	6	19	5	22
01:00	*	*	*	*	*	*	1	2	3	4	2	3	1	3	1	2
02:00	*	*	*	*	*	*	4	4	1	4	2	4	3	2	2	1
03:00	*	*	*	*	*	*	2	1	1	2	2	2	2	1	2	2
04:00	*	*	*	*	*	*	6	4	8	2	7	3	0	1	1	1
05:00	*	*	*	*	*	*	65	10	51	9	58	10	1	3	4	3
06:00	*	*	*	*	*	*	62	57	71	43	66	50	41	9	23	4
07:00	*	*	*	*	*	*	69	80	88	85	78	82	72	22	30	14
08:00	*	*	*	*	*	*	106	102	117	104	112	103	102	84	62	33
09:00	*	*	*	*	*	*	**166**	110	**184**	128	**165**	119	146	128	91	87
10:00	*	*	*	*	*	*	116	130	114	**147**	115	138	143	176	**144**	126
11:00	*	*	*	*	*	*	82	**150**	86	142	84	**148**	**148**	**188**	128	**180**
12:00 PM	*	*	*	*	*	*	98	132	128	173	113	152	**120**	**184**	92	**151**
01:00	*	*	*	*	*	*	113	118	95	126	104	122	107	154	**95**	144
02:00	*	*	*	*	*	*	92	130	104	128	98	129	92	128	75	80
03:00	*	*	*	*	*	*	103	145	102	136	102	140	85	134	68	104
04:00	*	*	*	*	117	132	133	144	**132**	150	127	142	89	119	84	119
05:00	*	*	*	*	128	**208**	144	**219**	131	**202**	**134**	**210**	119	135	72	111
06:00	*	*	*	*	**130**	201	**164**	208	102	181	132	197	72	140	41	108
07:00	*	*	*	*	64	134	71	152	64	168	66	151	42	96	34	52
08:00	*	*	*	*	46	94	58	142	52	80	52	105	27	77	18	58
09:00	*	*	*	*	22	60	31	78	42	70	32	69	32	52	3	18
10:00	*	*	*	*	10	41	11	65	15	34	12	47	12	36	3	1
11:00	*	*	*	*	3	12	4	7	17	60	8	26	6	32	1	0
Total	0	0	0	0	520	882	1704	2192	1690	2180	1673	2152	1468	1923	1079	1401
Day	0		0		1402		3896		3870		3825		3391		2480	
AM Peak	-	-	-	-	-	-	09:00	11:00	09:00	10:00	09:00	11:00	11:00	11:00	10:00	11:00
Vol.	-	-	-	-	-	-	166	150	164	147	165	146	148	188	144	160
PM Peak	-	-	-	-	18:00	17:00	18:00	17:00	16:00	17:00	17:00	17:00	12:00	12:00	13:00	12:00
Vol.	-	-	-	-	130	208	164	219	132	202	134	210	120	184	95	151

Project: MERCEDES-BENZ
Location: MT. KISCO
MC Job No. 14002035A

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 140020350555.
Station ID:
ICE HOUSE ROAD ACCESS

Latitude: 0' 0.0000 Undefined

Start Time	08-Jun-15 ENTRY	EXIT	Tue ENTRY	EXIT	Wed ENTRY	EXIT	Thu ENTRY	EXIT	Fri ENTRY	EXIT	Weekday Average ENTRY	EXIT	Sat ENTRY	EXIT	Sun ENTRY	EXIT
12:00 AM	0	3	2	1	2	1	4	4	3	8	2	3	*	*	*	*
01:00	1	0	2	0	1	3	4	6	2	4	2	3	*	*	*	*
02:00	0	2	0	1	2	2	1	2	2	0	1	1	*	*	*	*
03:00	1	0	2	3	2	1	1	1	3	6	2	2	*	*	*	*
04:00	8	4	6	2	14	2	4	1	6	0	8	2	*	*	*	*
05:00	47	3	73	8	58	8	64	12	54	6	59	7	*	*	*	*
06:00	49	46	66	63	68	49	50	51	63	50	59	52	*	*	*	*
07:00	86	78	86	92	87	114	74	94	86	86	84	93	*	*	*	*
08:00	132	92	113	101	124	102	119	80	124	98	122	95	*	*	*	*
09:00	171	140	194	136	202	142	164	116	186	150	181	137	*	*	*	*
10:00	107	148	109	142	108	150	102	148	115	144	108	146	*	*	*	*
11:00	82	156	72	154	83	136	76	140	80	126	79	146	*	*	*	*
12:00 PM	98	142	81	128	102	150	100	134	94	124	95	136	*	*	*	*
01:00	96	122	92	118	90	118	110	124	*	*	97	120	*	*	*	*
02:00	106	134	92	99	99	112	106	112	*	*	101	114	*	*	*	*
03:00	105	120	102	114	103	124	104	132	*	*	104	122	*	*	*	*
04:00	109	160	136	156	124	155	122	156	*	*	123	157	*	*	*	*
05:00	132	200	144	232	137	200	140	210	*	*	138	210	*	*	*	*
06:00	144	196	146	223	124	203	151	218	*	*	141	210	*	*	*	*
07:00	76	181	59	170	68	144	68	153	*	*	68	162	*	*	*	*
08:00	42	107	44	86	42	100	48	92	*	*	44	96	*	*	*	*
09:00	31	87	33	92	28	60	29	73	*	*	30	78	*	*	*	*
10:00	12	41	8	61	9	55	13	64	*	*	10	55	*	*	*	*
11:00	0	2	2	12	2	7	1	3	*	*	1	6	*	*	*	*
Total Day	1635	2164	1654	2194	1679	2158	1655	2124	818	802	1659	2153	0	0	0	0
	3799		3848		3837		3779		1620		3812		0		0	
AM Peak	09:00	11:00	09:00	11:00	09:00	11:00	09:00	10:00	09:00	09:00	09:00	10:00	-	-	-	-
Vol.	171	156	184	154	202	156	164	146	186	150	181	146	-	-	-	-
PM Peak	18:00	17:00	18:00	17:00	17:00	18:00	18:00	18:00	12:00	12:00	18:00	17:00	-	-	-	-
Vol.	144	200	146	232	137	203	151	218	94	124	141	210	-	-	-	-

Comb. Total	3799	3848	5239	7675	5490	7637	3391	2480
ADT	ADT 3,598	AADT 3,598					

Project: MERCEDES-BENZ
Location: MT. KISCO, NY
MC Job No. 14002035A

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Site Code: 140020350777
Station ID:
333 NORTH BEDFORD ROAD NORTH ENTRANCE

Latitude: 0' 0.0000 Undefined

Start	08-Jun-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	*	*	*	*
01:00	0	0	0	1	0	0	2	0	0	0	0	0	*	*	*	*
02:00	1	0	0	0	0	0	2	0	0	0	1	0	*	*	*	*
03:00	0	0	3	0	0	0	0	0	1	0	1	0	*	*	*	*
04:00	1	0	1	0	5	3	1	0	0	0	2	1	*	*	*	*
05:00	6	0	12	0	16	2	12	0	7	0	11	0	*	*	*	*
06:00	21	0	18	0	27	0	20	2	19	0	21	0	*	*	*	*
07:00	42	0	46	2	54	4	45	1	51	3	48	2	*	*	*	*
08:00	86	8	86	3	84	2	64	4	85	3	81	4	*	*	*	*
09:00	140	3	146	2	141	8	135	2	133	2	139	3	*	*	*	*
10:00	68	6	60	11	72	8	61	15	52	8	63	10	*	*	*	*
11:00	43	10	35	6	30	18	48	12	43	7	40	11	*	*	*	*
12:00 PM	33	17	40	17	34	12	42	15	36	20	37	16	*	*	*	*
01:00	60	18	46	19	49	19	58	16	*	*	53	18	*	*	*	*
02:00	41	16	48	12	44	10	56	18	*	*	47	14	*	*	*	*
03:00	63	11	62	12	47	10	59	11	*	*	58	11	*	*	*	*
04:00	58	13	79	22	54	8	76	24	*	*	67	17	*	*	*	*
05:00	67	24	76	30	70	36	76	35	*	*	72	31	*	*	*	*
06:00	52	28	80	37	30	25	70	53	*	*	58	36	*	*	*	*
07:00	33	4	29	5	22	6	17	7	*	*	25	6	*	*	*	*
08:00	14	2	21	3	17	7	23	3	*	*	19	4	*	*	*	*
09:00	9	6	9	3	12	0	8	4	*	*	10	3	*	*	*	*
10:00	1	1	1	2	1	0	1	1	*	*	1	1	*	*	*	*
11:00	0	0	1	1	0	0	0	0	*	*	0	0	*	*	*	*
Total	839	167	900	188	809	178	876	223	427	43	854	188	0	0	0	0
Day	1006		1088		987		1099		470		1042		0		0	
AM Peak	09:00	11:00	09:00	10:00	09:00	11:00	09:00	10:00	09:00	10:00	09:00	11:00	-	-	-	-
Vol.	140	10	146	11	141	18	135	15	133	8	139	11	-	-	-	-
PM Peak	17:00	18:00	18:00	18:00	17:00	17:00	16:00	18:00	12:00	12:00	17:00	18:00	-	-	-	-
Vol.	67	28	80	37	70	36	76	53	36	20	72	36	-	-	-	-

Comb. Total	1006	1088	1166	2178	1494	2054	786	502

ADT ADT 936 AADT 936

MASER CONSULTING P.A.

Engineers
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Surveyors
Landscape Architects
Environmental Scientists

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MEMORANDUM

To: **Edward W. Brancati, Village Manager, Mt. Kisco, NY**

From: **Ronald P. Rieman, Assistant Project Manager**
John T. Collins, Ph.D., P.E., Principal Associate

Date: **December 18, 2015**

Re: **Mercedes Benz of Mt. Kisco**
The Park – 333 N. Bedford Road
Mt. Kisco, Westchester County, New York
MC Project No. 14002035A

As summarized in the updated December 18, 2015 Traffic Impact Study (TIS), with the proposed Mercedes Benz New Car Sales and Service replacing the Wine Enthusiast and proposed Mercedes Benz Certified Pre-Owned Sales, the Levels of Service will be maintained along NYS Route 117 (Bedford Road), Park Drive, the 309 N. Bedford Road Driveway under future Build Conditions including Ice House Road (with minor signal timing changes during the Weekday Peak PM Hour). The NYS Route 117 (Bedford Road) and Ice House Road, Park Drive, 309 N. Bedford Road Driveway intersection will continue to operate at an overall Level of Service "C" during the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours with the Mercedes Benz dealership with 27 lift bays. As shown in Table No. 3 of the TIS, Ice House Road will continue to operate at a Level of Service "E" during the Weekday Peak AM and Saturday Peak Hours. While Ice House Road is projected to change from a Level of Service "E" to a Level of Service "F", the change in delay would be 5.6 seconds. As discussed in the TIS, minor signal timing adjustments (allocation of green time) could be made to improve the operation of the Ice House Road approach. As shown on Table No. 4 of the TIS with the allocation of 2 seconds of green time from the 309 N. Bedford Road Driveway to Ice House Road, Ice House Road will continue to operate at a Level of Service "E" with less delay times. It should be noted that these minor signal timing adjustments would only be needed if the traffic volumes develop as projected.

While not part of the current Application, a sensitivity analysis was conducted with two potential traffic signal modifications to improve the operation of the NYS Route 117 (Bedford Road) and Ice House Road, Park Drive, 309 N. Bedford Road Driveway intersection as discussed below:

4-Phase Operation (Attachment 1)
Currently the NYS Route 117 (Bedford Road) and Ice House Road, Park Drive, 309 N. Bedford Road Driveway intersects at a 5-leg, 5-phase, actuated intersection. As shown on Table No. 3A, with the alignment of the exiting 309 Driveway opposite Park Drive (Figure No. 1) and operating under the same phase (4-Phase operation), the NYS Route 117 (Bedford Road) and Ice House Road, Park Drive, 309 N. Bedford Road Driveway intersection will operate at improved overall Levels of Service "C" with improved Levels of Service along Ice House Road. Also shown on Table No. 3A, with the 4-Phase operation the intersection including Ice House Road could handle an additional 9 lift bays (for a total of 36 lift bays).

A copy of the 2018 Build Traffic Volumes with the proposed 27 lift bays and potential increase of 9 lift bays (for a total of 36 lift bays), Level of Service Summary Table (Table No. 3A) and 4-Phase SYNCHRO analysis are contained in Attachment 1.

3-Phase Operation (Attachment 2)
A potential long term improvement to the intersection would be the relocation of Ice House Road opposite Park Drive (Figure No. 2) and operating under the same phase (3-Phase operation). As shown on Table No. 3A, with relocated Ice House Road, the NYS Route 117 (Bedford Road) and Ice House Road, Park Drive, 309 N. Bedford Road Driveway intersection will operate at improved overall Levels of Service "B"-"C" with improved Levels of Service along Ice House Road. Also shown on Table No. 3A, with the 3-Phase operation the intersection including Ice House Road could handle an additional 9 lift bays (for a total of 36 lift bays).

A copy of the 2018 Build Traffic Volumes with the proposed 27 lift bays and potential increase of 9 lift bays (for a total of 36 lift bays), Level of Service Summary Table (Table No. 3A) and 3-phase SYNCHRO analysis are contained in Attachment 2.

TABLE NO. 3-A

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2015 EXISTING CONDITIONS			YEAR 2018 NO-BUILD CONDITIONS			4 - PHASE 27 LIFTS YEAR 2018 BUILD CONDITIONS			4 - PHASE 36 LIFTS YEAR 2018 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR
1	NYS ROUTE 117 ICE HOUSE ROAD / PARK DRIVE 309 N. BEDFORD ROAD DRIVEWAY SIGNALIZED - 4 PHASE												
	ICE HOUSE ROAD EB LEFT / THROUGHT / RIGHT	E [62.7] {0.70}	E [74.6] {0.88}	E [69.3] {0.84}	E [62.7] {0.70}	E [74.6] {0.88}	E [69.3] {0.84}	E [60.2] {0.75}	E [62.5] {0.86}	E [68.6] {0.89}	E [61.5] {0.76}	E [63.4] {0.87}	E [68.4] {0.89}
	ICE HOUSE ROAD EB APPROACH	E [62.7]	E [74.6]	E [69.3]	E [62.7]	E [74.6]	E [69.3]	E [60.2]	E [62.5]	E [68.6]	E [61.5]	E [63.4]	E [68.4]
	PARK DRIVE WB LEFT / THROUGH / RIGHT	A [1.1] {0.15}	A [0.7] {0.09}	A [1.1] {0.14}	A [1.1] {0.15}	A [0.7] {0.09}	A [1.1] {0.15}	A [2.0] {0.20}	A [1.1] {0.12}	A [1.9] {0.19}	A [2.0] {0.20}	A [1.1] {0.12}	A [2.0] {0.20}
	PARK DRIVE WB APPROACH	A [1.1]	A [0.7]	A [1.1]	A [1.1]	A [0.7]	A [1.1]	A [2.0]	A [1.1]	A [1.9]	A [2.0]	A [1.1]	A [2.0]
	309 DRIVEWAY EB LEFT / THROUGH / RIGHT	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}	D [45.0] {0.07}	D [44.8] {0.07}	D [44.8] {0.07}	D [45.0] {0.07}	D [44.8] {0.07}	D [44.8] {0.07}
	309 DRIVEWAY EB APPROACH	D [47.8]	D [47.8]	D [47.8]	D [47.8]	D [47.8]	D [47.8]	D [45.0]	D [44.8]	D [44.8]	D [45.0]	D [44.8]	D [44.8]
	NYS ROUTE 117 NB LEFT	B [11.2] {0.42}	B [13.4] {0.46}	C [24.5] {0.61}	B [11.7] {0.45}	B [14.1] {0.48}	C [24.5] {0.61}	A [9.3] {0.42}	B [13.1] {0.45}	C [20.9] {0.61}	A [9.8] {0.44}	B [13.8] {0.47}	C [23.5] {0.64}
	NYS ROUTE 117 NB THROUGH / RIGHT	B [13.6] {0.41}	B [18.3] {0.54}	B [18.8] {0.61}	B [13.8] {0.43}	B [18.8] {0.55}	B [19.3] {0.63}	B [11.2] {0.42}	B [17.8] {0.56}	B [17.0] {0.62}	B [11.3] {0.42}	B [17.9] {0.56}	B [17.1] {0.62}
	NYS ROUTE 117 NB APPROACH	B [13.6]	B [17.4]	B [19.7]	B [13.3]	B [17.9]	C [20.1]	B [10.8]	B [16.9]	B [17.7]	B [10.9]	B [17.0]	B [18.2]
	NYS ROUTE 117 SB LEFT	A [9.3] {0.01}	A [9.2] {0.05}	A [9.4] {0.04}	A [9.3] {0.02}	A [9.2] {0.06}	A [9.4] {0.04}	A [8.4] {0.01}	A [8.4] {0.05}	A [7.6] {0.03}	A [8.4] {0.01}	A [8.4] {0.05}	A [7.6] {0.03}
	NYS ROUTE 117 SB THROUGHT / RIGHT	C [23.8] {0.63}	C [26.3] {0.67}	C [30.9] {0.79}	C [24.4] {0.65}	C [27.0] {0.69}	C [32.2] {0.81}	C [21.0] {0.67}	C [24.1] {0.70}	C [28.3] {0.81}	C [21.4] {0.68}	C [24.6] {0.71}	C [29.0] {0.81}
	NYS ROUTE 117 SB APPROACH	C [23.8]	C [26.8]	C [30.6]	C [24.2]	C [29.4]	C [31.8]	C [29.9]	C [23.6]	C [28.0]	C [21.2]	C [24.1]	C [28.7]
	OVERALL INTERSECTION	C [22.2] {0.70}	C [29.5] {0.88}	C [30.4] {0.84}	C [22.4] {0.70}	C [29.8] {0.88}	C [30.6] {0.84}	C [20.1] {0.75}	C [26.6] {0.86}	C [26.4] {0.89}	C [20.5] {0.76}	C [27.1] {0.87}	C [29.0] {0.89}

	LOCATION	YEAR 2015 EXISTING CONDITIONS			YEAR 2018 NO-BUILD CONDITIONS			3 - PHASE 27 LIFTS YEAR 2018 BUILD CONDITIONS			3 - PHASE 36 LIFTS YEAR 2018 BUILD CONDITIONS		
		WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR
1	NYS ROUTE 117 ICE HOUSE ROAD / PARK DRIVE 309 N. BEDFORD ROAD DRIVEWAY SIGNALIZED - 3 PHASE												
	ICE HOUSE ROAD EB LEFT / THROUGHT / RIGHT	E [62.7] {0.70}	E [74.6] {0.88}	E [69.3] {0.84}	E [62.7] {0.70}	E [74.6] {0.88}	E [69.3] {0.84}	D [54.6] {0.72}	D [54.1] {0.83}	E [58.7] {0.85}	E [55.1] {0.73}	D [54.9] {0.84}	E [59.1] {0.85}
	ICE HOUSE ROAD EB APPROACH	E [62.7]	E [74.6]	E [69.3]	E [62.7]	E [74.6]	E [69.3]	D [54.6]	D [54.1]	E [58.7]	E [55.1]	D [54.9]	E [59.1]
	PARK DRIVE WB LEFT / THROUGH / RIGHT	A [1.1] {0.15}	A [0.7] {0.09}	A [1.1] {0.14}	A [1.1] {0.15}	A [0.7] {0.09}	A [1.1] {0.15}	C [24.8] {0.20}	B [16.4] {0.08}	B [17.8] {0.14}	C [24.5] {0.20}	B [16.3] {0.08}	B [17.7] {0.14}
	PARK DRIVE WB APPROACH	A [1.1]	A [0.7]	A [1.1]	A [1.1]	A [0.7]	A [1.1]	C [24.8]	B [16.4]	B [17.8]	C [24.5]	B [16.3]	B [17.7]
	309 DRIVEWAY EB LEFT / THROUGH / RIGHT	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}	D [47.8] {0.05}						
	309 DRIVEWAY EB APPROACH	D [47.8]	D [47.8]	D [47.8]	D [47.8]	D [47.8]	D [47.8]						
	NYS ROUTE 117 NB LEFT	B [11.2] {0.42}	B [13.4] {0.46}	C [24.5] {0.61}	B [11.7] {0.45}	B [14.1] {0.48}	C [24.5] {0.61}	A [8.2] {0.34}	A [9.2] {0.37}	B [11.0] {0.47}	A [8.6] {0.36}	A [9.5] {0.38}	B [11.7] {0.49}
	NYS ROUTE 117 NB THROUGH / RIGHT	B [13.6] {0.41}	B [18.3] {0.54}	B [18.8] {0.61}	B [13.8] {0.43}	B [18.8] {0.55}	B [19.3] {0.63}	A [8.7] {0.40}	B [14.9] {0.53}	B [14.1] {0.60}	A [8.8] {0.40}	B [15.0] {0.53}	B [14.2] {0.60}
	NYS ROUTE 117 NB APPROACH	B [13.6]	B [17.4]	B [19.7]	B [13.3]	B [17.9]	C [20.1]	A [8.1]	B [13.6]	B [13.6]	A [8.2]	B [14.0]	B [13.8]
	NYS ROUTE 117 SB LEFT	A [9.3] {0.01}	A [9.2] {0.05}	A [9.4] {0.04}	A [9.3] {0.02}	A [9.2] {0.06}	A [9.4] {0.04}	A [4.7] {0.01}	A [6.6] {0.04}	A [6.0] {0.03}	A [4.9] {0.01}	A [6.7] {0.04}	A [6.0] {0.03}
	NYS ROUTE 117 SB THROUGHT / RIGHT	C [23.8] {0.63}	C [26.3] {0.67}	C [30.9] {0.79}	C [24.4] {0.65}	C [27.0] {0.69}	C [32.2] {0.81}	B [17.2] {0.62}	C [20.4] {0.66}	C [23.3] {0.76}	B [17.8] {0.63}	C [20.9] {0.67}	C [23.6] {0.76}
	NYS ROUTE 117 SB APPROACH	C [23.8]	C [26.8]	C [30.6]	C [24.2]	C [29.4]	C [31.8]	B [17.1]	B [20.0]	C [23.0]	B [17.6]	B [20.4]	C [23.4]
	OVERALL INTERSECTION	C [22.2] {0.70}	C [29.5] {0.88}	C [30.4] {0.84}	C [22.4] {0.70}	C [29.8] {0.88}	C [30.9] {0.84}	B [17.3] {0.72}	C [22.7] {0.83}	C [23.7] {0.85}	B [17.7] {0.73}	C [23.1] {0.84}	C [24.0] {0.85}

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS

ATTACHMENT 1

NYS ROUTE 117
ICE HOUSE ROAD / PARK DRIVE / 309 DRIVEWAY

4-PHASE OPERATION

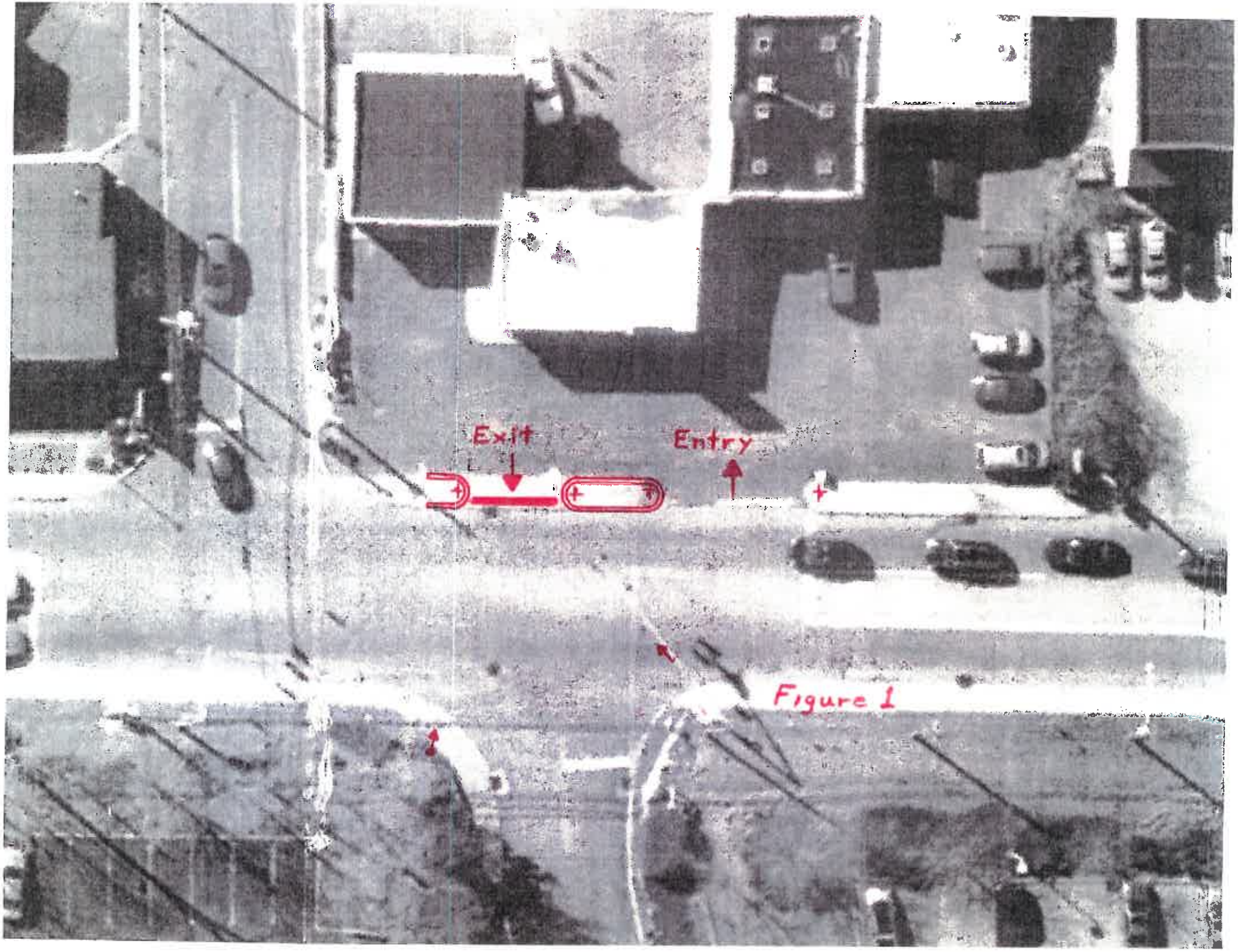


Figure 1

27 LIFT BAYS

TABLE NO. 1

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED NEW CAR SALES/SERVICE	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
27 LIFT BAYS (1)						
WEEKDAY PEAK AM HIGHWAY HOUR	1.69	46	1.19	32	2.88	78
WEEKDAY PEAK PM HIGHWAY HOUR	0.62	17	1.38	37	2.00	54
SATURDAY PEAK HOUR	0.75	20	0.88	24	1.63	44

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
WEEKDAY AM & PM TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SERVICE OPERATION BASED ON LIFT BAYS
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-1 & E-2)
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)
1) IT SHOULD BE NOTED THAT THE TRIP RATES INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES FOR BOTH SALES AND SERVICE

