

MEMORANDUM

To: Gary Reetz, Chairman, and the Village of Bronxville Planning Board

Date: July 7, 2021

Subject: **Gramatan Court Parking Lot Renovation – 25 Sagamore Road – Site Development Application**

As requested, we have reviewed a Site Development Application form dated 5/8/21; Part 1 of a Short Environmental Assessment Form (EAF) dated 4/23/21; a Site Distance Analysis prepared by Provident Design Engineering, dated 6/29/21; and a set of plans generally entitled, "Gramatan Court Parking Lot Renovation," prepared by Peter Gisolfi Associates, LLP, dated 6/30/21.

Project Description

The Applicant is proposing a renovation to the existing 32-space parking lot to a 34-space parking lot. The redesign will result in a 1,900 square foot reduction in impervious surface on the site, the relocation of 2 curbs cuts, and the installation of a new sidewalk, landscaping and other site features. The site is located in the Residence C zoning district.

Review Comments

1. Site Design. As discussed with the Applicant at the June 4, 2021 site meeting, an alternative layout should be provided for the Board's review that locates the enclosure towards the center of the parking lot. Based on the review of the revised plan, the trash enclosure has been relocated to the parking area along the northern property line. The proposed location is not as discussed at the site meeting. In addition, the proposed location would require a variance. We continue to recommend that the trash enclosure be located towards the center of the parking lot to reduce impacts to neighboring properties.
2. Site Access Drive Stopping Sight Distance (SSD). In the review of the letter dated June 29, 2021 from the Applicant's Traffic Consultant, Provident Design Engineering, it provides an assessment of available and required Stopping Sight Distance (SSD) at the two existing site access drives to Kensington Road. The Applicant followed standards provided in the publication entitled "A Policy on Geometric Design of Highways and Streets," 7th Edition, published by the American Association of State Highway Transportation Officials (AASHTO).

The Applicant conducted an appropriate speed measurement analysis along the site frontage and determined that the 85th percentile speed of motorists traveling northbound

and southbound were found to 26 and 28 miles per hour, respectively. Therefore, the Applicant indicated that a 30 mile per hour design speed should be used in the analysis to determine the appropriate SSD. We agree with the use of the 30 mile per hour speed to determine the required SSD and available SSD. However, the Applicant should provide a summary of the actual speed data collection, for example, number of samples, time of day and date.

Based on the use of the 30 mile per hour speed to determine SSD the Applicant indicated that 200 feet would be required. We agree with the use of the 200 feet; however, in calculating SSD typically the grade of the roadway approach in each direction should be included to determine if there is a need for an appropriate adjustment. From the north there is a down grade, which may require an increase in the SSD from 200 feet. For motorists traveling from the south, the road is generally flat; however, there is a slight down grade on the approach to the existing driveways. The Applicant should check this in the field and determine if any adjustments are needed to the 200-foot SSD used in the analysis for the existing site driveways.

The Applicant also indicates that it would be appropriate to assume the driver's eye height at the driveway exit could be eight feet back, based on the estimate of the driver is sitting eight feet behind the front bumper of the vehicle. We agree with this estimate; however, typically the SSD calculation would actually be for a motorist in the travel lane when exiting the site driveway and looking in each direction and for a motorist traveling northbound or southbound on Kensington Road. Therefore, the analysis prepared by the Applicant is conservative in assuming the SSD is measured from a point eight feet back from the travel lane. Also, the analysis assumes that the eye height of a motorist traveling on Kensington Road is 3.5 feet above the pavement, which we agree with; however, we typically use an object height of 2.0 feet at the point of the driveway intersecting with the travel lane.

For purposes of completing this SSD we accept the use of the 3.5-foot height of the eye of the motorist approaching the driveway, as well as the eye height of 3.5 feet of the motorist exiting the driveway. It will not change the results of this analysis.

The Applicant provides in a table format results of the measured sight distance at different points. The SSD for motorists traveling and turning left into any one of the driveways is acceptable based on our field observations and no additional analyses are necessary. However, we believe it is appropriate for the Applicant to provide an actual to-scale SSD measurement (in plan format) for each driveway for existing movements along Kensington Road. The provision of this SSD will ensure that all landscaping and, where appropriate, on-street parking spaces or parking spaces within the parking lots will not block needed SSD.

We look forward to discussing this project with you.

Sarah L. Brown, AICP
Senior Planner

Michael A. Galante
Director of Traffic

cc: Paul Taft, Building Inspector

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