EXISTING WINE ENTHUSIAST	ENTRY		EXIT			
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	——	46	——	4	——	50
WEEKDAY PEAK PM HIGHWAY HOUR	——	12	——	18	——	30
SATURDAY PEAK HOUR (2)	——	0	——	0	——	0

VOLUMES BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING WINE ENTHUSIAST
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-4)
(2) THERE ARE A LIMITED NUMBER OF EMPLOYESS ON SATURDAY (5-8 PEOPLE IN OFFICE CALL CENTER PLUS 2-4 PEOPLE IN WAREHOUSE)

"NET" ADDITIONAL TRAFFIC	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	——	0	——	28	——	28
WEEKDAY PEAK PM HIGHWAY HOUR	——	5	——	19	——	24
SATURDAY PEAK HOUR	——	20	——	24	——	44

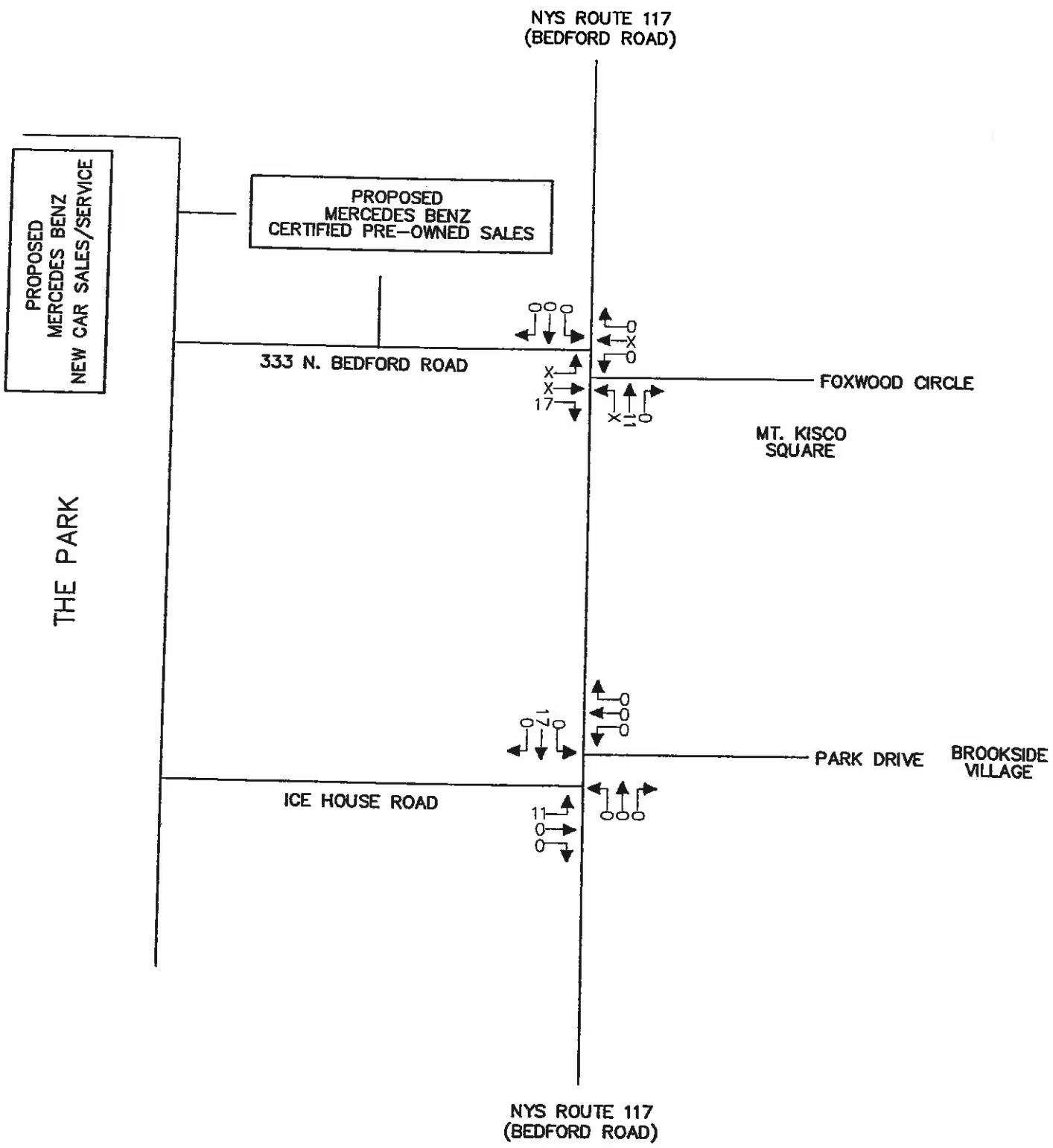
TABLE NO. 2

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED CERTIFIED PRE-OWNED SALES	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
7,000 S.F.						
WEEKDAY PEAK AM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
WEEKDAY PEAK PM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
SATURDAY PEAK HOUR	0.92	6	1.08	8	2.00	14

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)



NOTE: LINE DIAGRAM NOT TO SCALE

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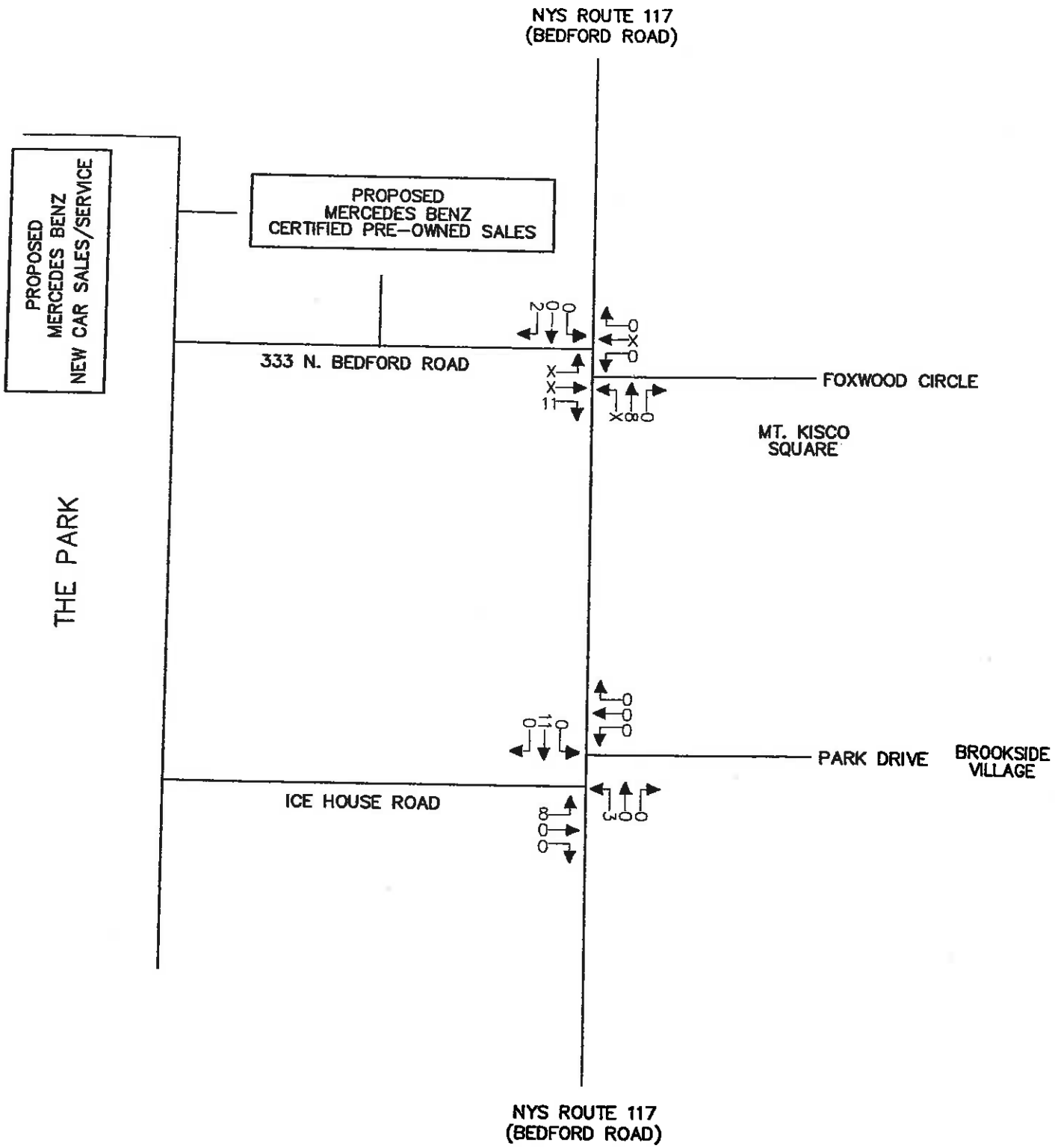
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)

JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
9	



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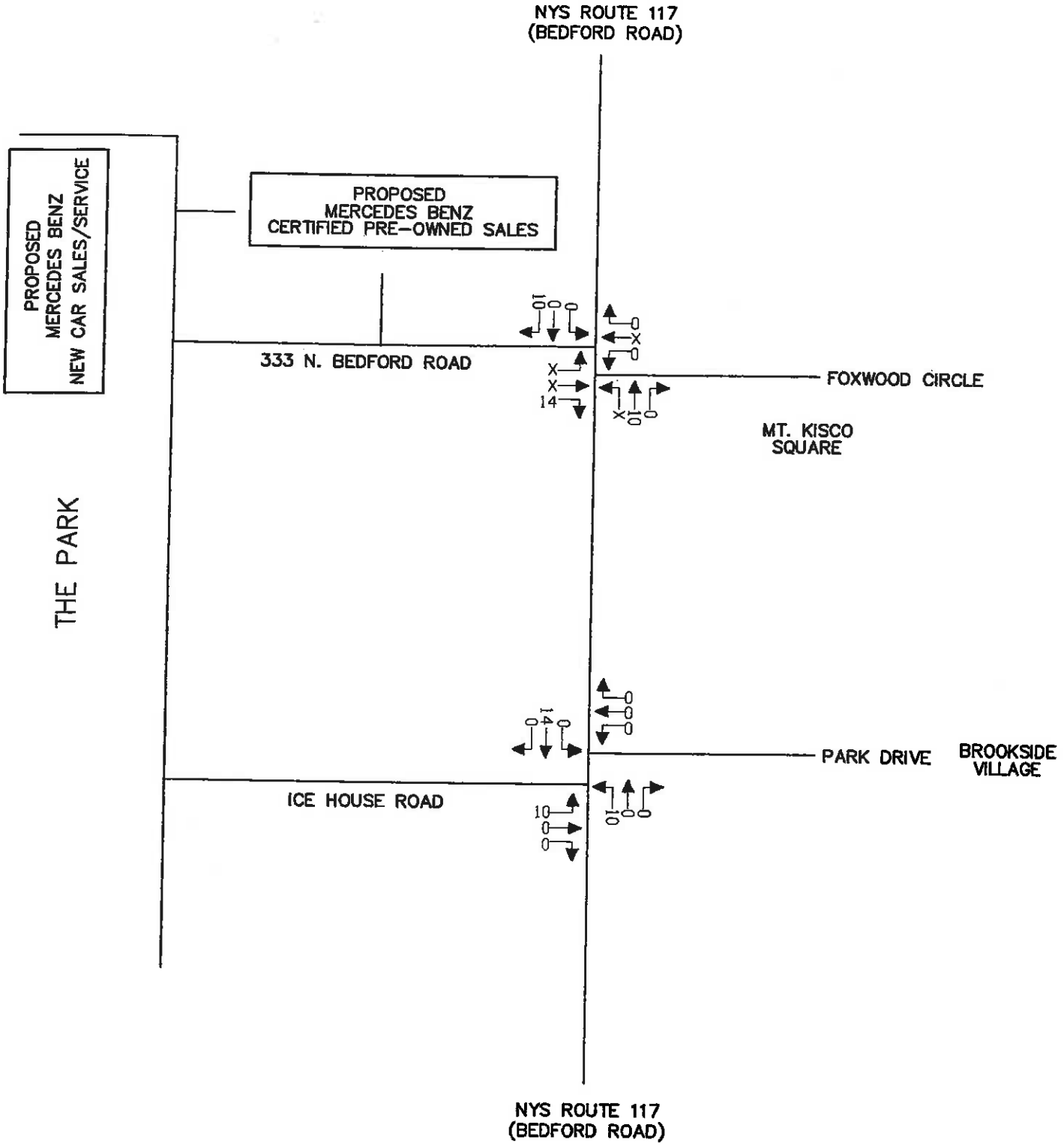
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)

JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
10	



NOTE: LINE DIAGRAM NOT TO SCALE

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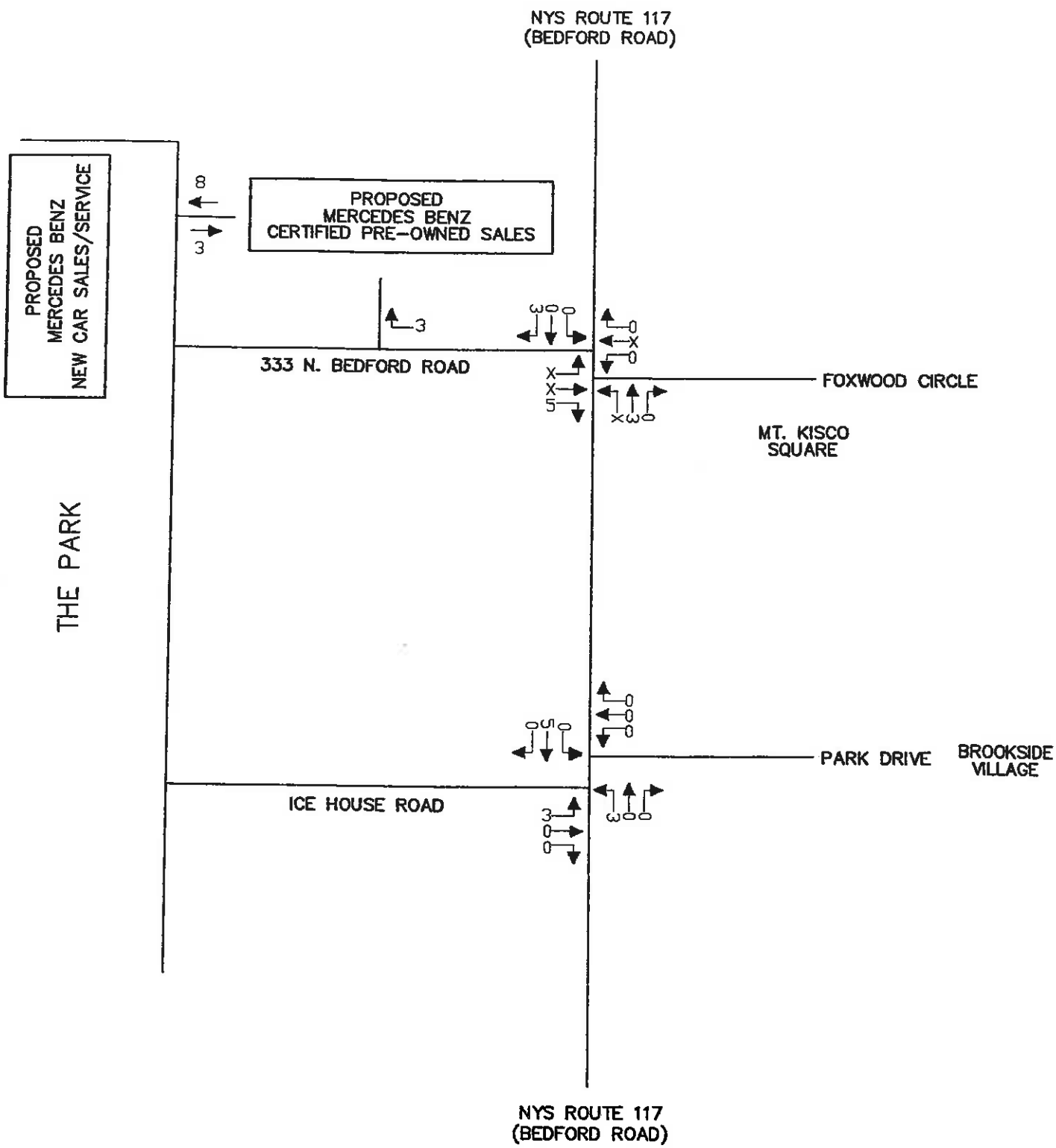
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR
(MB NEW CAR SALES/SERVICE)

JOB NUMBER:	DATE:
14002035A	11/17/2015
FIGURE NUMBER:	
11	



NOTE: LINE DIAGRAM NOT TO SCALE

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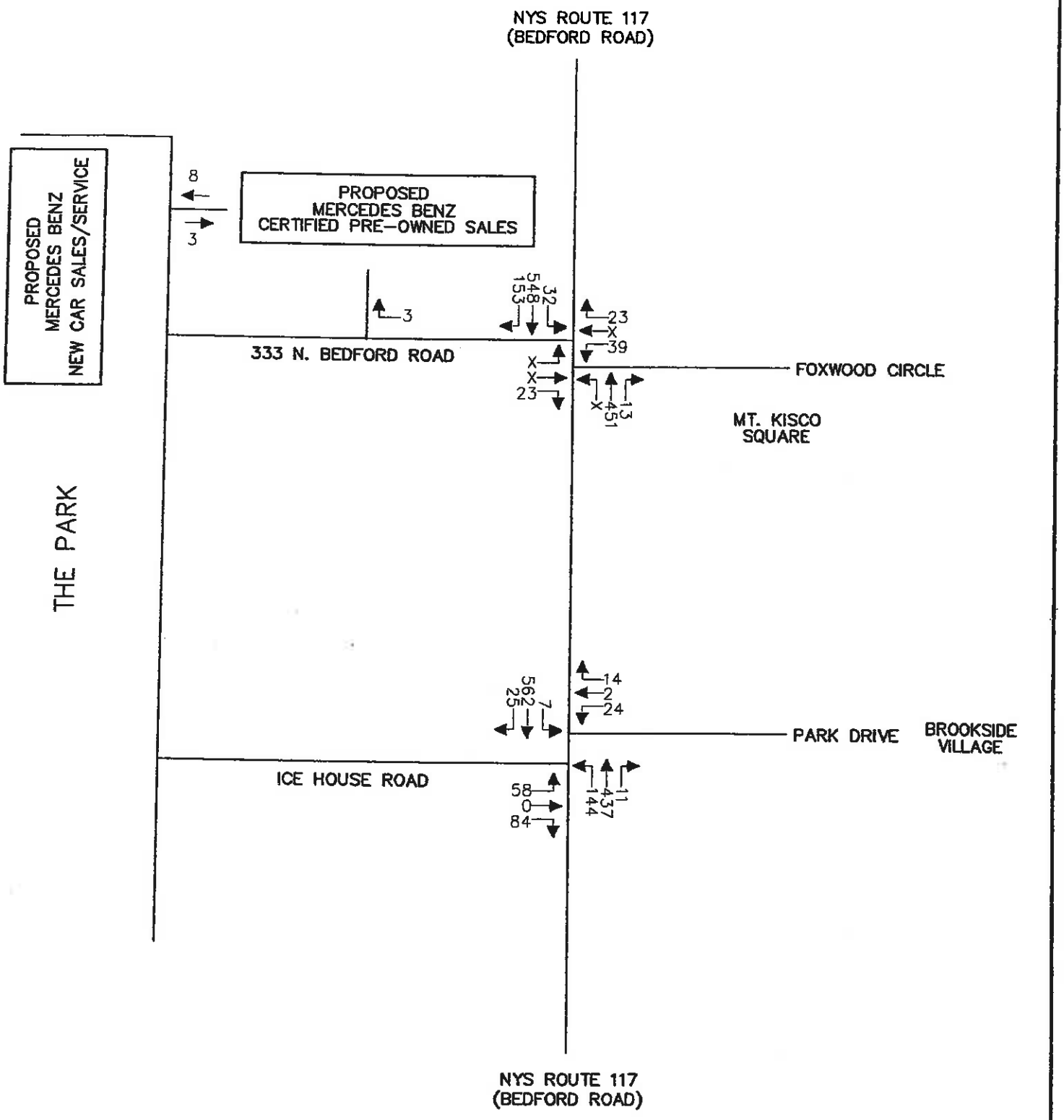
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
AM / PM / SAT
(MB CERTIFIED PRE-OWNED SALES)

JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
12	



NOTE: LINE DIAGRAM NOT TO SCALE

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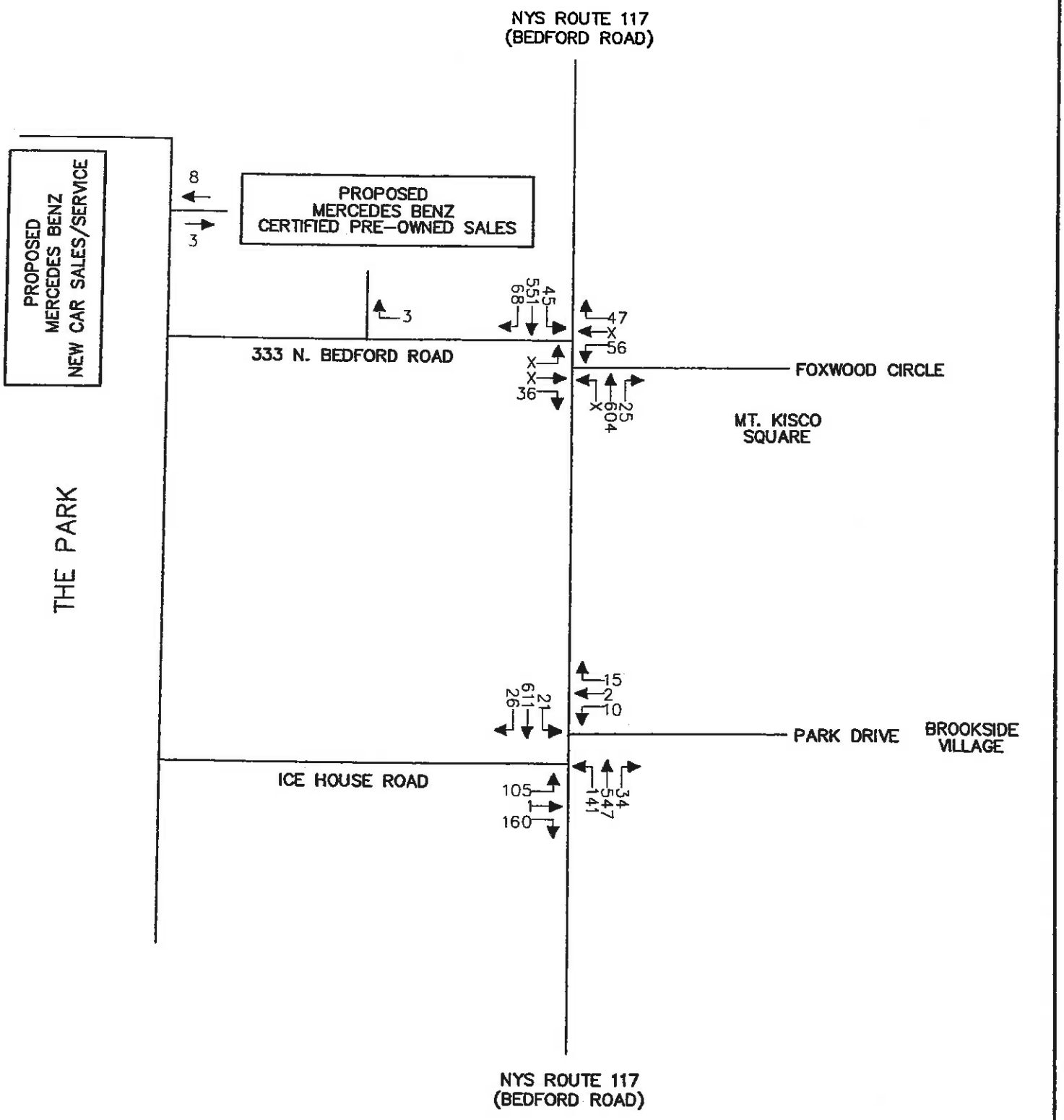
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR

JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
13	



NOTE: LINE DIAGRAM NOT TO SCALE

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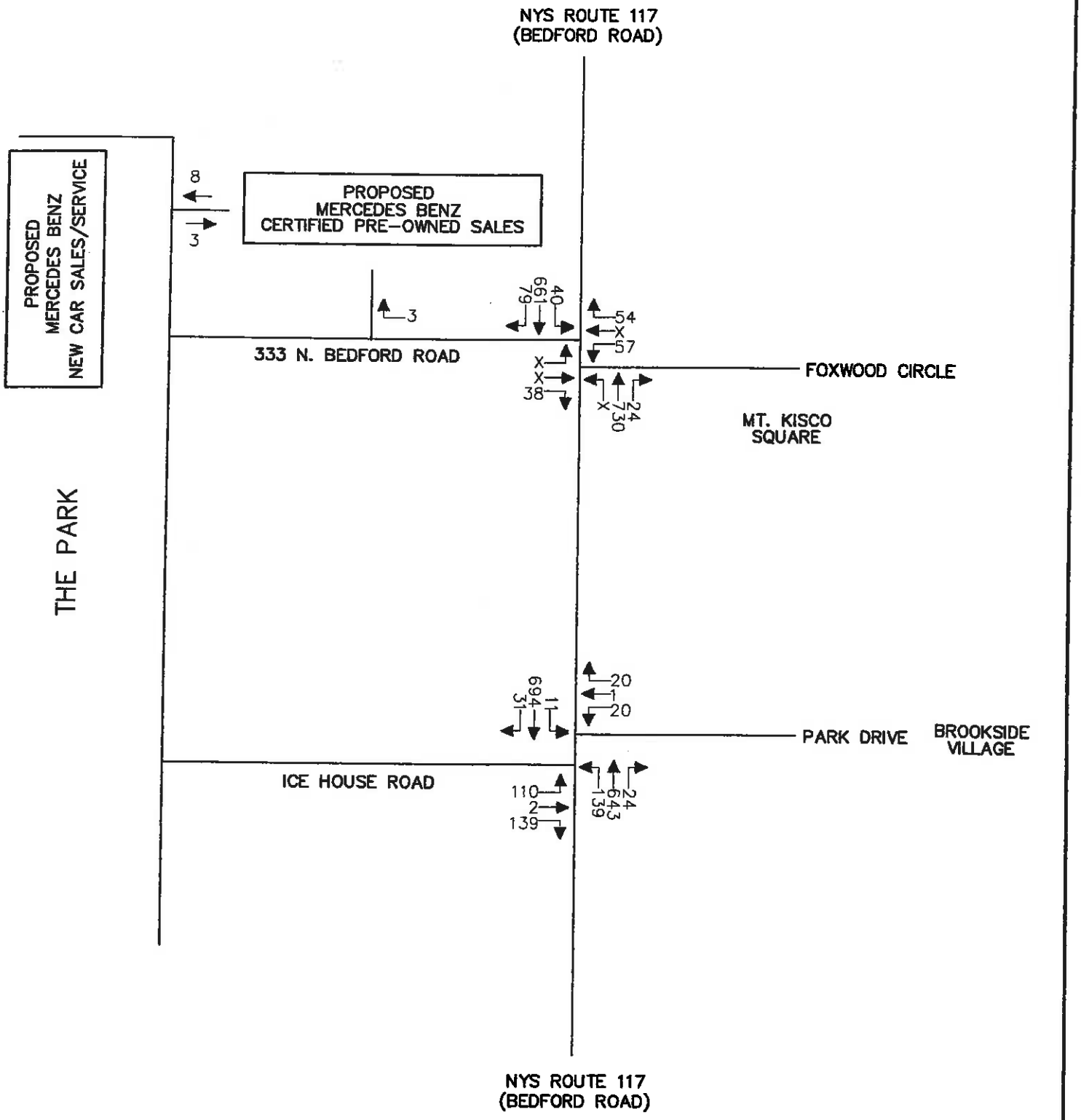
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
14	



NOTE: LINE DIAGRAM NOT TO SCALE

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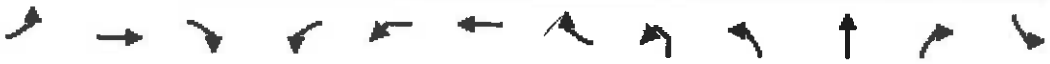
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

JOB NUMBER:	DATE:
14002035A	11/17/2015
FIGURE NUMBER:	
15	



Lane Configurations												
Volume (vph)	2	0	2	24	2	0	14	144	2	427	41	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		0		0		450		0	100
Storage Lanes	0		0		0		0		1		0	1
Taper Length (ft)	25				25							25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes												
Flpb, ped/bikes												
Frt												
Flt Protected		0.976				0.968			0.950			0.950
Satd. Flow (prot)	0	1655	0	0	0	1699	0	0	1787	1863	0	1687
Flt Permitted									0.238			0.468
Satd. Flow (perm)	0	1655	0	0	0	1692	0	0	429	1863	0	831
Right Turn on Red							Yes				No	
Satd. Flow (RTOR)						170						
Link Speed (mph)		30				30				30		
Link Distance (ft)		285				427				671		
Travel Time (s)		6.5				9.7				15.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	2	0	2	26	2	0	15	157	2	464	45	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	0	43	0	0	159	467	0	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)		0				0				12		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	15	15	9	9	15	15	9	9	15
Number of Detectors	1	1		1	1	2		1	1	0		2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru			Left
Leading Detector (ft)	20	5		20	20	83		20	30	0		83
Trailing Detector (ft)	0	0		0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Size(ft)	20	5		20	20	10		20	40	0		10
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						43						43
Detector 2 Size(ft)						40						40
Detector 2 Type						Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)						0.0						0.0
Turn Type	Perm	NA		Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt
Protected Phases		3				3		5	5			6
Permitted Phases	3			3	3			2	2			

Lane Configurations					
Volume (vph)	562	25	2	58	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	
Storage Lanes		0		1	
Taper Length (ft)				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Flt Protected				0.980	
Satd. Flow (prot)					0
Flt Permitted				0.980	
Satd. Flow (perm)					0
Right Turn on Red			No		No
Satd. Flow (RTOR)					
Link Speed (mph)	30			30	
Link Distance (ft)	976			301	
Travel Time (s)	22.2			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%
Adj. Flow (vph)	611	27	2	63	91
Shared Lane Traffic (%)					
Lane Group Flow (vph)					0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15	9
Number of Detectors	0			2	
Detector Template					
Leading Detector (ft)	0			83	
Trailing Detector (ft)					
Detector 1 Position(ft)	0			-5	
Detector 1 Size(ft)				40	
Detector 1 Type	Cl+Ex			Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0			0.0	
Detector 1 Queue (s)	0.0			0.0	
Detector 1 Delay (s)	0.0			0.0	
Detector 2 Position(ft)				43	
Detector 2 Size(ft)				40	
Detector 2 Type				Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)				0.0	
Turn Type	NA			Prot	
Protected Phases	6			4	
Permitted Phases					

Detector Phase	1	2	3	4	5	6	7	8	
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	5.0	5.0	20.0	10.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	40.0	10.0
Total Split (s)	10.0	10.0	10.0	10.0	10.0	12.0	12.0	52.0	10.0
Total Split (%)	11.1%	11.1%	11.1%	11.1%	11.1%	13.3%	13.3%	57.8%	11.1%
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	7.0	7.0	45.0	5.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0	1.0	3.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		7.0			7.0		5.0	7.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None
Act Effct Green (s)		3.0			3.0		61.8	58.4	55.9
Actuated g/C Ratio		0.03			0.03		0.69	0.65	0.62
v/c Ratio		0.07			0.20		0.42	0.42	0.01
Control Delay		45.0			2.0		9.3	11.2	5.4
Queue Delay		0.0			0.0		0.0	0.0	0.0
Total Delay		45.0			2.0		9.3	11.2	5.4
LOS		D			A		A	B	A
Approach Delay		45.0			2.0		10.6		
Approach LOS		D			A		B		
50th%ile Queue (ft)		12			0		33	136	2
Queue Length 95th (ft)		13			0		58	275	6
Internal Link Dist (ft)		205			347		594		
Turn Bay Length (ft)							450		100
Base Capacity (vph)		55			220		389	1148	664
Starvation Cap Reductn		0			0		0	0	0
Spillback Cap Reductn		0			0		0	0	0
Storage Cap Reductn		0			0		0	0	0
Reduced v/c Ratio		0.07			0.00		0.41	0.42	0.01

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 20.1 Intersection LOS: C

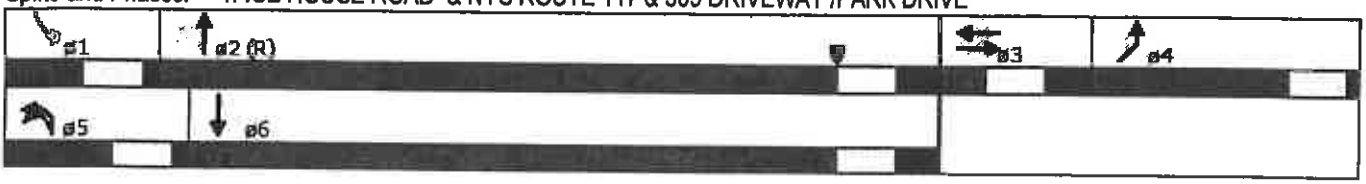
Intersection Capacity Utilization 71.0% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: ICE HOUSE ROAD & NYS ROUTE 117 & 309 DRIVEWAY /PARK DRIVE



Detector Phase	2	6
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	40.0	10.0
Total Split (s)	50.0	18.0
Total Split (%)	55.6%	20.0%
Maximum Green (s)	43.0	13.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	Max	None
Act Effct Green (s)	48.9	11.6
Actuated g/C Ratio	0.54	0.13
v/c Ratio	0.67	0.75
Control Delay	21.0	60.2
Queue Delay	0.0	0.0
Total Delay	21.0	60.2
LOS	C	E
Approach Delay	20.9	60.2
Approach LOS	C	E
Queue Length 50th (ft)	286	34
Queue Length 95th (ft)	430	#167
Internal Link Dist (ft)	996	221
Turn Bay Length (ft)		
Base Capacity (vph)	958	231
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.67	0.67

Lane Configurations												
Volume (vph)												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		0		0		150		0	100
Storage Lanes	0		0		0		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.992				0.925				0.991		
Flt Protected		0.976				0.978			0.950			0.950
Satd. Flow (prot)	0	1684	0	0	0	1685	0	0	1770	1846	0	1770
Flt Permitted									0.208			0.325
Satd. Flow (perm)	0	1680	0	0	0	1723	0	0	387	1846	0	605
Right Turn on Red							Yes				No	
Satd. Flow (RTOR)						170						
Link Speed (mph)		30				30				30		
Link Distance (ft)		285				427				674		
Travel Time (s)		6.5				9.7				15.3		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	2	0	2	10	2	0	15	142	2	553	34	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	0	27	0	0	144	587	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Left	Right	Left
Median Width (ft)		12				0				12		
Link Offset (ft)		0				0				0		
Crosswalk Width (ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	15		9	15	15		9	15
Number of Detectors	1	1		1	1	2		1	1	0		2
Detector Template	Left			Left	Left			Left		Thru		
Leading Detector (ft)	20	5		20	20	83		20	20	0		83
Trailing Detector (ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Position (ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Size (ft)	20	5		20	20	40		20	40	6		40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position (ft)						43						43
Detector 2 Size (ft)						40						40
Detector 2 Type						Cl+Ex						Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)						0.0						0.0
Turn Type	Perm	NA		Perm	NA			Perm	NA			NA
Protected Phases		3				3			5	5	2	1
Permitted Phases	3			3				5				
Detector Phase	3	3		3	3	3		5	5	2		1

Lane Configurations						
Volume (vph)	617	26	2	106	1	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0	
Storage Lanes		0		1	0	
Taper Length (ft)				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993			0.918		
Flt Protected				0.981		
Satd. Flow (prot)	1850	0	0	1678	0	0
Flt Permitted				0.981		
Satd. Flow (perm)	1850	0	0	1678	0	0
Right Turn on Red			No			No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	976			301		
Travel Time (s)	22.2			6.8		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	617	26	2	106	1	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	645	0	0	269	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	12			12		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15	9	9
Number of Detectors	0			2		
Detector Template						
Leading Detector (ft)	0			83		
Trailing Detector (ft)	0			-5		
Detector 1 Position(ft)	0			-5		
Detector 1 Size(ft)	6			40		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Detector 2 Position(ft)				43		
Detector 2 Size(ft)				40		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	NA			Prot		
Protected Phases	6			4		
Permitted Phases						
Detector Phase	6			4		

Switch Phase											
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0		5.0	5.0	20.0	5.0
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0		10.0	10.0	40.0	10.0
Total Split (s)	10.0	10.0		10.0	10.0	10.0		10.0	10.0	47.0	10.0
Total Split (%)	11.1%	11.1%		11.1%	11.1%	11.1%		11.1%	11.1%	52.2%	11.1%
Maximum Green (s)	3.0	3.0		3.0	3.0	3.0		5.0	5.0	40.0	5.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0		1.0	1.0	3.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0			7.0			5.0	7.0		5.0
Lead/Lag	Lead	Lead		Lead	Lead	Lead		Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None	None		None	None	C-Max	None
Act Effct Green (s)		3.0			3.0				55.3	51.3	3.0
Actuated g/C Ratio		0.03			0.03				0.61	0.57	0.58
v/c Ratio		0.07			0.12				0.45	0.56	0.05
Control Delay		44.8			1.1				13.1	17.8	8.4
Queue Delay		0.0			0.0				0.0	0.0	0.0
Total Delay		44.8			1.1				13.1	17.8	8.4
LOS		D			A				B	B	A
Approach Delay		44.8			1.1					16.9	
Approach LOS		D			A					B	
Queue Length 50th (ft)		2			0				35	203	5
Queue Length 95th (ft)		13			0				82	301	14
Internal Link Dist (ft)		205			347					594	
Turn Bay Length (ft)									450		100
Base Capacity (vph)		57			221				319	1052	414
Starvation Cap Reductn									0		0
Spillback Cap Reductn		0			0				0	0	0
Storage Cap Reductn											0
Reduced v/c Ratio		0.07			0.12				0.45	0.56	0.05

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 80.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: ICE HOUSE ROAD & NYS ROUTE 117 & 309 DRIVEWAY /PARK DRIVE

Switch Phase		
Minimum Initial (s)	20.0	3.0
Minimum Split (s)	29.0	10.0
Total Split (s)	47.0	23.0
Total Split (%)	52.2%	25.6%
Maximum Green (s)	40.0	18.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	Max	None
Act Effct Green (s)	45.0	16.1
Actuated g/C Ratio	0.50	0.19
v/c Ratio	0.70	0.86
Control Delay	24.1	62.5
Queue Delay	0.0	0.0
Total Delay	24.1	62.5
LOS	C	E
Approach Delay	23.6	62.5
Approach LOS	C	E
Queue Length 50th (ft)	303	147
Queue Length 95th (ft)	#448	#273
Internal Link Dist (ft)	896	221
Turn Bay Length (ft)		
Base Capacity (vph)	924	335
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.70	0.80

Lane Configurations												
Volume (vph)	2	0	2	20	1	0	20	139	2	670	25	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		0		0	450		0		0
Storage Lanes	0		0		0		0	1		0		1
Taper Length (ft)	25				25			25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.932				0.934				0.995		
Flt Protected		0.976				0.975			0.950			0.950
Satd. Flow (prot)	0	1684	0	0	0	1696	0	0	1770	1858	0	1770
Flt Permitted									0.125			0.258
Satd. Flow (perm)	0	1736	0	0	0	1740	0	0	1238	1858	0	481
Right Turn on Red							Yes				No	
Satd. Flow (RTOR)						170						
Link Speed (mph)		30				30				30		
Link Distance (ft)		295				427				672		
Travel Time (s)		6.5				9.7				15.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	0	2	21	1	0	21	145	2	670	25	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	0	43	0	0	147	695	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)		24				0				12		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	15		9	15	15		9	15
Number of Detectors	1	1		1	1	2		1	1	0		2
Detector Template	Left			Left	Left			Left		Thru		
Leading Detector (ft)	20	5		20	20	43		20	30	0		43
Trailing Detector (ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Position(ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Size(ft)	20	5		20	20	40		20	40	6		40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						43						43
Detector 2 Size(ft)						40						40
Detector 2 Type						Cl+Ex						Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)						0.0						0.0
Turn Type	Perm	NA		Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt
Protected Phases		3				3		5	5	2		1
Permitted Phases	3			3	3							6
Detector Phase	3	3		3	3	3		5	5	2		1

Lane Configurations						
Volume (vph)	694	30	2	110	2	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0	
Storage Lanes		0		1	0	
Taper Length (ft)				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993			0.924		
Flt Protected				0.979		
Satd. Flow (prot)	1850	0	0	1685	0	0
Flt Permitted				0.979		
Satd. Flow (perm)	1850	0	0	1685	0	0
Right Turn on Red			No			No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	976			301		
Travel Time (s)	22.2			6.8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	723	32	2	115	2	145
Shared Lane Traffic (%)						
Lane Group Flow (vph)	757	0	0	262	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	12			12		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15	9	9
Number of Detectors	1			2		
Detector Template						
Leading Detector (ft)	0			83		
Trailing Detector (ft)	0			-5		
Detector 1 Position(ft)	0			-5		
Detector 1 Size(ft)	6			40		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Detector 2 Position(ft)				43		
Detector 2 Size(ft)				40		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	NA			Prot		
Protected Phases	6			4		
Permitted Phases						
Detector Phase	6			4		

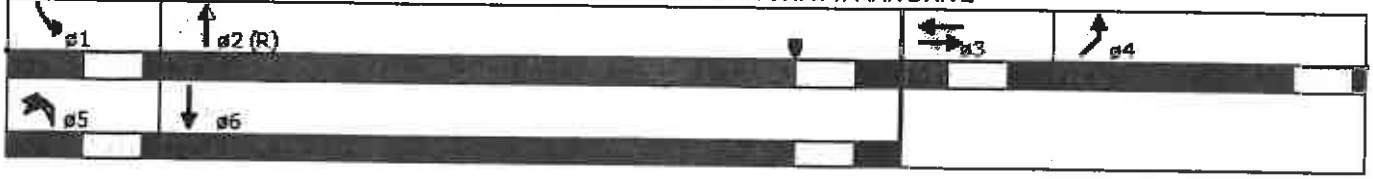
YEAR 2018 BUILD TRAFFIC VOLUMES
1: ICE HOUSE ROAD & NYS ROUTE 117 & 309 DRIVEWAY /PARK DRIVE

SATURDAY PEAK HOUR
12/14/2015

Lane Group									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	5.0	5.0	20.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	49.0	10.0
Total Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	49.0	10.0
Total Split (%)	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	54.4%	11.1%
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	5.0	5.0	42.0	5.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0	1.0	3.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		7.0			7.0		5.0	7.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None
Act Effct Green (s)		3.0			3.0		57.2	54.2	52.7
Actuated g/C Ratio		0.03			0.03		0.64	0.60	0.59
v/c Ratio		0.07			0.19		0.61	0.62	0.03
Control Delay		44.8			1.9		20.9	17.0	7.6
Queue Delay		0.0			0.0		0.0	0.0	0.0
Total Delay		44.8			1.9		20.9	17.0	7.6
LOS		D			A		C	B	A
Approach Delay		44.8			1.9			17.7	
Approach LOS		D			A			B	
Queue Length 50th (ft)		2			0		33	247	2
Queue Length 95th (ft)		12			0		#80	#489	9
Internal Link Dist (ft)		205			347			594	
Turn Bay Length (ft)							450		100
Base Capacity (vph)		57			222		242	1116	353
Starvation Cap Reductn		0			0		0	0	0
Spillback Cap Reductn		0			0		0	0	0
Storage Cap Reductn		0			0		0	0	0
Reduced v/c Ratio		0.07			0.19		0.61	0.62	0.03

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: ICE HOUSE ROAD & NYS ROUTE 117 & 309 DRIVEWAY /PARK DRIVE



Minimum Initial (s)	20.0	3.0
Minimum Split (s)	49.0	21.0
Total Split (s)	49.0	21.0
Total Split (%)	70%	30%
Maximum Green (s)	42.0	16.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Leading Det	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	Max	None
Act Effct Green (s)	45.7	16.8
Actuated g/C Ratio	0.51	0.18
v/c Ratio	0.81	0.89
Control Delay	28.3	68.6
Queue Delay	0.0	0.0
Total Delay	28.3	68.6
LOS	C	E
Approach Delay	28.0	68.6
Approach LOS	C	E
Queue Length 50th (ft)	374	147
Queue Length 95th (ft)	#606	#283
Internal Link Dist (ft)	896	221
Turn Bay Length (ft)		
Base Capacity (vph)	940	304
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.81	0.86

36 LIFT BAYS

TABLE NO. 1A

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED NEW CAR SALES/SERVICE	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
36 LIFT BAYS (1)						
WEEKDAY PEAK AM HIGHWAY HOUR	1.69	61	1.19	43	2.88	104
WEEKDAY PEAK PM HIGHWAY HOUR	0.62	22	1.38	50	2.00	72
SATURDAY PEAK HOUR	0.75	27	0.88	32	1.63	59

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
WEEKDAY AM & PM TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SERVICE OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-1 & E-2)
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)
1) IT SHOULD BE NOTED THAT THE TRIP RATES INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES FOR BOTH SALES AND SERVICE

EXISTING WINE ENTHUSIAST	ENTRY		EXIT			
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	----	46	----	4	----	50
WEEKDAY PEAK PM HIGHWAY HOUR	----	12	----	18	----	30
SATURDAY PEAK HOUR (2)	----	0	----	0	----	0

VOLUMES BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING WINE ENTHUSIAST
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-4)
(2) THERE ARE A LIMITED NUMBER OF EMPLOYESS ON SATURDAY (5-8 PEOPLE IN OFFICE CALL CENTER PLUS 2-4 PEOPLE IN WAREHOUSE)

"NET" ADDITIONAL TRAFFIC	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	------	15	------	39	------	54
WEEKDAY PEAK PM HIGHWAY HOUR	------	10	------	32	------	42
SATURDAY PEAK HOUR	------	27	------	32	------	59

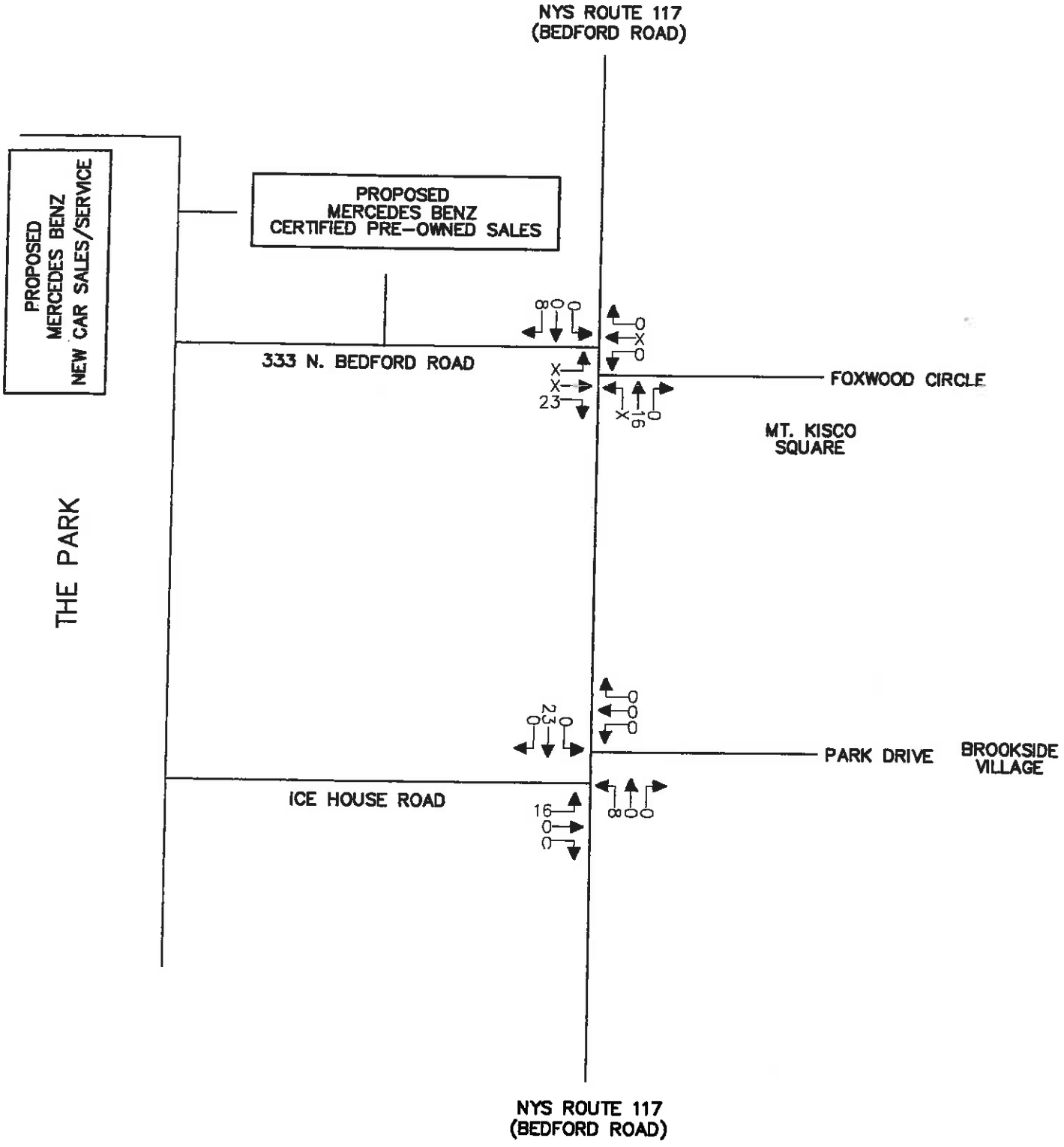
TABLE NO. 2

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED CERTIFIED PRE-OWNED SALES	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
7,000 S.F.						
WEEKDAY PEAK AM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
WEEKDAY PEAK PM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
SATURDAY PEAK HOUR	0.92	6	1.08	8	2.00	14

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)



NOTE: LINE DIAGRAM NOT TO SCALE

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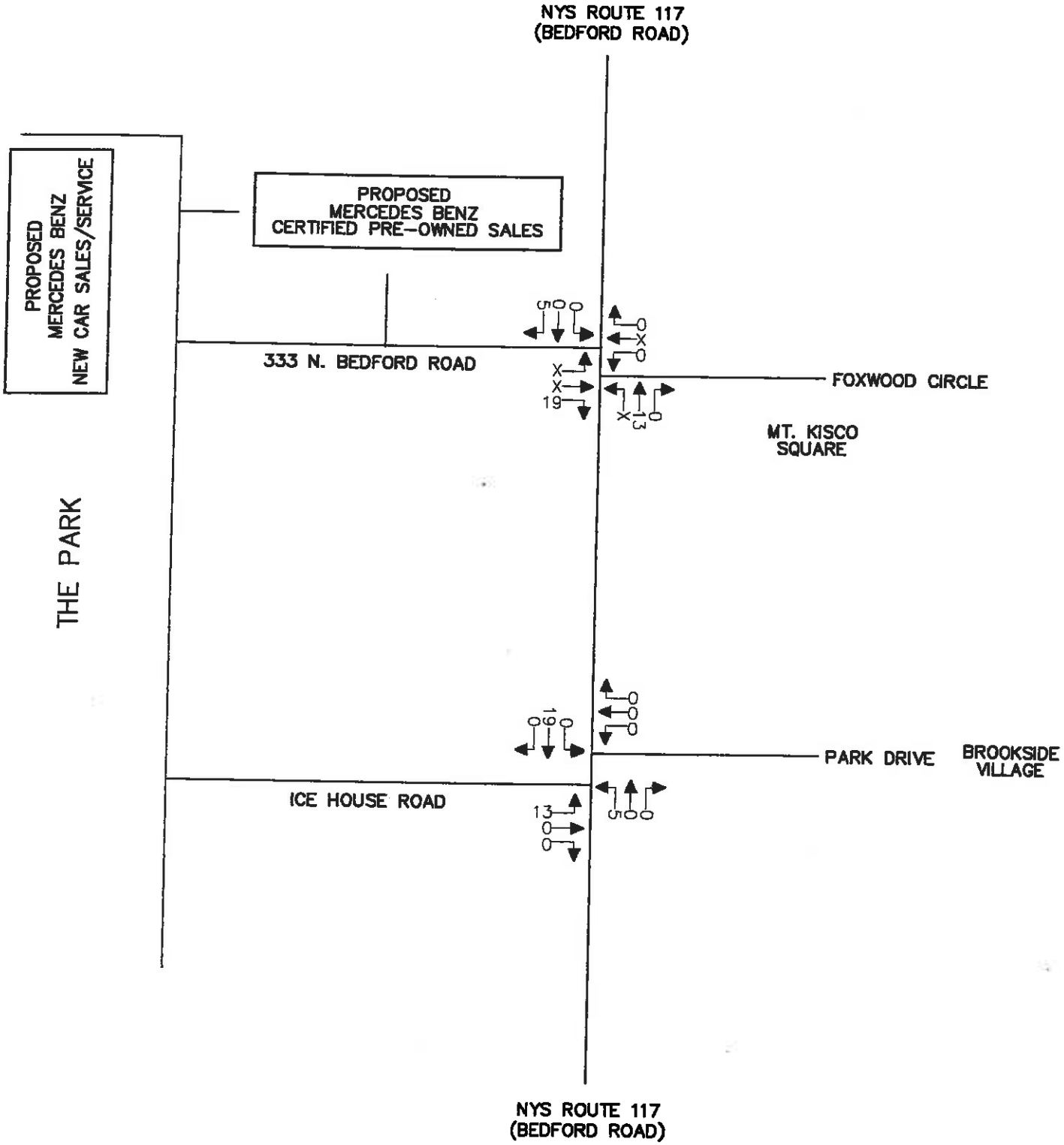
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)
36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
9-A	



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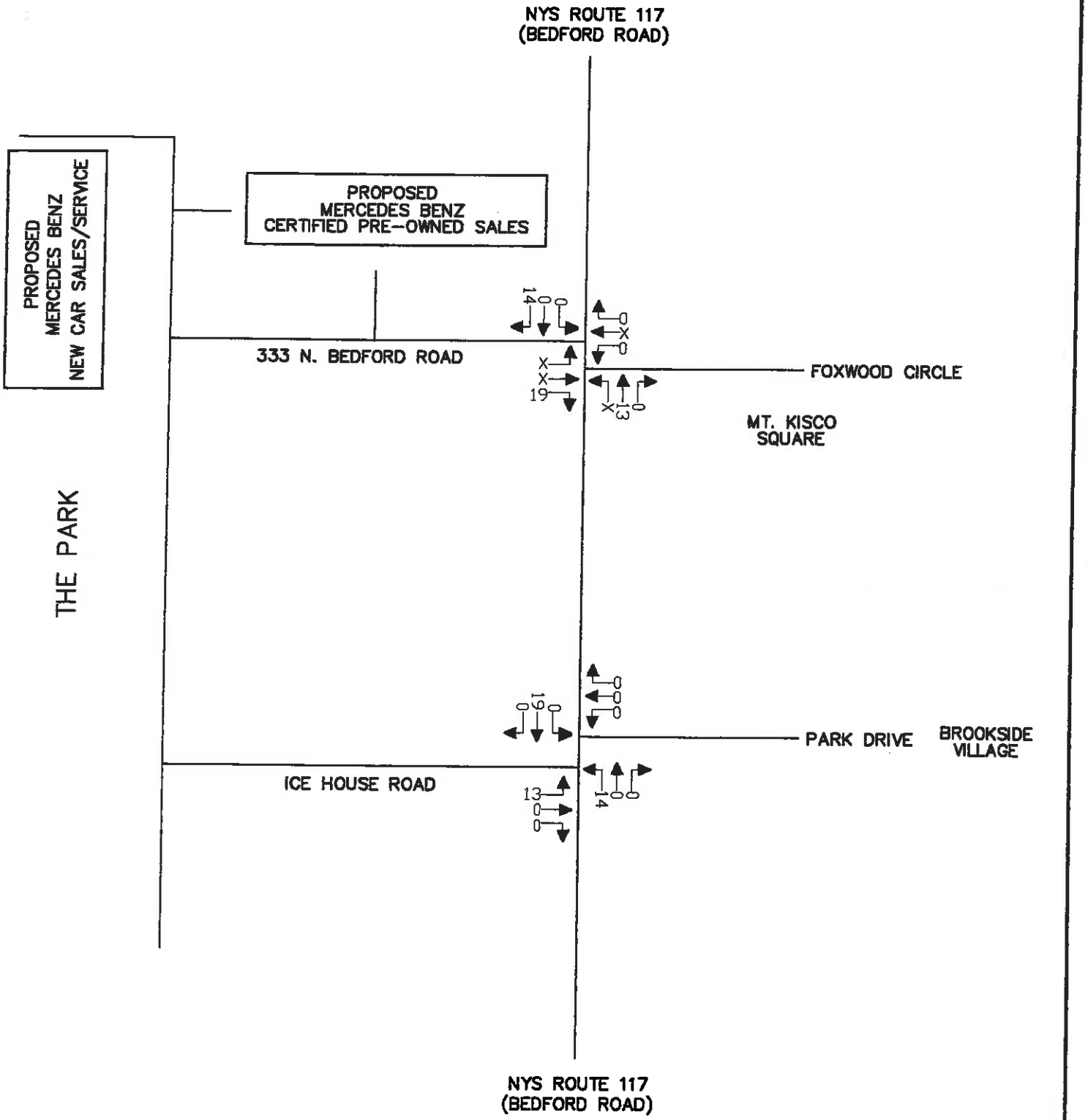
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)
36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
10-A	



NOTE: LINE DIAGRAM NOT TO SCALE

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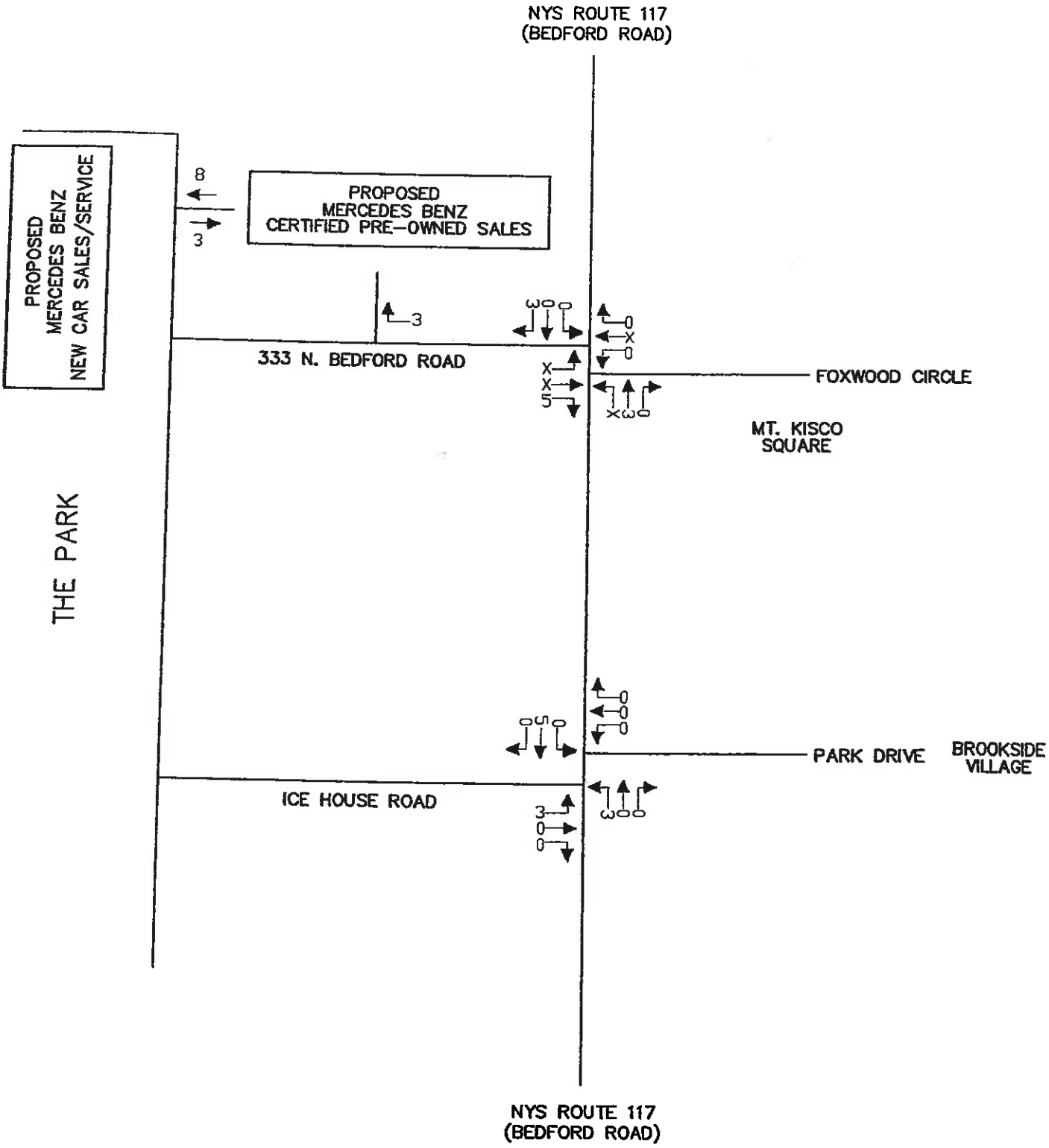
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR
(MB NEW CAR SALES/SERVICE)
36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
11-A	



NOTE: LINE DIAGRAM NOT TO SCALE

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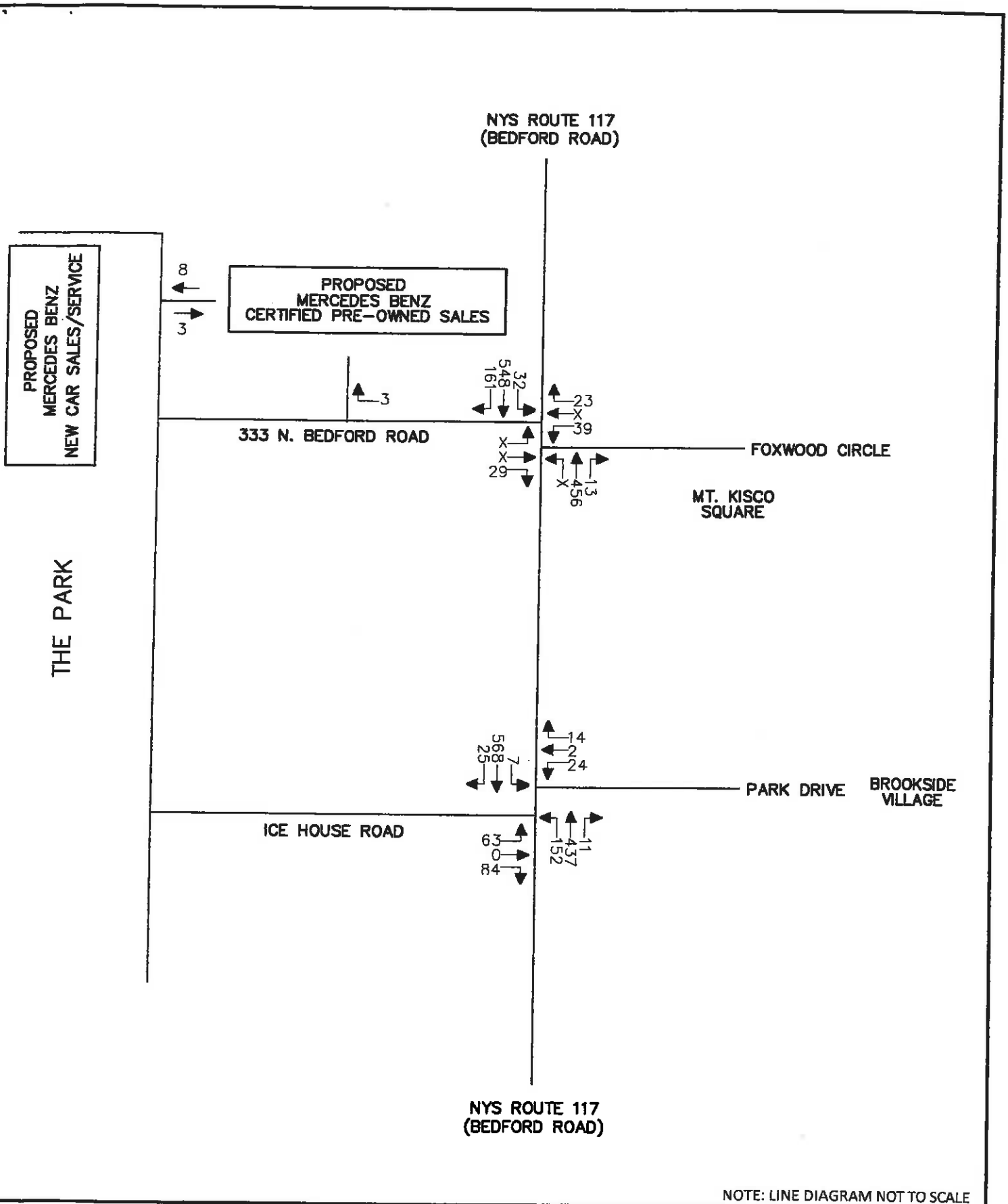
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
AM / PM / SAT
(MB CERTIFIED PRE-OWNED SALES)

JOB NUMBER:	DATE:
14002035A	9/02/2015

FIGURE NUMBER: 12



NOTE: LINE DIAGRAM NOT TO SCALE

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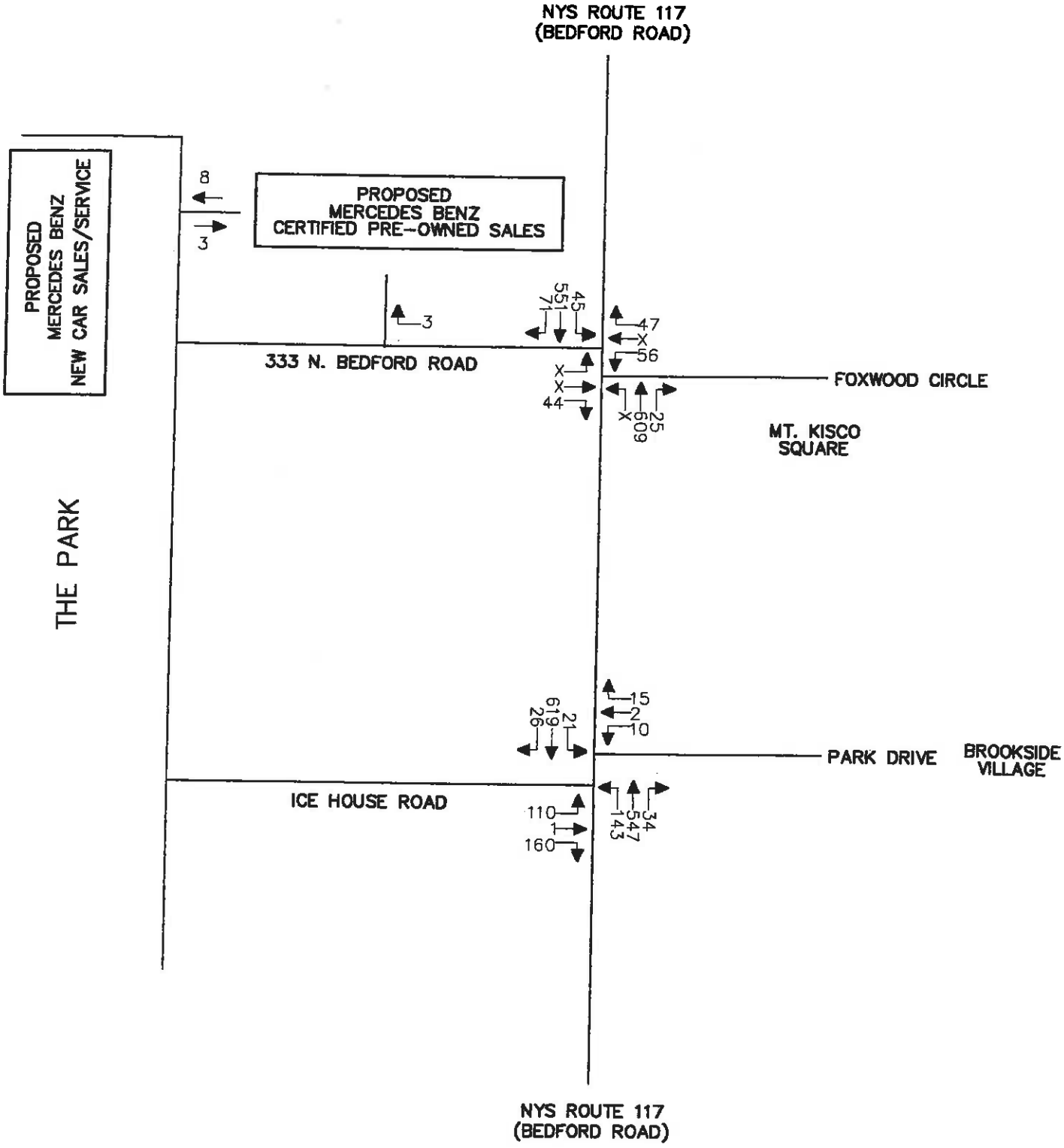
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
W/ 36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
13-A	



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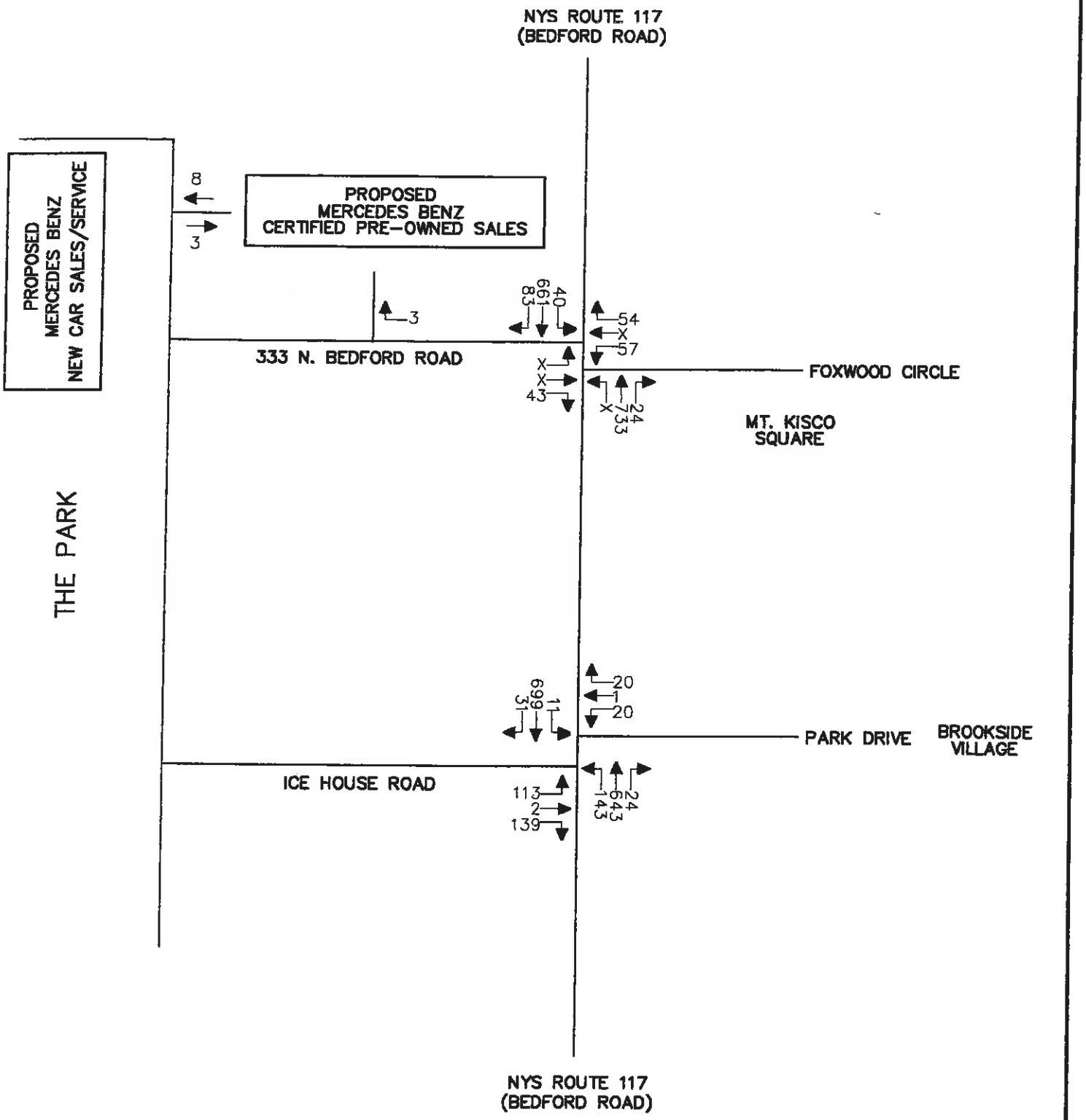
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
W/ 36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
14-A	



NOTE: LINE DIAGRAM NOT TO SCALE

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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR
W/ 36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
15-A	

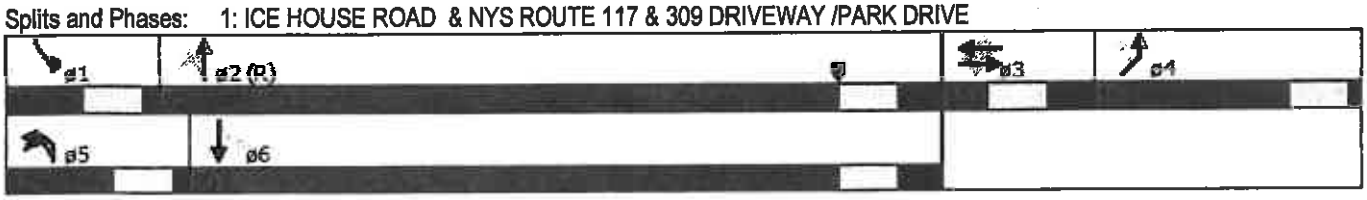
Lane Configurations												
Volume (vph)	22	20	2	24	2	70	14	152	2	48	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		0		0		150		0	100
Storage Lanes	0		0		0		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962										
Flt Protected		0.976				0.968			0.950			0.950
Satd. Flow (prot)	0	1658	0	0	0	1658	0	0	1752	0	0	1681
Flt Permitted									0.233			0.467
Satd. Flow (perm)	0	1658	0	0	0	1692	0	0	429	0	0	829
Right Turn on Red							Yes				No	
Satd. Flow (RTOR)						170						
Link Speed (mph)		30				30				30		
Link Distance (ft)		265				427				677		
Travel Time (s)		6.5				9.7				15.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	24	22	2	26	2	76	15	165	2	52	8	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	0	93	0	0	167	0	0	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)		0				0				12		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)									15		9	
Number of Detectors	1	1		1	1	2		1	1	0		2
Detector Template	Left	Left				Left						Thru
Leading Detector (ft)	20	5		20	20	83		20	30	0		83
Trailing Detector (ft)	0	0		0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Size(ft)	20	5		20	20	40		20	40	0		40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						43						
Detector 2 Size(ft)						40						40
Detector 2 Type						Cl+Ex						Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)						0.0						0.0
Turn Type	Perm	NA		Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt
Protected Phases		3				3		5	5	2		1
Permitted Phases	3			3	3			2	2			6

Lane Configurations					
Volume (vph)					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	
Storage Lanes		0		1	
Taper Length (ft)				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes					
Flpb, ped/bikes					
Frt					
Flt Protected				0.979	
Satd. Flow (prot)				1695	0
Flt Permitted				0.979	
Satd. Flow (perm)				1695	0
Right Turn on Red			No		No
Satd. Flow (RTOR)					
Link Speed (mph)	30			30	
Link Distance (ft)	976			301	
Travel Time (s)	22.2			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%
Adj. Flow (vph)	642	27	2	88	91
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	0	159	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15	9
Number of Detectors	0			2	
Detector Template					
Leading Detector (ft)	0			83	
Trailing Detector (ft)				0	
Detector 1 Position(ft)	0			-5	
Detector 1 Size(ft)				40	
Detector 1 Type	Cl+Ex			Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0			0.0	
Detector 1 Queue (s)	0.0			0.0	
Detector 1 Delay (s)	0.0			0.0	
Detector 2 Position(ft)				43	
Detector 2 Size(ft)				40	
Detector 2 Type				Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)				0.0	
Turn Type	NA			Prot	
Protected Phases				4	
Permitted Phases					

Detector Phase	3	3	3	3	3	5	5	2	
Switch Phase									
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	5.0	5.0	20.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	40.0	10.0
Total Split (s)	10.0	10.0	10.0	10.0	10.0	12.0	12.0	52.0	10.0
Total Split (%)	11.1%	11.1%	11.1%	11.1%	11.1%	13.3%	13.3%	57.8%	11.1%
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	7.0	7.0	46.0	5.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		7.0			7.0		5.0	6.0	5.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None
Act Effct Green (s)		3.0			3.0		61.7	58.3	55.8
Actuated g/C Ratio		0.03			0.03		0.69	0.65	0.62
v/c Ratio		0.07			0.20		0.44	0.42	0.01
Control Delay		45.0			2.0		9.8	11.3	6.4
Queue Delay		0.0			0.0		0.0	0.0	0.0
Total Delay		45.0			2.0		9.8	11.3	6.4
LOS		D			A		A	B	A
Approach Delay		45.0			2.0			10.9	
Approach LOS		D			A			B	
Queue Length 50th (ft)		2			0		35	135	2
Queue Length 95th (ft)		13			0		61	275	6
Internal Link Dist (ft)		205			347			504	
Turn Bay Length (ft)							450		100
Base Capacity (vph)		55			220		382	1146	550
Starvation Cap Reductn		0			0		0	0	0
Spillback Cap Reductn		0			0		0	0	0
Storage Cap Reductn		0			0		0	0	0
Reduced v/c Ratio		0.07			0.20		0.44	0.42	0.01

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 72.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: ICE HOUSE ROAD & NYS ROUTE 117 & 309 DRIVEWAY /PARK DRIVE



General Time	6	
Switch Phase		
Minimum Initial (s)	20.0	10.0
Minimum Split (s)	40.0	10.0
Total Split (s)	100	36
Total Split (%)	55.6%	20.0%
Maximum Green (s)	43.0	13.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	Max	None
Act Effct Green (s)	48.8	11.7
Actuated g/C Ratio	0.64	0.13
v/c Ratio	0.68	0.76
Control Delay	21.4	61.6
Queue Delay	0.0	0.0
Total Delay	21.4	61.6
LOS	C	E
Approach Delay	21.4	61.6
Approach LOS	C	E
Queue Length 50th (ft)	290	97
Queue Length 95th (ft)	436	#173
Internal Link Dist (ft)	1896	221
Turn Bay Length (ft)		
Base Capacity (vph)	955	291
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.68	0.69

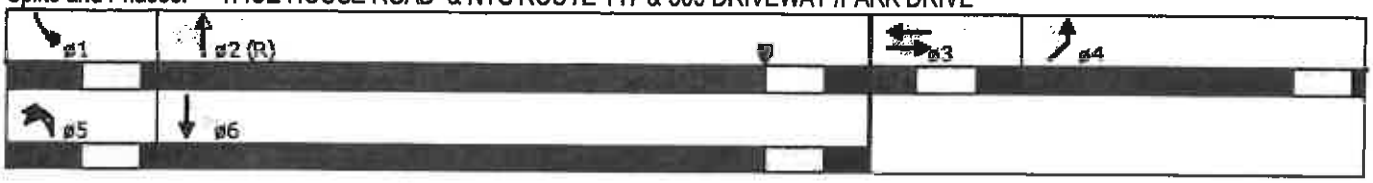
Lane Configurations												
Volume (vph)	2	0	2	10	2	0	15	144	2	553	34	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		0				250		0	0
Storage Lanes	0		0		0		0		1		0	1
Taper Length (ft)	25											
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.994						
Flt Protected		0.976				0.978			0.950			0.950
Satd. Flow (prot)	0	1804	0	0	0	1685	0	0	1770	1848	0	1770
Flt Permitted									0.199			0.324
Satd. Flow (perm)	0	1760	0	0	0	1726	0	0	370	1848	0	604
Right Turn on Red							Yes				No	
Satd. Flow (RTOR)		4				170						
Link Speed (mph)		30				30				30		
Link Distance (ft)		286				427				1672		
Travel Time (s)		6.5				9.7				15.3		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	2	0	2	10	2	0	15	144	2	553	34	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	0	27	0	0	146	587	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)		0				0				12		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	15		9	15	15		9	15
Number of Detectors	1	1		1	1	1		1	1	1		1
Detector Template	Left			Left	Left			Left		Thru		
Leading Detector (ft)	20	6		20	20	83		20	20	6		83
Trailing Detector (ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Position(ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Size(ft)	20	5		20	20	40		20	40	6		40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						43						43
Detector 2 Size(ft)						40						40
Detector 2 Type						Cl+Ex						Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)						0.0						0.0
Turn Type	Perm	NA		Perm	Perm	NA		pm+pt	pm+pt	NA		pm+ov
Protected Phases		3				3		5	5	2		1
Permitted Phases	3			3	3			2				6
Detector Phase	3	3		3	3	3		5	5	2		1

Lane Configurations						
Volume (vph)	619	25	2	106	1	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)			0		0	
Storage Lanes		0		1	0	
Taper Length (ft)				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes				0.998		
Flt Protected				0.980		
Satd. Flow (prot)	1852	0	0	1878	0	0
Flt Permitted				0.980		
Satd. Flow (perm)	1852	0	0	1879	0	0
Right Turn on Red			No			No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	976			301		
Travel Time (s)	22.2			6.8		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	625	26	2	111	1	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	653	0	0	274	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	12			12		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15	9	9
Number of Detectors						
Detector Template						
Leading Detector (ft)	6			6		
Trailing Detector (ft)	0			-5		
Detector 1 Position(ft)	0			-5		
Detector 1 Size(ft)	6			40		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Detector 2 Position(ft)				43		
Detector 2 Size(ft)				40		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	NA			Prot		
Protected Phases	6			4		
Permitted Phases						
Detector Phase	6			4		

Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	5.0	5.0	20.0	5.0
Total Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	47.0	10.0
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	5.0	5.0	40.0	5.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0	1.0	3.0	1.0
Total Lost Time (s)		7.0			7.0		5.0	7.0	5.0
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None
Actuated g/C Ratio		0.03			0.03		0.61	0.57	0.58
Control Delay		44.8			1.1		13.8	17.9	8.4
Total Delay		44.8			1.1		13.8	17.9	8.4
LOS		D			A		B	B	A
Approach Delay		44.8			1.1			17.0	
Approach LOS		D			A			B	
Queue Length 50th (ft)		2			0		35	203	5
Queue Length 95th (ft)		19			0		63	391	14
Internal Link Dist (ft)		205			347			594	
Turn Bay Length (ft)							450		100
Base Capacity (vph)		57			221		310	1049	412
Spillback Cap Reductn		0			0		0	0	0
Reduced v/c Ratio		0.07			0.12		0.47	0.56	0.05

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: ICE HOUSE ROAD & NYS ROUTE 117 & 309 DRIVEWAY /PARK DRIVE



Switch Phase		
Minimum Initial (s)	20.0	3.0
Minimum Split (s)	40.0	10.0
Total Split (s)	47.0	23.0
Total Split (%)	62.2%	25.6%
Maximum Green (s)	40.0	18.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Actuated Effct Green (s)	43.0	16.9
Actuated g/C Ratio	0.50	0.19
v/c Ratio	0.71	0.82
Control Delay	24.6	63.4
Queue Delay	0.0	0.0
Total Delay	24.6	63.4
LOS	C	E
Approach Delay	24.1	63.4
Approach LOS	C	E
Queue Length 50th (ft)	309	150
Queue Length 95th (ft)	#451	#279
Internal Link Dist (ft)	896	221
Turn Bay Length (ft)		
Base Capacity (vph)	922	335
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.71	0.82

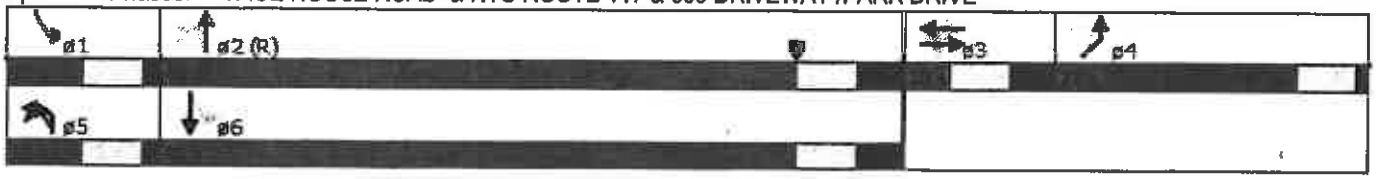
Lane Configurations												
Volume (vph)	2	4	2	21	1	43	21	149	2	670	25	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		0		0		1		0	1
Storage Lanes	25				25				25			25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor		0.992				0.994				0.995		
Frt		0.976				0.975			0.950			0.950
Flt Protected	0	1694	0	0	0	1696	0	0	1770	1853	0	1770
Satd. Flow (prot)									0.119			0.258
Flt Permitted	0	1686	0	0	0	1740	0	0	222	1853	0	481
Satd. Flow (perm)							Yes				No	
Right Turn on Red						170						
Satd. Flow (RTOR)		30				30				30		
Link Speed (mph)		286				427				674		
Link Distance (ft)		6.5				9.7				15.3		
Travel Time (s)	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Peak Hour Factor	2	0	2	21	1	0	21	149	2	670	25	11
Adj. Flow (vph)												
Shared Lane Traffic (%)	0	4	0	0	0	43	0	0	151	695	0	11
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Left	Right	Left	Left	Left	Right	Left	Left	Left	Right	Left
Lane Alignment												
Median Width(ft)		0				0				0		
Link Offset(ft)		16				16				16		
Crosswalk Width(ft)												
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15		9	15	15		9	15	15		9	15
Turning Speed (mph)	1	1		1	1	2				2		
Number of Detectors	Left			Left	Left			Left		Thru		
Detector Template	20	5		20	20	83		20	30	10		83
Leading Detector (ft)	0	0		0	0	-5		0	-10	0		-10
Trailing Detector (ft)	0	0		0	0	-5		0	-10	0		-10
Detector 1 Position(ft)	20	5		20	20	40		20	40	6		40
Detector 1 Size(ft)	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Type												
Detector 1 Channel	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)						43						43
Detector 2 Position(ft)						40						40
Detector 2 Size(ft)						Cl+Ex						Cl+Ex
Detector 2 Type												
Detector 2 Channel						0.0						0.0
Detector 2 Extend (s)												
Turn Type	Perm	NA		Perm	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases		3				3		5	5	2		1
Permitted Phases												6
Detector Phase	3	3		3	3	3		5	5	2		1

Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0	
Storage Lanes		0		1	0	
Taper Length (ft)				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993			0.925		
Flt Protected				0.978		
Satd. Flow (prot)	1850	0	0	1685	0	0
Flt Permitted				0.978		
Satd. Flow (perm)	1850	0	0	1685	0	0
Right Turn on Red			No			No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	976			301		
Travel Time (s)	22.2			6.8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	728	32	2	118	2	145
Shared Lane Traffic (%)						
Lane Group Flow (vph)	762	0	0	265	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	12			12		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15	9	9
Number of Detectors	2			2		
Detector Template						
Leading Detector (ft)	20			83		
Trailing Detector (ft)	0			-5		
Detector 1 Position(ft)	0			-5		
Detector 1 Size(ft)	6			40		
Detector 1 Type	Cl+Ex			Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0		
Detector 1 Queue (s)	0.0			0.0		
Detector 1 Delay (s)	0.0			0.0		
Detector 2 Position(ft)				43		
Detector 2 Size(ft)				40		
Detector 2 Type				Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	NA			Prot		
Protected Phases	6			4		
Permitted Phases						
Detector Phase	6			4		

Switch Phase											
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	5.0	5.0	20.0		5.0
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	40.0		10.0
Total Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	49.0		10.0
Total Split (%)	11.1%	11.1%		11.1%	11.1%	11.1%	11.1%	11.1%	54.4%		11.1%
Maximum Green (s)	3.0	3.0		3.0	3.0	3.0	5.0	5.0	42.0		5.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	1.0	1.0	3.0		1.0
Lost Time Adjust (s)		0.0				0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0				7.0		5.0	7.0		5.0
Lead/Lag	Lead	Lead		Lead	Lead	Lead	Lead	Lead	Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0
Recall Mode	None	None		None	None	None	None	None	C-Max		None
Act Effct Green (s)		3.0				3.0		57.1	54.1		52.5
Actuated g/C Ratio		0.03				0.03		0.63	0.60		0.58
v/c Ratio		0.07				0.19		0.64	0.62		0.03
Control Delay		44.8				1.9		23.5	17.1		7.6
Queue Delay		0.0				0.0		0.0	0.0		0.0
Total Delay		44.8				1.9		23.5	17.1		7.6
LOS		D				A		C	B		A
Approach Delay		44.8				1.9			18.2		
Approach LOS		D				A			B		
Queue Length 50th (ft)		2				0		34	247		2
Queue Length 95th (ft)		13				0		#88	#489		9
Internal Link Dist (ft)		205				347			594		
Turn Bay Length (ft)								150			100
Base Capacity (vph)		57				222		236	1113		352
Starvation Cap Reductn											
Spillback Cap Reductn		0				0		0	0		0
Storage Cap Reductn											
Reduced v/c Ratio		0.07				0.19		0.64	0.62		0.03

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 2.9 Intersection LOS: C
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: ICE HOUSE ROAD & NYS ROUTE 117 & 309 DRIVEWAY /PARK DRIVE



Switch Phase		
Minimum Initial (s)	20.0	3.0
Minimum Split (s)	40.0	10.0
Total Split (s)	49.0	21.0
Total Split (%)	54.4%	23.3%
Maximum Green (s)	42.0	16.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	Max	None
Act Effct Green (s)	44.5	15.9
Actuated g/C Ratio	0.51	0.18
v/c Ratio	0.81	0.89
Control Delay	29.0	68.4
Queue Delay	0.0	0.0
Total Delay	29.0	68.4
LOS	C	E
Approach Delay	28.7	68.4
Approach LOS	C	E
Queue Length 50th (ft)	378	149
Queue Length 95th (ft)	#612	#288
Internal Link Dist (ft)	896	221
Turn Bay Length (ft)		
Base Capacity (vph)	935	306
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.81	0.87

ATTACHMENT 2

NYS ROUTE 117
ICE HOUSE ROAD / PARK DRIVE / 309 DRIVEWAY

3-PHASE OPERATION

Figure 2

27 LIFT BAYS

TABLE NO. 1

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED NEW CAR SALES/SERVICE	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
27 LIFT BAYS (1)						
WEEKDAY PEAK AM HIGHWAY HOUR	1.69	46	1.19	32	2.88	78
WEEKDAY PEAK PM HIGHWAY HOUR	0.62	17	1.38	37	2.00	54
SATURDAY PEAK HOUR	0.75	20	0.88	24	1.63	44

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
WEEKDAY AM & PM TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SERVICE OPERATION BASED ON LIFT BAYS
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-1 & E-2)
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)
1) IT SHOULD BE NOTED THAT THE TRIP RATES INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES FOR BOTH SALES AND SERVICE

EXISTING WINE ENTHUSIAST	ENTRY		EXIT			
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	——	46	——	4	——	50
WEEKDAY PEAK PM HIGHWAY HOUR	——	12	——	18	——	30
SATURDAY PEAK HOUR (2)	——	0	——	0	——	0

VOLUMES BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING WINE ENTHUSIAST
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-4)
(2) THERE ARE A LIMITED NUMBER OF EMPLOYESS ON SATURDAY (5-8 PEOPLE IN OFFICE CALL CENTER PLUS 2-4 PEOPLE IN WAREHOUSE)

"NET" ADDITIONAL TRAFFIC	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	——	0	——	28	——	28
WEEKDAY PEAK PM HIGHWAY HOUR	——	5	——	19	——	24
SATURDAY PEAK HOUR	——	20	——	24	——	44

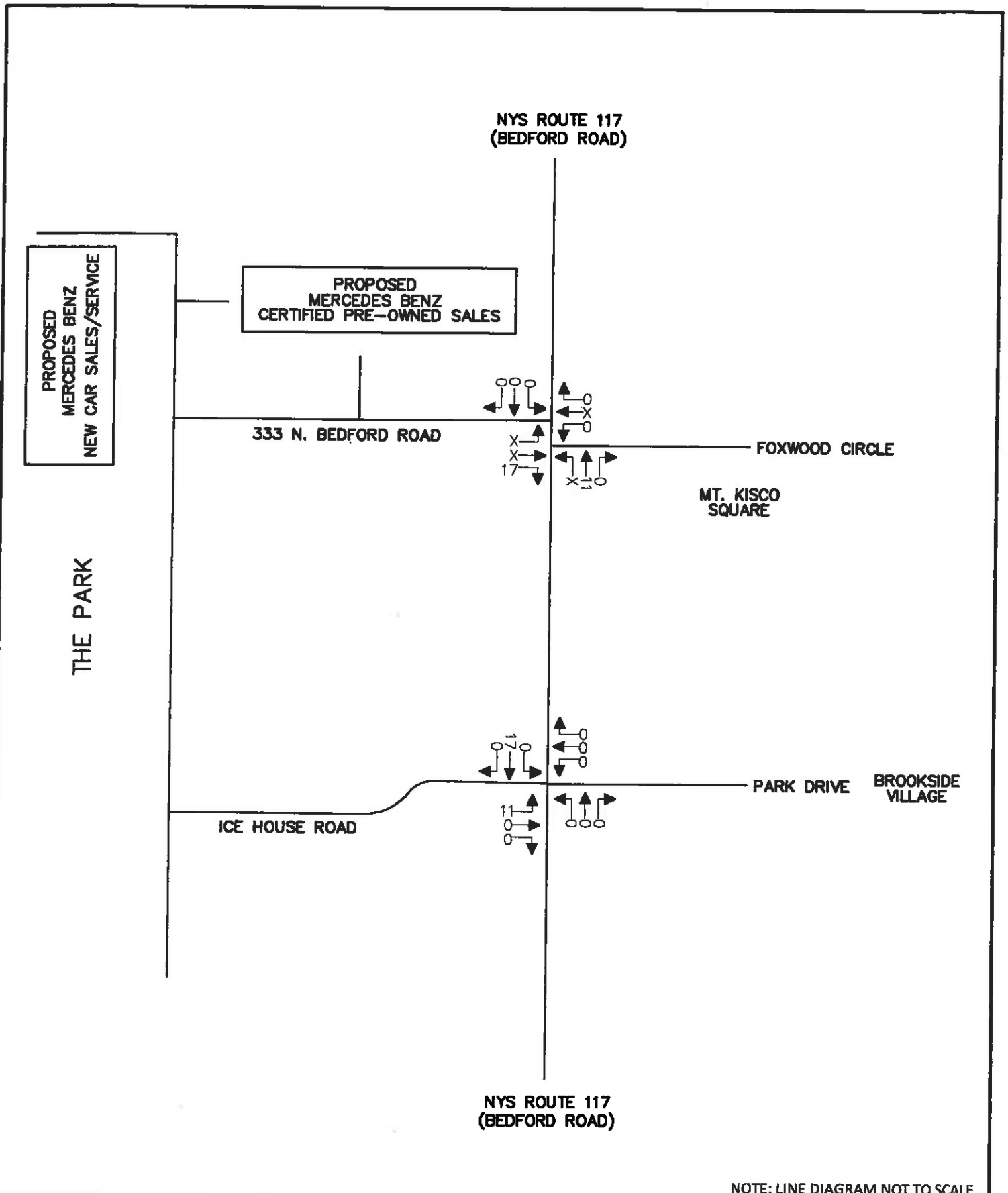
TABLE NO. 2

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED CERTIFIED PRE-OWNED SALES	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
7,000 S.F.						
WEEKDAY PEAK AM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
WEEKDAY PEAK PM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
SATURDAY PEAK HOUR	0.92	6	1.08	8	2.00	14

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)



NOTE: LINE DIAGRAM NOT TO SCALE

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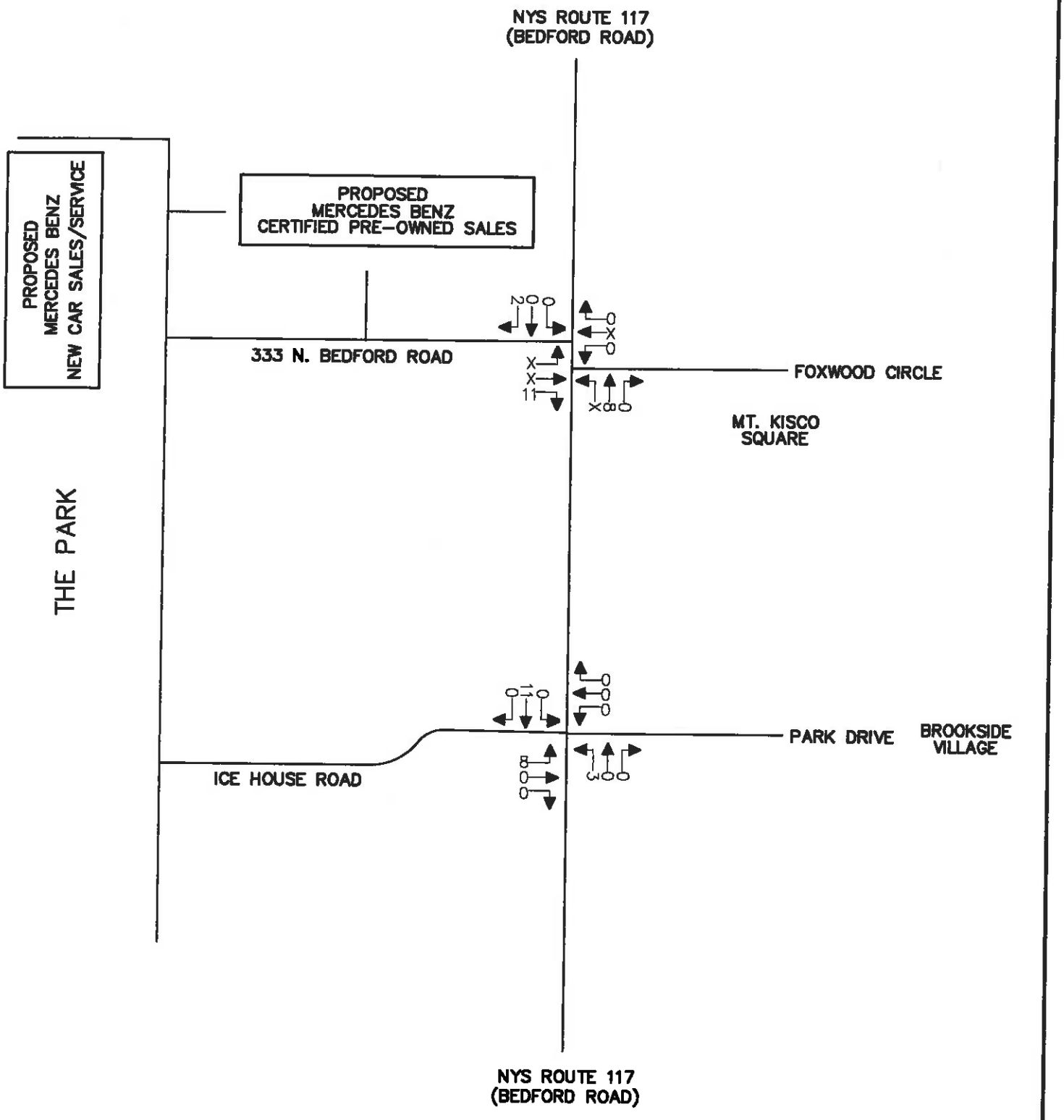
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)
27 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
9



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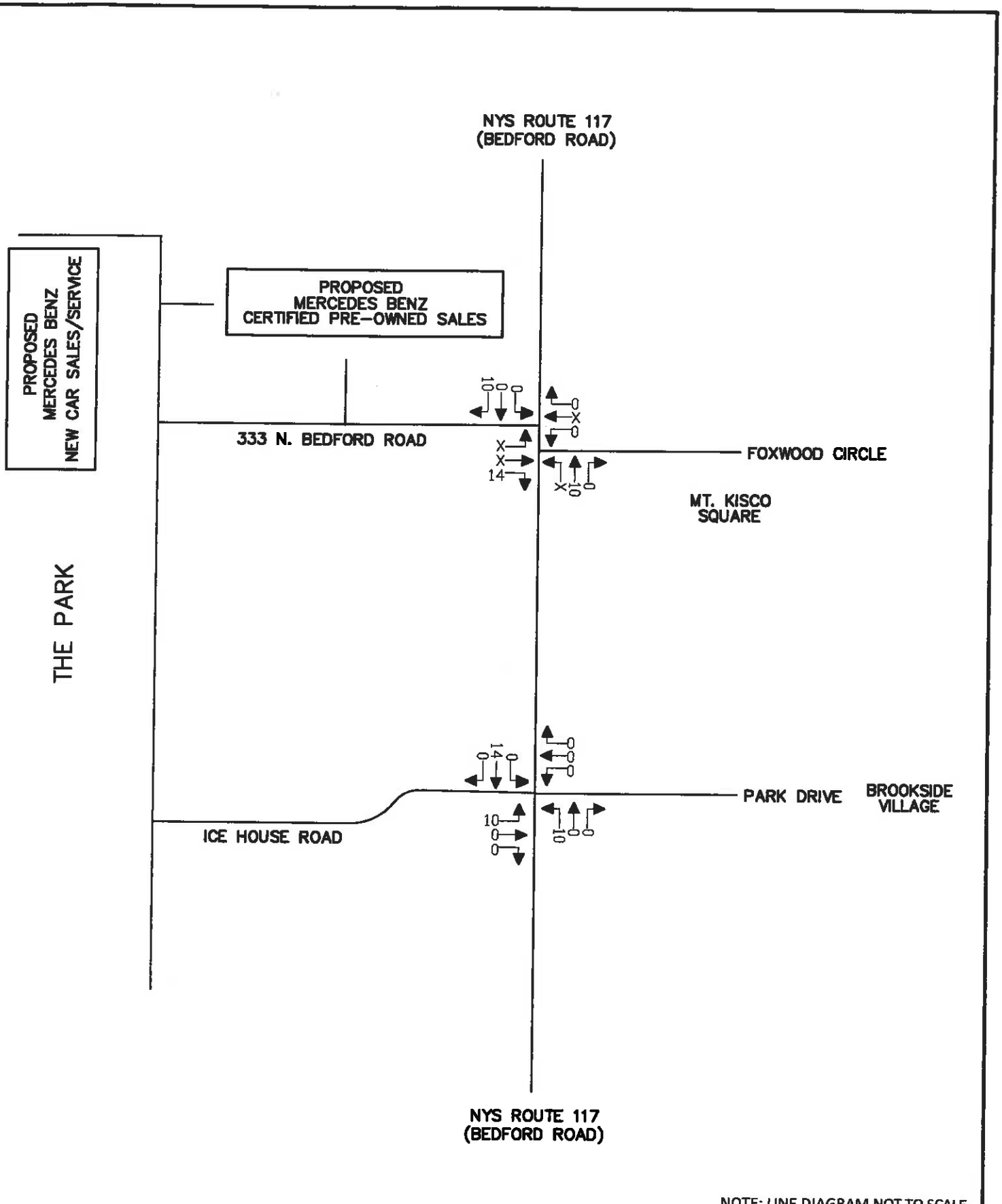
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)
27 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
10	



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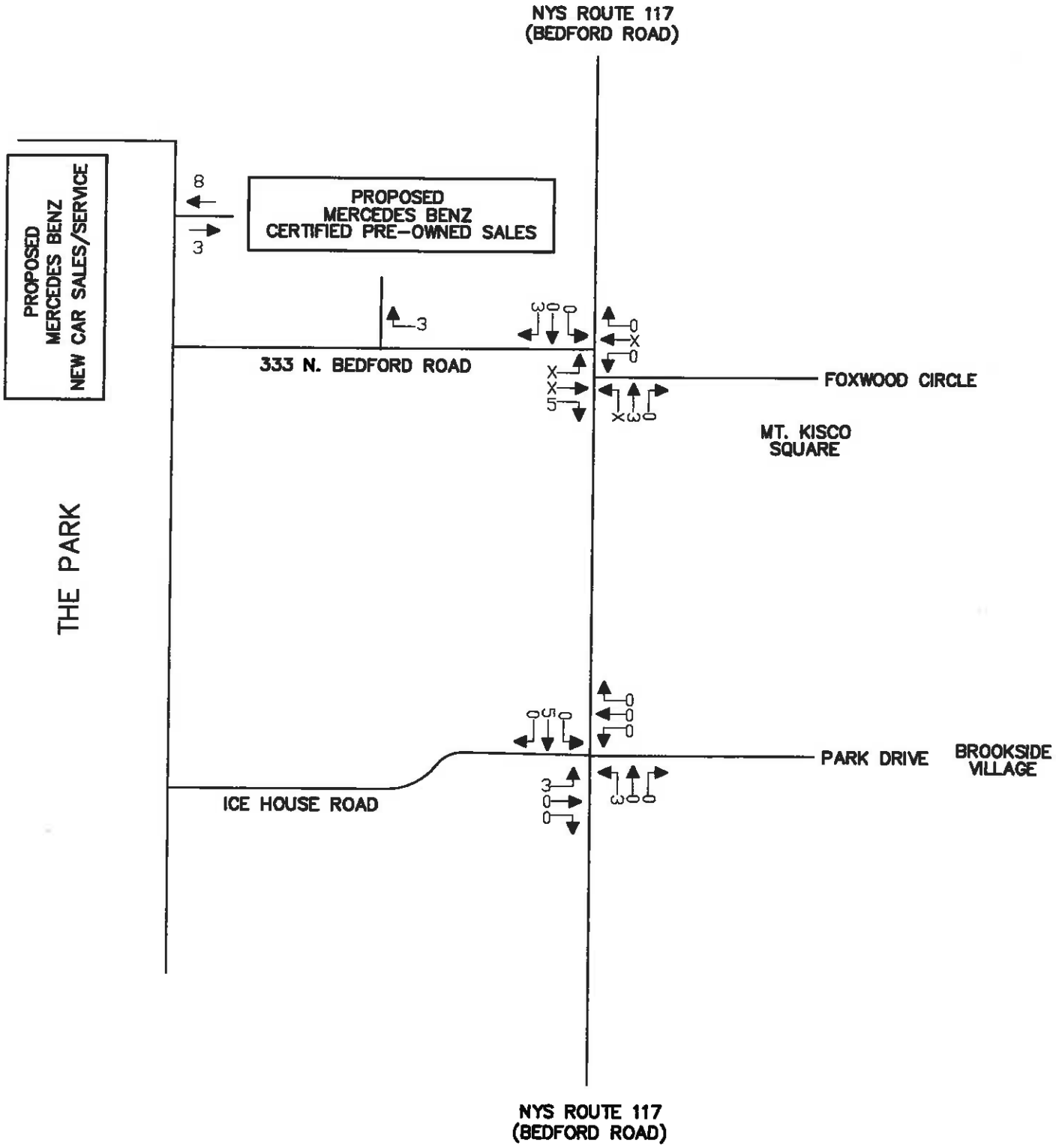
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR
(MB NEW CAR SALES/SERVICE)
27 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
11



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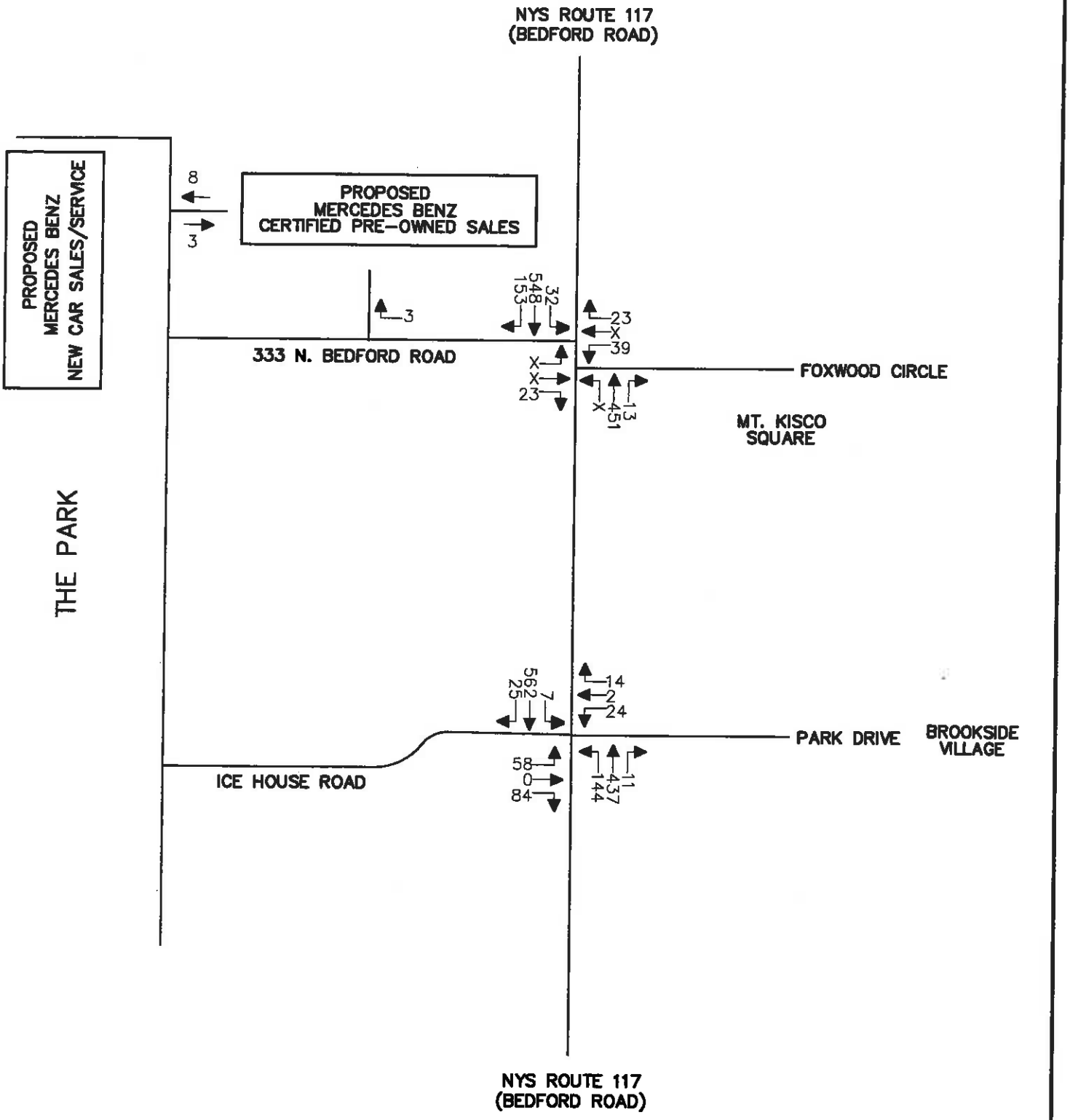
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
AM / PM / SAT
(MB CERTIFIED PRE-OWNED SALES)

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
12	



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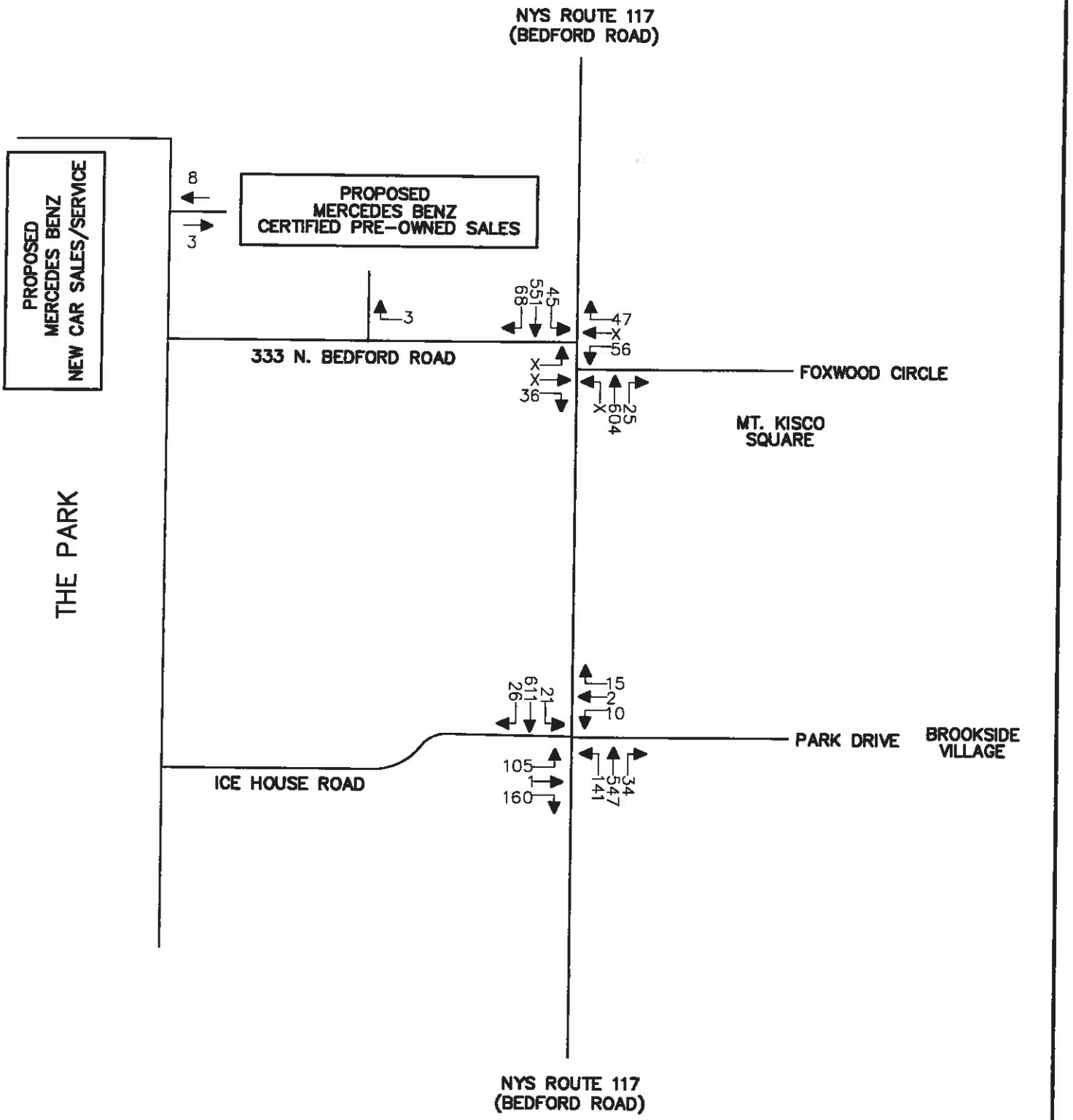
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
W/ 27 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
13	



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MERCEDES BENZ OF MT. KISCO
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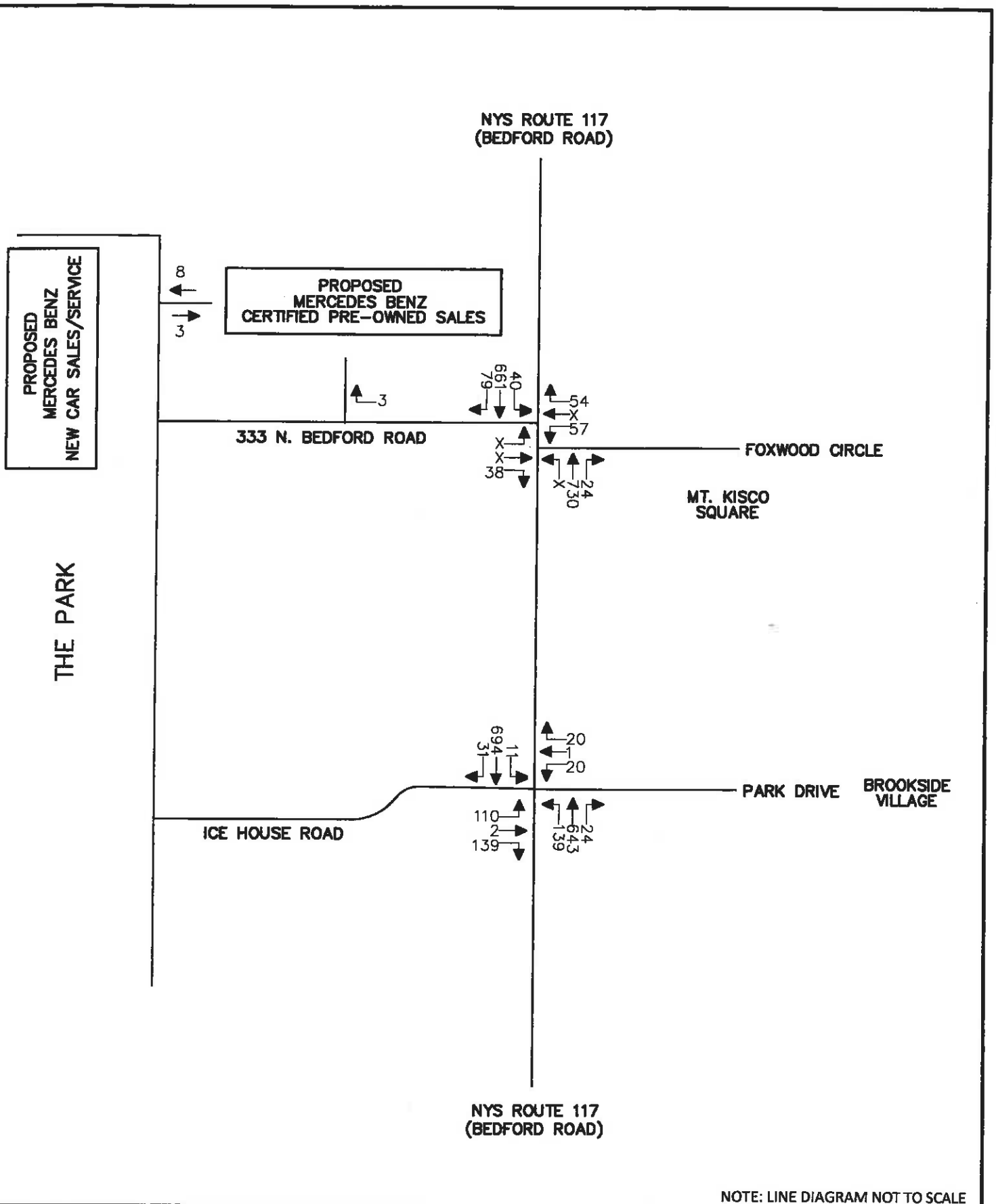
YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
W/ 27 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
14



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MERCEDES BENZ OF MT. KISCO
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YEAR 2018 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR
W/ 27 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
15	

Lane Configurations												
Volume (vph)	58	0	84	24	2	14	144	437	41	1	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	450		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25					25						
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes												
Flpb, ped/bikes												
Frt												
Flt Protected		0.980			0.971		0.950			0.950		
Satd. Flow (prot)	0	1861	0	0	1843	0	1687	1769	0	1688	1863	0
Flt Permitted		0.847			0.767		0.283			0.486		
Satd. Flow (perm)	0	1584	0	0	1395	0	503	1769	0	865	1863	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					15						27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		317			427			674			276	
Travel Time (s)		7.2			9.7			15.3			22.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	63	0	91	26	2	15	157	475	45	1	1	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	0	0	43	0	157	487	0	46	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		15			15			15			15
Number of Detectors	2	2		1	2		1	0		2	0	
Detector Template	Left	Thru		Left	Thru		Left			Left		
Leading Detector (ft)	83	100		20	100		20	0		83	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Size(ft)	40	6		20	6		20	6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94				94							
Detector 2 Size(ft)	40	6			6					40		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2			6	
Permitted Phases	4			4			2			6		

Lane Group												
Lane Configurations												
Sign Control												
Volume (vph)												
Ideal Flow (vphpl)												
Lane Width (ft)												
Grade (%)												
Storage Length (ft)												
Storage Lanes												
Taper Length (ft)												
Lane Util. Factor												
Frpb, ped/bikes												
Flpb, ped/bikes												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Right Turn on Red												
Satd. Flow (RTOR)												
Link Speed (mph)												
Link Distance (ft)												
Travel Time (s)												
Peak Hour Factor												
Heavy Vehicles (%)												
Adj. Flow (vph)												
Shared Lane Traffic (%)												
Lane Group Flow (vph)												
Enter Blocked Intersection												
Lane Alignment												
Median Width(ft)												
Link Offset(ft)												
Crosswalk Width(ft)												
Two way Left Turn Lane												
Headway Factor												
Turning Speed (mph)												
Turning Speed (mph)												
Number of Detectors												
Detector Template												
Leading Detector (ft)												
Trailing Detector (ft)												
Detector 1 Position(ft)												
Detector 1 Size(ft)												
Detector 1 Type												
Detector 1 Channel												
Detector 1 Extend (s)												
Detector 1 Queue (s)												
Detector 1 Delay (s)												
Detector 2 Position(ft)												
Detector 2 Size(ft)												
Detector 2 Type												
Detector 2 Channel												
Detector 2 Extend (s)												
Turn Type												
Protected Phases												
Permitted Phases												
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	40.0		10.0	40.0	
Total Split (s)	24.0	24.0		24.0	24.0		14.0	56.0		10.0	52.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		15.6%	62.2%		11.1%	57.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		9.0	49.0		5.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	7.0		5.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		13.9			13.9		65.9	62.1		59.1	52.1	
Actuated g/C Ratio		0.15			0.15		0.73	0.69		0.66	0.58	
v/c Ratio		0.72			0.20		0.34	0.40		0.01	0.62	
Control Delay		52.6			24.8		6.2	8.7		4.7	22.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		52.6			24.8		6.2	8.7		4.7	22.2	
LOS		D			C		A	A		A	B	
Approach Delay		52.6			24.8			8.1			21.1	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)		84			14		22	94		11	221	
Queue Length 95th (ft)		141			41		49	247		5	405	
Internal Link Dist (ft)		237			347			594			696	
Turn Bay Length (ft)							450			100		
Base Capacity (vph)		202			285		486	1221		674	1082	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.72			0.20		0.34	0.40		0.01	0.62	

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 17.3 Intersection LOS: B
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE

Lane Configurations												
Volume (vph)	106	270	162	10	29	15	142	553	34	21	617	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	450		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.919			0.925			0.991			0.994	
Flt Protected		0.981			0.982		0.950			0.950		
Satd. Flow (prot)	0	1679	0	0	1692	0	1770	1846	0	1770	1852	0
Flt Permitted		0.859			0.893		0.254			0.366		
Satd. Flow (perm)	0	1470	0	0	1539	0	473	1846	0	681	1852	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					15							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			427			674			1096	
Travel Time (s)		6.8			9.7			15.3			22.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	106	1	162	10	2	15	142	553	34	21	617	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	27	0	142	587	0	21	643	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	0		2	0	
Detector Template		Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	93	100		20	100		20	0		80	0	
Trailing Detector (ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Position(ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Size(ft)	40	6		20	6		20	6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	94			94					43		
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2					
Detector Phase	4	4		4	4		5	2		1	6	

YEAR 2018 BUILD TRAFFIC VOLUMES — WEEKDAY PEAK PM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE

12/14/2015

Minimum Initial (s)	3.0	3.0		3.0	3.0	5.0	20.0		5.0	20.0		
Total Split (s)	29.0	29.0		29.0	29.0	10.0	51.0		10.0	51.0		
Total Split (%)	32.2%	32.2%		32.2%	32.2%	11.1%	56.7%		11.1%	56.7%		
Maximum Green (s)	24.0	24.0		24.0	24.0	5.0	44.0		5.0	44.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	3.0		1.0	3.0		
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		5.0			5.0	5.0	7.0		5.0	7.0		
Lead/Lag						Lead	Lag		Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0		
Recall Mode	None	None		None	None	None	C-Max		None	Max		
Act Effct Green (s)		19.0			19.0	55.1	50.1		51.1	46.1		
Actuated g/C Ratio		0.22			0.22	0.65	0.60		0.61	0.53		
v/c Ratio		0.69			0.06	0.37	0.53		0.04	0.66		
Control Delay		54.1			16.4	9.2	14.9		6.6	20.4		
Queue Delay		0.0			0.0	0.0	0.0		0.0	0.0		
Total Delay		54.1			16.4	9.2	14.9		6.6	20.4		
LOS		D			B	A	B		A	C		
Approach Delay		54.1			16.4		13.8			20.0		
Approach LOS		D			B		B			C		
Queue Length 50th (ft)		144			5	27	161		4	265		
Queue Length 95th (ft)		#229			25	54	355		18	#393		
Internal Link Dist (ft)		219			347		594			896		
Turn Bay Length (ft)						450			100			
Base Capacity (vph)		392			421	386	1109		473	977		
Starvation Cap Reductn		0			0	0	0		0	0		
Spillback Cap Reductn		0			0	0	0		0	0		
Storage Cap Reductn		0			0	0	0		0	0		
Reduced v/c Ratio		0.69			0.06	0.37	0.53		0.04	0.66		

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 22.7 Intersection LOS: C

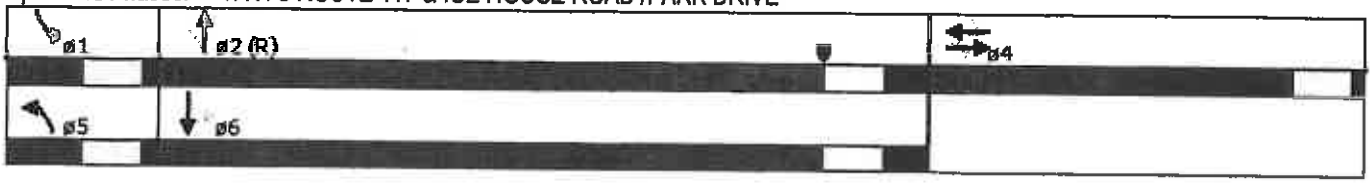
Intersection Capacity Utilization 76.6% ICU Level of Service D

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE



Lane Configurations												
Volume (vph)	115	2	145	21	1	21	145	670	25	11	723	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	1		0	1		0
Storage Lanes												
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.925			0.934			0.995			0.994	
Flt Protected		0.979			0.976		0.950			0.950		
Satd. Flow (prot)	0	1687	0	0	1698	0	1770	1853	0	1770	1852	0
Flt Permitted		0.838			0.805		0.182			0.301		
Satd. Flow (perm)	0	1474	0	0	1401	0	339	1853	0	561	1852	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					21							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		247			427			674			2758	
Travel Time (s)		5.6			9.7			15.3			22.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	115	2	145	21	1	21	145	670	25	11	723	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	43	0	145	695	0	11	755	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2		1	2	
Detector Template		Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	83	100		20	100		20	0		83	0	
Trailing Detector (ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Position(ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Size(ft)	40	6		20	6		20	6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	94			94					43		
Detector 2 Size(ft)	40	6			6					40		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Detector Phase	4	4		4	4		5	2		1	6	

YEAR 2018 BUILD TRAFFIC VOLUMES
1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE

SATURDAY PEAK HOUR
12/14/2015

Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	20.0		10.0	20.0	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	53.0		10.0	53.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		11.1%	58.9%		11.1%	58.9%	
Maximum Green (s)	22.0	22.0		22.0	22.0		5.0	46.0		5.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	7.0		5.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Act Effct Green (s)		19.2			19.2		59.3	56.3		52.3	49.3	
Actuated g/C Ratio		0.21			0.21		0.66	0.63		0.61	0.54	
v/c Ratio		0.74			0.14		0.47	0.60		0.03	0.76	
Control Delay		58.7			17.8		11.0	14.1		6.0	23.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		58.7			17.8		11.0	14.1		6.0	23.3	
LOS		E			B		B	B		A	C	
Approach Delay		58.7			17.8			13.6			23.0	
Approach LOS		E			B			B			C	
Queue Length 50th (ft)		140			10		28	209		2	335	
Queue Length 95th (ft)		#252			36		51	295		9	#509	
Internal Link Dist (ft)		167			347			594			896	
Turn Bay Length (ft)							150			100		
Base Capacity (vph)		352			358		311	1168		411	996	
Starvation Cap Reductn												
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn					0							
Reduced v/c Ratio		0.74			0.12		0.47	0.60		0.03	0.76	

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 78.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE

36 LIFT BAYS

TABLE NO. 1A

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED NEW CAR SALES/SERVICE	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
36 LIFT BAYS (1)						
WEEKDAY PEAK AM HIGHWAY HOUR	1.69	61	1.19	43	2.88	104
WEEKDAY PEAK PM HIGHWAY HOUR	0.62	22	1.38	50	2.00	72
SATURDAY PEAK HOUR	0.75	27	0.88	32	1.63	59

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
WEEKDAY AM & PM TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SERVICE OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-1 & E-2)
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)
1) IT SHOULD BE NOTED THAT THE TRIP RATES INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES FOR BOTH SALES AND SERVICE

EXISTING WINE ENTHUSIAST	ENTRY		EXIT			
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	----	46	----	4	----	50
WEEKDAY PEAK PM HIGHWAY HOUR	----	12	----	18	----	30
SATURDAY PEAK HOUR (2)	----	0	----	0	----	0

VOLUMES BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING WINE ENTHUSIAST
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-4)
(2) THERE ARE A LIMITED NUMBER OF EMPLOYESS ON SATURDAY (5-8 PEOPLE IN OFFICE CALL CENTER PLUS 2-4 PEOPLE IN WAREHOUSE)

"NET" ADDITIONAL TRAFFIC	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	-----	15	-----	39	-----	54
WEEKDAY PEAK PM HIGHWAY HOUR	----	10	----	32	----	42
SATURDAY PEAK HOUR	----	27	----	32	-----	59

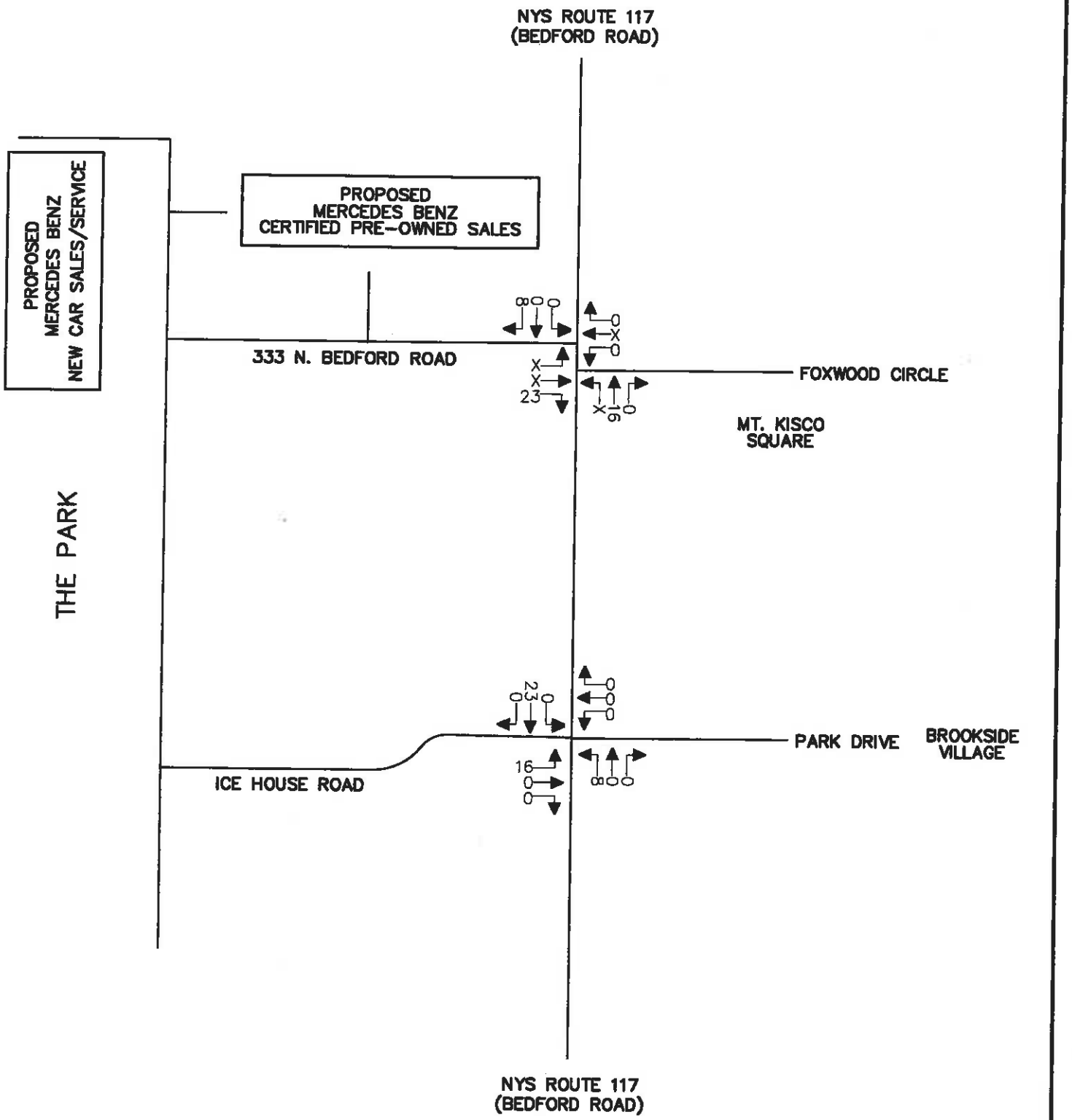
TABLE NO. 2

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED CERTIFIED PRE-OWNED SALES	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
7,000 S.F.						
WEEKDAY PEAK AM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
WEEKDAY PEAK PM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
SATURDAY PEAK HOUR	0.92	6	1.08	8	2.00	14

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
SATURDAY TRAFFIC COUNT DATA WAS UTLIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)



NOTE: LINE DIAGRAM NOT TO SCALE

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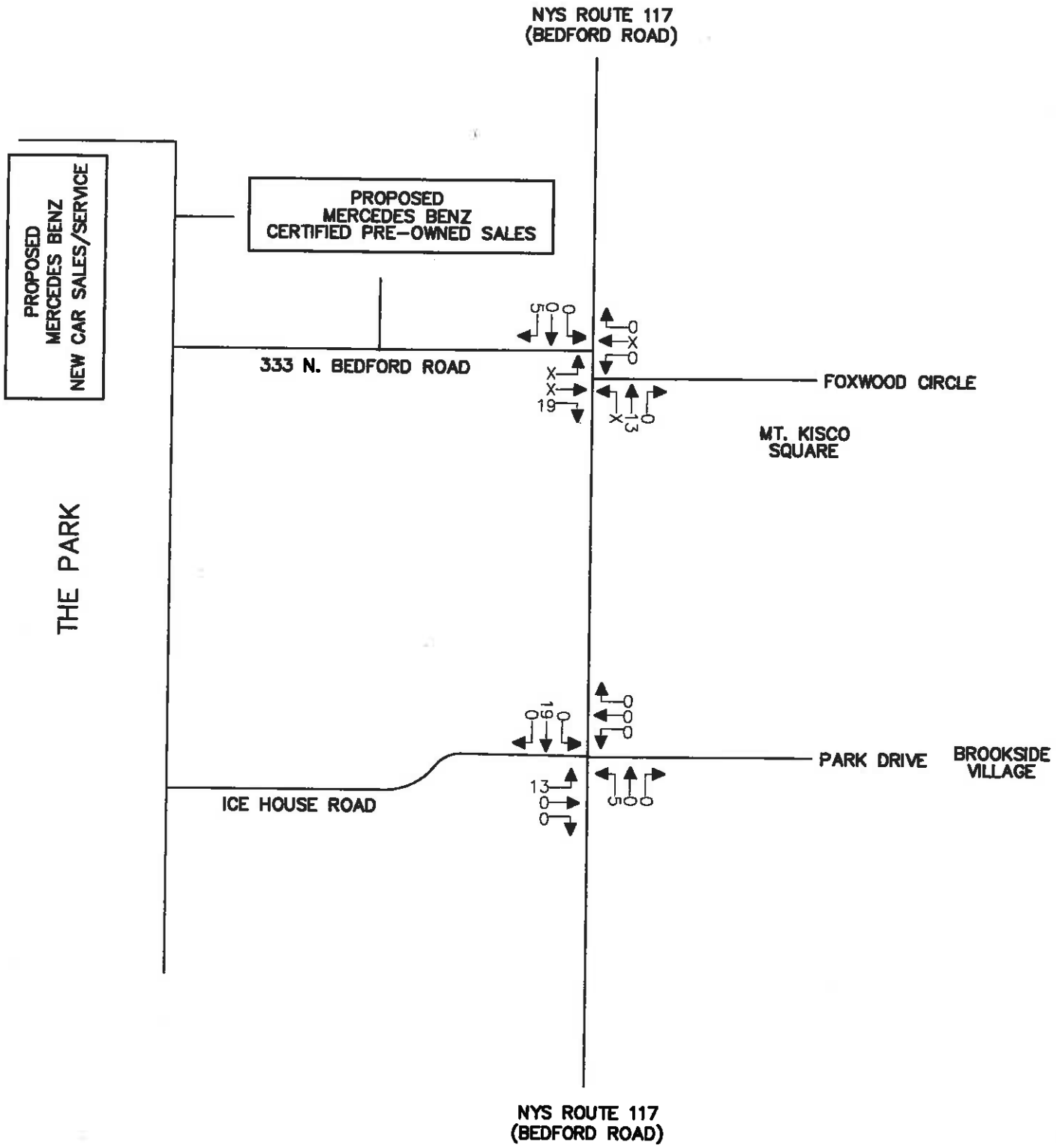
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)
36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
9–A



NOTE: LINE DIAGRAM NOT TO SCALE

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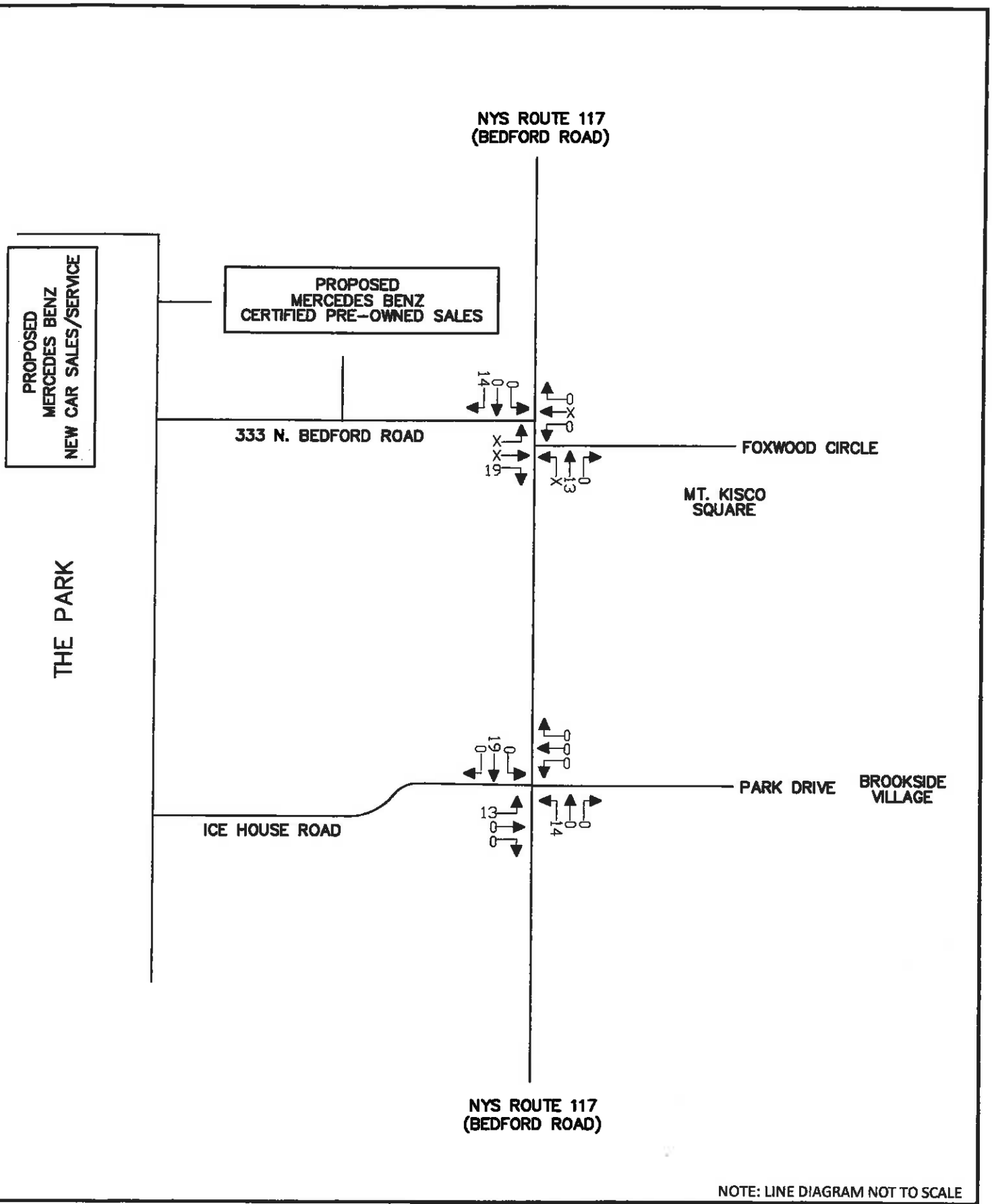
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)
36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
10-A	



NOTE: LINE DIAGRAM NOT TO SCALE

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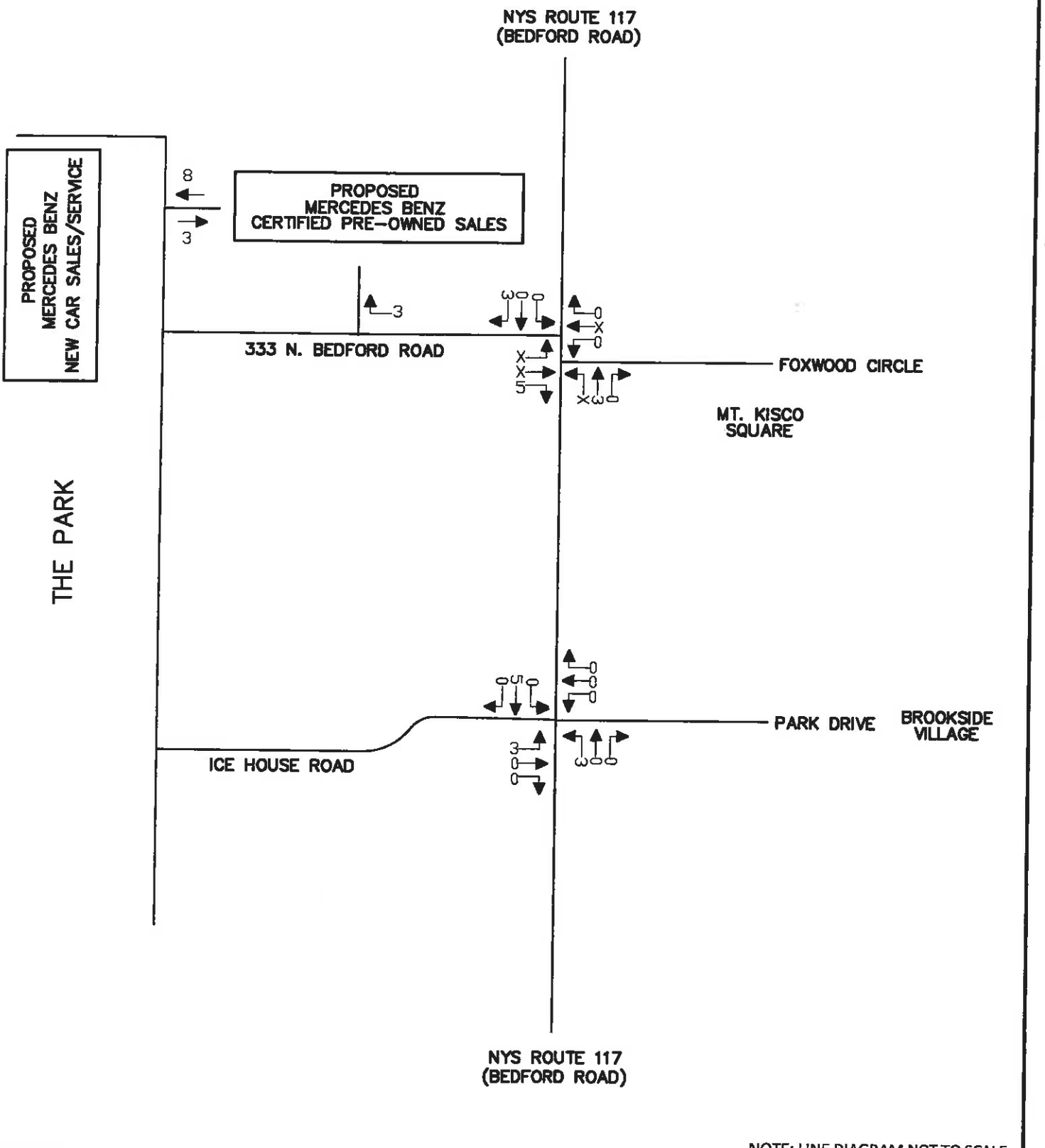
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR
(MB NEW CAR SALES/SERVICE)
36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
11-A



NOTE: LINE DIAGRAM NOT TO SCALE

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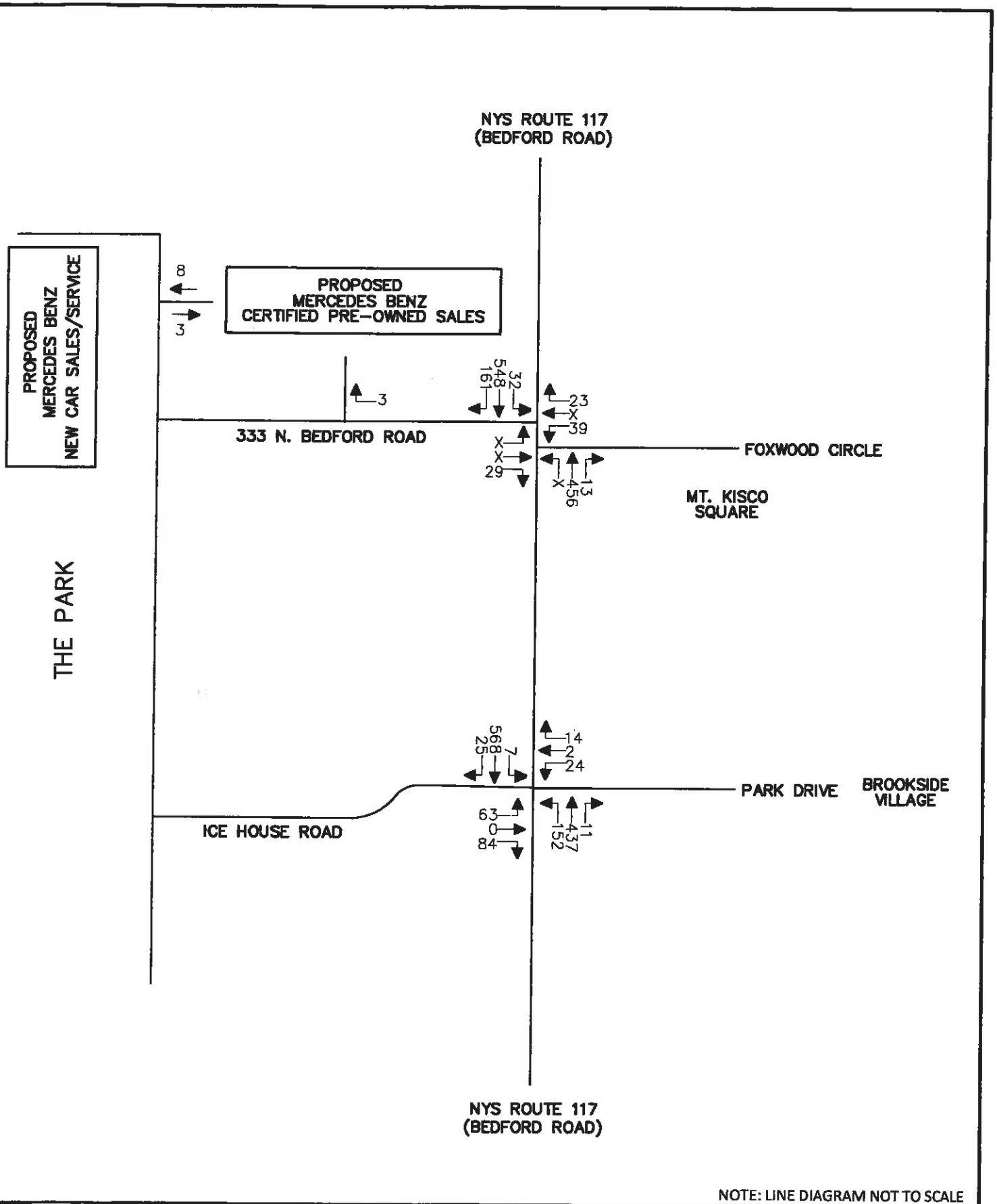
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
AM / PM / SAT
(MB CERTIFIED PRE-OWNED SALES)

JOB NUMBER:	DATE:
14002035A	11/20/2015
FIGURE NUMBER:	
12–A	



NOTE: LINE DIAGRAM NOT TO SCALE

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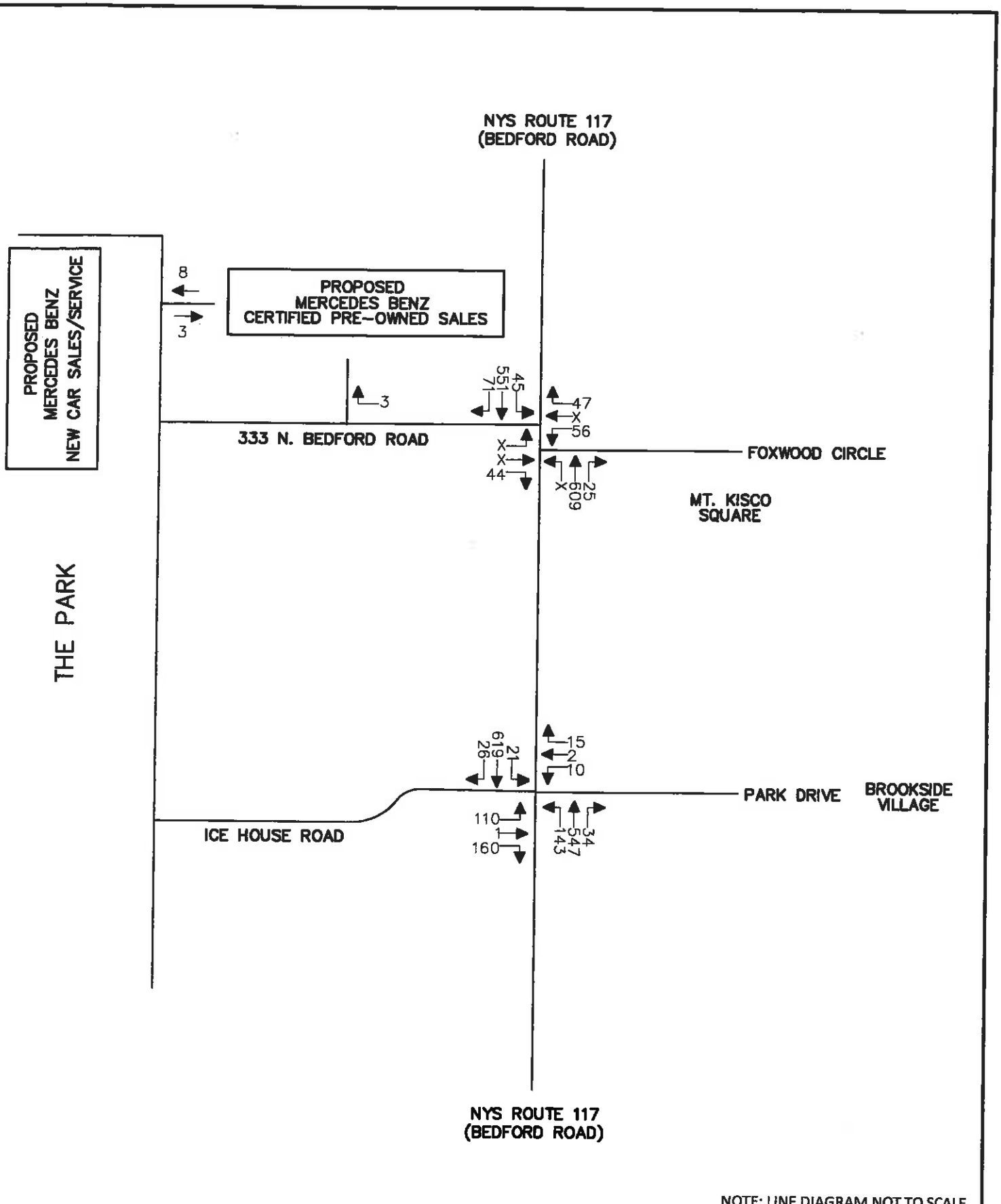
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
W/ 36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
13-A



NOTE: LINE DIAGRAM NOT TO SCALE

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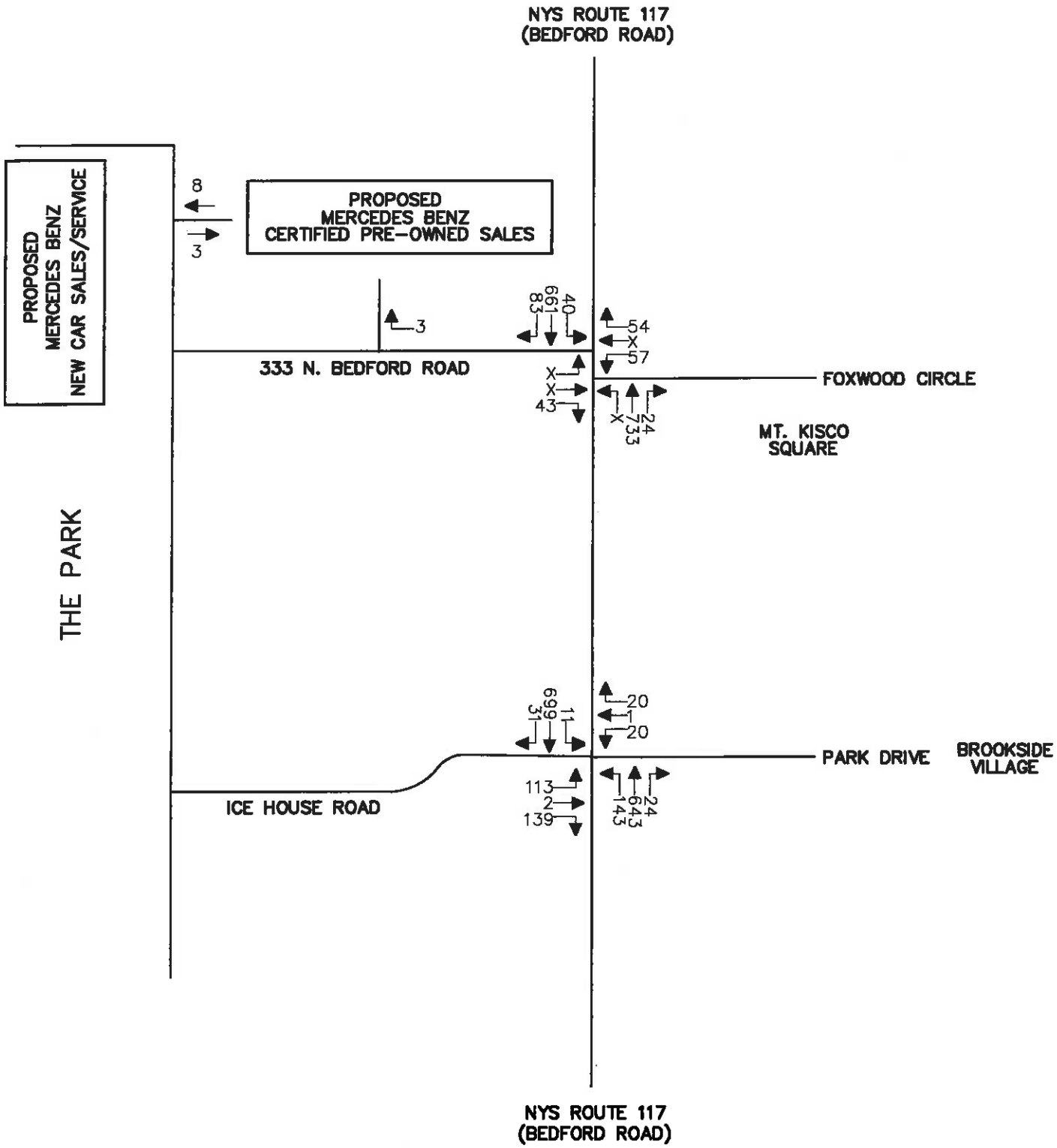
MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
W/ 36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
14-A



NOTE: LINE DIAGRAM NOT TO SCALE

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MERCEDES BENZ OF MT. KISCO
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YEAR 2018 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR
W/ 36 LIFT BAYS

JOB NUMBER:	DATE:
14002035A	11/20/2015

FIGURE NUMBER:
15–A

Lane Configurations												
Volume (vph)	63	80	84	24	2	14	152	437	41	37	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	450		0			0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.923			0.953			0.996				
Flt Protected		0.979			0.971		0.950			0.950		
Satd. Flow (prot)	0	1665	0	0	1643	0	1687	1769	0	1685	1	0
Flt Permitted		0.842			0.768		0.277			0.486		
Satd. Flow (perm)	0	1580	0	0	1306	0	492	1769	0	1685	1	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					15							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2376			427			679			1079	
Travel Time (s)		7.2			9.7			15.3			22.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	68	0	91	26	2	15	165	475	12	8	1	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	43	0	180	487	0	36	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9			9
Number of Detectors	2	2		1	2		1	0		2	0	
Detector Template	Left	Thru		Left	Thru		Left			Left		
Leading Detector (ft)	83	100		20	100		20	0		83	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Size(ft)	40	6		20	6		20			40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	94			94					43		
Detector 2 Size(ft)	40	6			6					40		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		

YEAR 2018 BUILD TRAFFIC VOLUMES — WEEKDAY PEAK AM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE — 12/14/2015

Detector Phase	4	4		4	4		6					
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	40.0		10.0	40.0	
Total Split (s)	24.0	24.0		24.0	24.0		14.0	56.0		10.0	52.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		15.6%	62.2%		11.1%	57.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		9.0	49.0		5.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	7.0		5.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		14.2			14.2		65.6	61.8		58.7	51.7	
Actuated g/C Ratio		0.16			0.16		0.73	0.69		0.65	0.57	
v/c Ratio		0.73			0.20		0.36	0.40		0.01	0.63	
Control Delay		55.1			24.5		6.6	8.2		4.9	17.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		55.1			24.5		6.6	8.2		4.9	17.8	
LOS		E			C		A	A		A	B	
Approach Delay		55.1			24.5			8.2			17.6	
Approach LOS		E			C			A			B	
Queue Length 50th (ft)		87			14		24	96		1	229	
Queue Length 95th (ft)		145			41		51	247		5	410	
Internal Link Dist (ft)		237			347			594			896	
Turn Bay Length (ft)							450			100		
Base Capacity (vph)		291			286		478	1215		608	1065	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.52			0.15		0.35	0.40		0.01	0.63	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

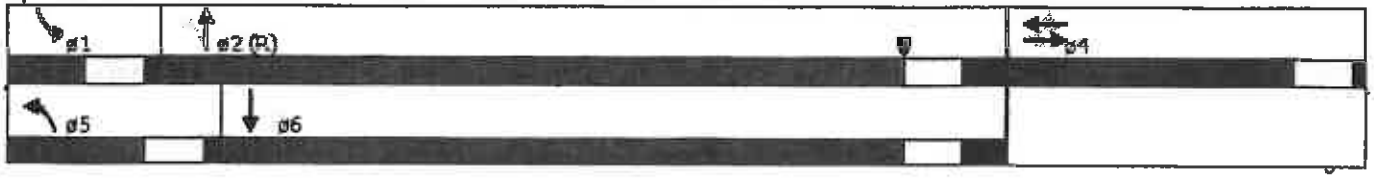
Maximum v/c Ratio: 0.73

Intersection Signal Delay: 17.7 — Intersection LOS: B

Intersection Capacity Utilization 63.7% — ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE



Lane Configurations												
Volume (vph)	111	1	162	10	2	15	144	553	34	21	625	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.920			0.925			0.991			0.994	
Flt Protected		0.980			0.982		0.950			0.950		
Satd. Flow (prot)	0	1679	0	0	1692	0	1770	1846	0	1770	1852	0
Flt Permitted		0.856			0.892		0.246			0.366		
Satd. Flow (perm)	0	1487	0	0	1567	0	458	1846	0	682	1852	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					15						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			427			674			976	
Travel Time (s)		6.8			9.7			15.3			22.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	111	1	162	10	2	15	144	553	34	21	625	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	27	0	144	587	0	21	651	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	0		2	2	
Detector Template		Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	83	100		20	100		20	0		83	100	
Trailing Detector (ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Position(ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Size(ft)	40	6		20	6		20	6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	94			94					43		
Detector 2 Size(ft)	40	6			6					40		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Detector Phase	4	4		4	4		5	2		1	6	

Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	40.0		10.0	40.0	
Total Split (s)	29.0	29.0		29.0	29.0		10.0	51.0		10.0	51.0	
Total Split (%)	32.2%	32.2%		32.2%	32.2%		11.1%	56.7%		11.1%	56.7%	
Maximum Green (s)	24.0	24.0		24.0	24.0		5.0	44.0		5.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	7.0		5.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		[illegible]	[illegible]	
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Act Effct Green (s)		20.1			20.1		57.9	53.9		54.2	[illegible]	
Actuated g/C Ratio		0.22			0.22		0.64	0.60		0.60	0.52	
v/c Ratio		0.84			0.08		0.38	0.53		0.04	[illegible]	
Control Delay		54.9			16.3		9.5	15.0		6.7	20.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		54.9			16.3		9.5	15.0		6.7	20.9	
LOS		D			B		A	B		A	C	
Approach Delay		54.9			16.3			14.0			20.4	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)		147			5		28	163		4	274	
Queue Length 95th (ft)		#238			25		[illegible]	[illegible]		[illegible]	[illegible]	
Internal Link Dist (ft)		219			347			594			896	
Turn Bay Length (ft)							150			100		
Base Capacity (vph)		391			420		377	1105		470	972	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.70			0.06		0.38	0.53		0.04	0.67	

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: [illegible] Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 23.1 Intersection LOS: C
Intersection Capacity Utilization 77.8% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

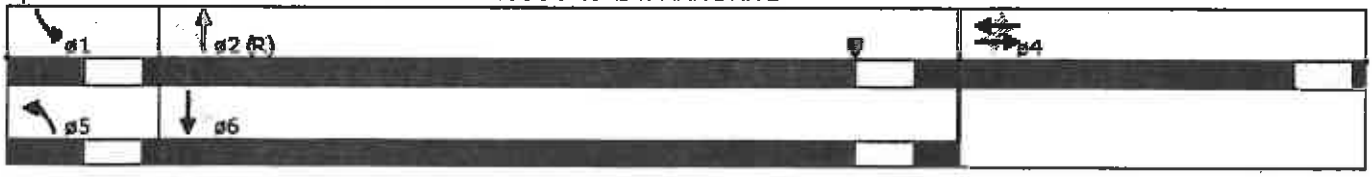
Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE

Lane Configurations												
Volume (vph)												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)												
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)												
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.926			0.934			0.995				
Flt Protected		0.978			0.976		0.950			0.950		
Satd. Flow (prot)	0	1687	0	0	1698	0	1770	1853	0	1770	1852	0
Flt Permitted		0.836			0.806		0.177			0.300		
Satd. Flow (perm)	0	1442	0	0	1402	0	330	1853	0	559	1852	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					21						4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		247			427			674			976	
Travel Time (s)		5.6			9.7			15.3			22.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	118	2	145	21	1	21	149	670	25	11	728	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	0	0	43	0	149	695	0	11	760	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	0		2	0	
Detector Template		Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	83	100		20	100		20	0		83	0	
Trailing Detector (ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Position(ft)	-5	0		0	0		0	0		-10	0	
Detector 1 Size(ft)	40	6		20	6		20	6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	94			94					43		
Detector 2 Size(ft)	40	6			6					40		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0		
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2			6		
Detector Phase	4	4		4	4		5	2		1	6	

Lane Group								
Minimum Initial (s)	3.0	3.0	3.0	3.0	5.0	20.0	5.0	20.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	40.0	10.0	40.0
Total Split (s)	27.0	27.0	27.0	27.0	10.0	53.0	10.0	53.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	11.1%	58.9%	11.1%	58.9%
Maximum Green (s)	22.0	22.0	22.0	22.0	5.0	46.0	5.0	46.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	3.0	1.0	3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	C-Max	None	Max
Act Effct Green (s)		19.4		19.4	59.6	56.6	55.2	48.2
Actuated g/C Ratio		0.22		0.22	0.66	0.63	0.61	0.54
v/c Ratio		0.85		0.14	0.49	0.60	0.03	0.76
Control Delay		59.1		17.7	11.7	14.2	6.0	23.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		59.1		17.7	11.7	14.2	6.0	23.6
LOS		E		B	B	B	A	C
Approach Delay		59.1		17.7		13.8		23.4
Approach LOS		E		B		B		C
Queue Length 50th (ft)		141		10	29	212	2	338
Queue Length 95th (ft)		#297		36	69	435	8	#512
Internal Link Dist (ft)		167		347		594		896
Turn Bay Length (ft)					450		100	
Base Capacity (vph)		352		358	304	1165	410	994
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.75		0.12	0.49	0.60	0.03	0.76

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 24.0 Intersection LOS: C
Intersection Capacity Utilization 78.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD /PARK DRIVE



Town of Bedford Planning Board

2nd Floor Conference Room
425 Cherry Street
Bedford Hills, New York 10507

Tuesday, June 23, 2015

Minutes

A meeting of the Planning Board was held on June 23, 2015, starting at 8:00 P.M., at 425 Cherry Street, Bedford Hills, New York. Present were Chairman Deirdre Courtney-Batson, Vice Chairman John Sullivan, Board Members: William Colavito, Felix Cacciato and Diane Lewis, Planning Director Jeff Osterman, and Secretary Anne Paglia. *[All Planning Board meetings are recorded. A CD copy of this recording may be obtained from the Planning Board Office.]*

Public Hearing:
Special Use Permit – Accessory Structure Over 20 Feet in Height
- **Installation of Bamboo Sculpture**

Section 59.11 Block 1 Lot 11, R- 4A Zone
443 Haines Road, Bedford Corners
Owners/Applicants: Michael and Judith Steinhardt
(Consider application for Special Use Permit.)

Present:
Michael Fuller Sirignano, Esq., Attorney & Counselor at Law
Jason Hayes, Estate Manager (Michael and Judith Steinhardt)
Doug Starn, American Artist, *Big Bambu*
Mike Starn, American Artist, *Big Bambu*
Cathy Deutsch, Head Gardener

Mr. Sirignano described the project to the Planning Board.

Mrs. Courtney-Batson asked if there was a planting plan. Ms. Deutsch presented a planting plan to the Planning Board.

Mrs. Courtney-Batson asked if there were any comments or questions from members of the audience.

Leigh Isaacs, owner of 461 Haines Road – one lot away, introduced himself and addressed his concerns to the Planning Board.

Doug and Mike Starn responded to some of the statements made by Mr. Isaacs.

The Planning board discussed possible conditions of approval with the applicants.

Patty Isaacs, wife of Leigh Isaacs, then addressed the Planning Board with her concerns about the engineer's report.

Mrs. Courtney-Batson asked if there were any further comments or questions from members of the audience.

Mr. Sirignano asked Mrs. Courtney-Batson to describe what the renewal process would be. Mrs. Courtney-Batson stated what the process would be. She also stated, for the record, that she wanted to be clear that the Planning Board maintains that this would not be an automatic renewal and the Planning Board could decide not to renew this Special Use Permit.

Mrs. Courtney-Batson proposed the following conditions of approval:

1. The portion of the ramp that is in the setback shall be removed and repositioned.
2. The installation shall not be open to the public and there will be no public access to the lot at 443 Haines Road.
3. The driveway to 443 Haines Road shall never be used for public access during any time that the rest of the property is open to the public.
4. There shall be monthly inspections by in-house staff. A log shall be kept of each monthly inspection to be presented to the Planning Board at the time of the renewal of the permit.
5. There shall be annual structural inspections by an engineer and a report by the engineer shall be filed with the Building Inspector.
6. The Special Permit will expire two years from the date of this approval.
7. A planting plan showing additional plantings to mitigate the winter views along the westerly border shall be presented to the Director of Planning for his review and approval.

Mrs. Isaacs expressed her concerns about noise made during the plantings. Mr. Hayes stated that the planting would not take place until the fall and it would only take two weeks.

Mrs. Courtney-Batson asked if there were any other questions or comments from the audience. *[There was no response.]*

Mr. Sullivan made a motion to close the public hearing. Mr. Colavito seconded the motion.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Motion: A motion was made by Mr. Colavito to approve this application for a Special Use Permit for an accessory structure over 20 feet in height (the installation of a bamboo sculpture) with the conditions specified.
Motion seconded by Mr. Sullivan.

The Board reviewed the Environmental Clearance Form and unanimously determined that this proposal is a "Type II or Exempt Action" under SEQR.
Mr. Sullivan endorsed the Board's determination on the ECF. Mr. Colavito seconded.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Public Hearing:
Special Use Permit - Accessory Structure Over 20 Feet in Height
- Three-Car Garage
Section 74.14 Block 1 Lot 1, R-4AZone
121 Stone Hill Road, Bedford
Owners/Applicants: Martin Gubernick and Robin Ashley
(Consider application for Special Use Permit.)

Present:
Martin Gubernick, Owner
Robin Ashley, Owner

Ms. Ashley described the plan to the Planning Board.

Mr. Sullivan had some questions about the accuracy of the drawings presented as to the design and pitch. Ms. Ashley suggested she call her architect to ascertain the correct measurements.

Mrs. Courtney-Batson asked if there were any members of the public who wished to be heard. *[No one responded.]*

Mr. Cacciato made a motion to close the public hearing. Ms. Lewis seconded the motion.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

[The Planning Board then adjourned this item so Ms. Ashley could call her architect. Meanwhile, the next item on the agenda (Landmark Preschool-Ridgefield Academy) was heard.]

[This item was resumed. Ms. Ashley was not able to contact her architect.]

Motion: A motion was made by Mr. Sullivan to approve this application for a special use permit for an accessory structure over 20 feet in height for a three-car garage with the following conditions:

1. The design and pitch of the roof (which is a 12 on 12 pitch) shall remain as shown on the plans submitted.
2. The request for the height of the building was for 22 feet six inches. The Planning Board grants the approval for a height not to exceed 24 feet six inches.

Motion seconded by Mr. Colavito.

The Board reviewed the Environmental Clearance Form and unanimously determined that this proposal is a "Type II or Exempt Action" under SEQR.
Mr. Colavito endorsed the Board's determination on the ECF. Ms. Lewis seconded.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Public Hearing:
Special Use Permit –Preschool Program
Section 84.7 Block 2 Lot 33, R-2A Zone
44-48 Village Green, Bedford
Owner: Bedford Presbyterian Church
Applicant: Landmark Preschool - Ridgefield Academy
(Consider application for Special Use Permit.)

Present:
David Suter, Ridgefield Academy

Mr. Suter gave the background of Ridgefield Academy and Landmark Preschool which have been in existence for forty years. They currently have operations in Ridgefield, Westport and Redding Connecticut.

Mrs. Courtney-Batson asked if there were any members of the public who wished to be heard. *[No one responded.]*

The Planning Board then asked Mr. Suter questions about the school, including the screening of visitors, playing fields

Mrs. Courtney-Batson referenced the Safe Child Playing Field Act of New York of 2011 which states that no pesticides used on the field. Ms. Lewis stated that the New York act is more comprehensive than the Connecticut act.

A member of the audience who is a neighbor of the school, requested Mr. Suter describe the door-locking routine of the school.

Mr. Cacciato suggested the children be educated about the fire house alarms which they will be hearing because of the proximity of the school to the fire house.

Mrs. Courtney-Batson asked again if there were any members of the public who wished to be heard. *[No one responded.]*

Ms. Lewis made a motion to close the public hearing. Mr. Colavito seconded the motion.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Motion: A motion was made by Ms. Lewis to approve this application for a special use permit for a preschool program with the following conditions:

1. There shall be compliance with the Safe Child Playing Fields Act – there shall be no use of pesticides on the playing areas.
2. The permit shall expire after five years. The applicant must then apply for renewal of the permit.

Motion seconded by Mr. Colavito.

The Board reviewed the Environmental Clearance Form and unanimously determined that this proposal is a "Type II or Exempt Action" under SEQR.
Mr. Colavito endorsed the Board's determination on the ECF. Ms. Lewis seconded.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Conference:
Preliminary Site Plan Approval
Section 60.7 Block 2 Lot 40, CB Zone
152 Bedford Road, Katonah
Owner/Applicant: Old Stone Hill LLC
(Consider revised preliminary site plan.)

Present:
Thomas McCrossan
Kevin P. Helmes, The Helmes Group, LLP

Mr. McCrossan reviewed the project for the Planning Board. He stated that they have received the Board of Health approval, relocated the handicapped space as requested and the plan was reviewed by the Katonah Fire Department. Mr. McCrossan will provide copies of the letter from the Katonah Fire Department as well as copies of the Easement Agreement.

Mr. Osterman asked how many square feet the space would be. Mr. McCrossan stated that the first floor would be 2200 square feet and the second floor would be 2,000 square feet; the attic space would be storage.

The Planning Board asked that the revised plans show where the cars would be in the basement as well as where the utilities would be located.

Mrs. Courtney-Batson proposed the following conditions for Preliminary Site Plan Approval.

1. Two plans shall be presented for Final Site Plan Approval: the first plan should show changes to the property owned only by the applicant; the second plan should show changes to the applicant's and the Town properties.
2. Landscaping shall be shown in detail on the plan.
3. The walkway shall be extended across the front of the building.
4. The layout of the basement shall be shown on the plan.
5. The Planning Board recommends that the applicant continue to pursue discussions with the Town about the use of the adjacent Town property.

Motion: A motion was made by Mrs. Lewis to approve this application for a special use permit for the home occupation with the conditions specified.
Motion seconded by Mr. Colavito.
The Board reviewed the Environmental Clearance Form and unanimously determined that this proposal is a "Type II or Exempt Action" under SEQR.
Mr. Sullivan endorsed the Board's determination on the ECF. Mrs. Lewis seconded.

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Conference:
Waiver of Site Plan Approval –
Addition to Existing Commercial Building
Section 60.11 Block 3 Lot 8, LI Zone
350 Adams Street, Bedford Hills
Owner: Sunrise Management Systems (Nick Soprano, Owner)
Applicant: RC Torre Construction Corp., Inc.
(Consider Waiver of Site Plan Approval.)

Present:
No representative present.

Mrs. Courtney-Batson stated that the Zoning Board of Appeals has granted the variance for coverage.

Motion: A motion was made by Mr. Sullivan to approve this application for a Waiver of Site Plan Approval for an addition to the existing commercial building.
Motion seconded by Mr. Colavito.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Conference:
Waiver of Site Plan Approval –
Alterations and Additions to the Lower School Campus
Section 83.9 Block 1 Lot 2, R-4A Zone
325 West Patent Road, Bedford
Owner/Applicant: Rippowam Cisqua School
(Consider amendment to approved final site plan.)

Present:
Kevin Daley, Director of Facilities, Rippowam Cisqua School

Mr. Daley discussed the plantings with the Planning Board.

Mrs. Courtney-Batson suggested the following conditions for approval:

1. Additional plantings for the corner of the property shall be added as directed by the Planning Board Planting Committee and the Director of Planning.
2. Care shall be taken during the installation of the fence to protect the root systems of the large trees

Motion: A motion was made by Mr. Sullivan to approve this application for an amendment to the Waiver of Site Plan Approval for alterations and additions to the lower school campus with the conditions specified.
Motion seconded by Mrs. Lewis.

The Board reviewed the Environmental Clearance Form and unanimously determined that this proposal is a "Type II or Exempt Action" under SEQR.
Mr. Sullivan endorsed the Board's determination on the ECF. Mr. Colavito seconded.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Conference:
Sketch Plan Review - Two Lot Subdivision
Section 84.8 Block 1 Lot 31, R-2A Zone
9 Indian Hill Road, Bedford
Owner: Edward Musal
Applicant: Kellard Sessions Consulting, P.C.
(Review sketch plan.)

Present:
David Sessions, RLA, AICP, Kellard Sessions Consulting, P.C.
Edward Musal, Owner

David Sessions described the property and the structures and presented the plan to the Planning Board. He stated that the Musal family has owned the property since 1942. He stated that in 1957, Mr. Musal's grandparents applied for a variance – it is a two acre parcel in a two acre zone – to subdivide and get an additional house. The variance was granted by the Zoning Board of Appeals and nothing has been done since 1957. The Musals are now pursuing the subdivision. There were two conditions of the variance granted. One was that the existing chicken coop be removed and the other is that the proposed property line be located along the existing driveway easement line which basically follows the edge of the existing driveway. Mr. Sessions said that the proposal is for lot one to be about 0.63 acres and lot two which would be about 1.37 acres. They would remove the old chicken coop, per the variance, and they would remove the garage, if need be. There is adequate area for a septic for a four bedroom house. The existing septic system for the existing house will be abandoned and a new system built. Mrs. Courtney-Batson said that they would check with the Town Attorney to verify the original variance.

Mrs. Courtney-Batson asked about the two wells shown on the plan. Mr. Sessions pointed to one of them and stated that it was to be abandoned and said that they propose two new wells.

Mr. Colavito had questions about the chain of title. He said that one of the earlier deeds talks about parties hereto agree that neither the reservoir nor pipes or mains leading therefrom are to be in anyway altered or interfered with by the party of the second part without the consent of the party of the first part. Mr. Colavito asked what this was about and if it was still relevant today. Neither Mr. Sessions nor Mr. Musal was familiar with it. Mr. Musal stated that when his grandfather owned the house they were getting water from that same reservoir and they drilled

the one well that is to be abandoned. To his *[Mr. Musal's]* knowledge, he stated that it is not relevant. Mrs. Courtney-Batson asked if there was any possibility that this is an easement that favors the lots to the right. She asked if they had any kind of water rights and where they were getting their water from. Mr. Sessions said that these lots have their own wells. Mr. Colavito said that they may need the consent of some parties, adjoining owners. Mr. Colavito said that it is not that clear because these are old instruments.

Mrs. Courtney-Batson asked about the common driveway and asked if the lots to the right have an easement and what kind of maintenance agreement there is. She asked who maintains the driveway. Mr. Musal stated that the driveway has been maintained by the people in the back who had it repaved several years ago. Mr. Osterman asked if there was a written easement that describes all of that. Mr. Musal stated that the only easement is the right of passage and there is nothing in the deeds stating who is to maintain the driveway.

Mrs. Courtney-Batson stated that the Planning Board should do a site visit to familiarize themselves with the area and what the issues might be. Mr. Osterman said he would discuss this with the Town Attorney.

Conference:
Special Use Permit – Cottage
Section 84.12 Block 2 Lot 7, R-1A Zone
189 Pound Ridge Road, Bedford
Owner/Applicant: Elizabeth Messinger
(Consider application for Special Use Permit.)

Present:
Elizabeth Messinger, Owner

Mrs. Courtney-Batson stated that the Zoning Board of Appeals granted two variances to the applicant. She stated that the permit granted by the Planning Board would be for a period of five years.

Motion: A motion was made by Mr. Sullivan to approve this application for a special use permit for the cottage for a period of five years with the conditions specified by the Zoning Board of Appeals.
Motion seconded by Mr. Colavito.

The Board reviewed the Environmental Clearance Form and unanimously determined that this proposal is a "Type II or Exempt Action" under SEQR.
Mr. Colavito endorsed the Board's determination on the ECF. Mr. Sullivan seconded.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Conference:
Waiver of Site Plan Approval – Outdoor Walk-In Cooler
Section 49.19 Block 2 Lot 21.1, CB Zone

84 Bedford Road, Katonah
Owner: City of New York – Department of Environmental Protection
Applicant: Community Center of Northern Westchester
(Consider Waiver of Site Plan Approval.)

Present:
Sherry Wolf, Director of Community Center of Northern Westchester

Ms. Wolf described the cooler and the use of the cooler. She stated that the cooler would be 9 feet by 11 feet – or smaller. The Planning Board discussed awnings, siding, landscaping and requirement for an inside panic bar for the cooler.

Mrs. Courtney-Batson suggested the following conditions for approval:

1. There shall be no storage on top of the walk-in cooler.
2. The walk-in cooler shall have a panic bar on the inside of the door.
3. The existing awning, or a replacement for it, shall be raised up higher and extended to cover the walk-in cooler.

Motion: A motion was made by Mr. Cacciato to approve this application for a special use permit for the home occupation with the conditions specified.
Motion seconded by Mr. Sullivan.

The Board reviewed the Environmental Clearance Form and unanimously determined that this proposal is a "Type II or Exempt Action" under SEQR.
Mr. Colavito endorsed the Board's determination on the ECF. Mrs. Lewis seconded.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None

Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato4
Nays: None

The next meeting will be on Tuesday, June 30, 2015 at 7:00 PM.

Mr. Colavito moved to close the meeting. Mrs. Lewis seconded the motion.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito, Cacciato
Nays: None
The meeting was adjourned at 10:20 PM.

Date these minutes were approved by the Planning Board: _____

Respectfully submitted,

_____ _____
Anne Paglia, Secretary Date
Town of Bedford Planning Board

Town of Bedford Planning Board

2nd Floor Conference Room
425 Cherry Street
Bedford Hills, New York 10507

Tuesday, June 30, 2015

Minutes

A meeting of the Planning Board was held on June 30, 2015, starting at 7:00 P.M., at 425 Cherry Street, Bedford Hills, New York. Present were Chairman Deirdre Courtney-Batson, Vice Chairman John Sullivan, Board Member William Colavito, Board Member Felix Cacciato and Board Member Diane Lewis, Town Counsel Joel Sachs, Planning Director Jeffrey Osterman and Secretary Anne Paglia. *[All Planning Board meetings are recorded. A CD copy of this recording may be obtained from the Planning Board Office.]*

Review Proposed CB (Central Business) and NB (Neighborhood Business) Zoning Amendment

Present:
Frank Fish, FAICP, BFJ Planning

Mrs. Courtney-Batson stated that there was only one item on the agenda and that is to write a memorandum to the Town Board about a proposed amendment to Chapter 125 of the Town Code of the Town of Bedford. This is an amendment to 125-29.7 Section B. It involves the change of limiting a single permitted use to a space of 4,000 square feet in area on the first floor rather than 7,500 square feet in are on the first floor. She then asked Mr. Fish from BFJ Planning to present his memorandum of June 29, 2015.

Mr. Fish then presented the memorandum of June 29, 2015.

At one point, Mr. Osterman stated that there are currently seven different commercial zones in the Town of Bedford and five of them permit retail uses. He said that they are now talking about two of those five: Central Business and Neighborhood Business. He stated that there are different standards for each of the areas. Mr. Fish stated that the two zones being discussed exist in hamlet areas.

Mr. Colavito stated that it was interesting that the businesses in these two areas have, over the years, adopted a limited use, both in their leased properties and in their own properties, which is significant. He stated that the proposed amendment will just confirm what people have done by themselves.

Mrs. Courtney-Batson brought up the example of the Country Willow store which started in the hamlet of Katonah and became a very successful furniture store. When they needed a larger store, they did not try to locate in one of the hamlet centers, but rather moved to a location on the Bypass. Mrs. Courtney-Batson said that the store they have now would not have fit into the character of the hamlet center, but it does fit into the character of Bedford.

Mrs. Lewis brought up the fact that these zones are adjacent to residential areas, without a buffer.

Mr. Sullivan stated that he thought the zoning works well and does not need to be tinkered with.

Mrs. Courtney-Batson asked Mr. Fish if there has been any detrimental effect on the businesses in the towns he used as examples in his memorandum. Mr. Fish stated that there was no discernible effect.

Mrs. Courtney-Batson then brought up the concern from some of the correspondence received about formula stores. She stated that it is clear from the history of Bedford and what they now propose that this is not about limiting the type of stores. She brought up the example of Dunkin Donuts which was just approved next door *[to 425 Cherry Street]*. She said that according to this amendment, as long as you are a small store, who owns you is irrelevant.

Mrs. Courtney-Batson stated that a letter was received from Firestein Management Inc. letter *[dated June 29, 2015]*. The Planning Board discussed the letter. Mrs. Courtney-Batson stated that the purpose of this amendment is to protect the community character, not the individual merchants. Mr. Colavito stated that the general comments already made have addressed the comments in Mr. Firestein's letter.

If there is a conflict between the character of the community and a particular store's corporate character, Mrs. Courtney-Batson stated that she feels that the store should go along with the town's community character and that any large chain that was willing to do so has been accepted in this town.

Mr. Sachs stated that he did not get an opportunity to fully review all the claims made by Mr. Alexander *[in the letter dated June 30, 2015]*. Mr. Sachs stated that the letter raises mostly legal issues and he will need to review the letter and the cases mentioned in the letter. Mr. Sachs said that the letter contained only one non-legal heading which is "The Site and CVS's Pending Application Is Consistent with the Character of Katonah," which is a planning issue. Mrs. Courtney-Batson then discussed changes in the hamlet of Katonah and how the Central Business Zone was expanded into an area which was once a Light Industrial Zone. She also related that the road going through Katonah was once Route 117, but has since been re-routed so that it does not go through Katonah.

Mr. Neil J. Alexander and Mr. Anthony F. Morando of Cuddy & Feder discussed their letter dated June 30, 2015 and presented their opinions of the effects the amendment would make on the town.

Mrs. Courtney-Batson said that the Planning Board is not planning for one store. The Planning Board is looking at a size limitation because they have looked at what the current character of the hamlets is, done the study of different sizes and realized if stores started coming in at 7500 square feet it would significantly change the character of the community.

Mrs. Courtney-Batson stated that the parts of the letter from Mr. Alexander and Mr. Morando that the Planning Board has not had time to review are the legal parts. The Planning Board has looked at the planning issues raised in this document and have reviewed them.

Mr. Sachs stated that the amendment was referred to Westchester County and Mr. Osterman, Director of Planning, has received a letter back from them saying that this amendment is a matter of local determination and the County has no objection.

Mr. Sullivan made a motion that the Planning Board should prepare a memo to the Town Board to support the reduction in size from 7,500 square feet to 4,000 square feet. Mrs. Lewis seconded the motion.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito
Nays: None

Mrs. Courtney-Batson suggested the following points to be included in the memo to the Town Board:

1. The Planning Board should state that they agree with the conclusions made by Frank Fish, FAICP, of BFJ Planning, dated June 29, 2015.
2. State that 98 per cent of the businesses within these districts in Katonah, Bedford Hills and Bedford Village fall under this amendment.
3. When compared to Mamaroneck, Sag Harbor and Bronxville, that this is actually fairly conservative. Their square footage limitations are actually tighter than ours.
4. The current economic vitality of the three hamlets and that we have a diversity of businesses should be stated.
5. In more than half of the business districts in the town there are no size restrictions.
6. Conformance with the Master Plan.
7. There has not been a demand for larger space.

Mrs. Courtney-Batson that recommended that the Planning Board write a memo to the Town Board that they propose the amendments to Sign Regulation of the Town Code as stated in the memorandum to the Town Board from Jeffrey Osterman, Director of Planning dated June 11, 2015.

Mr. Colavito made a motion to write the memo. Mrs. Lewis seconded the motion.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito

Nays: None

The next meeting of the Planning Board will be on July 14, 2015.

Mr. Colavito moved to close the meeting; Mr. Cacciato seconded the motion.
Vote: Ayes: Courtney-Batson, Lewis, Sullivan, Colavito
Nays: None
The meeting was adjourned at 9:20 PM.

Date these minutes were approved by the Planning Board: _____

Respectfully submitted,

_____ _____
Anne Paglia, Secretary Date
Town of Bedford Planning Board