



NORTH 60

ATTACHMENT 5

**OTHER DEVELOPMENT TRAFFIC
INFORMATION**

C2. YEAR 2024 NO-BUILD TRAFFIC VOLUMES

(Figures No. 4A, B, C, D through 9A, B, C, D)

For the purpose of analysis, a Design Year of 2024 has been utilized in the completing the Phase 1 Traffic Analysis.

Based on a review of New York State Department of Transportation (NYSDOT) historical traffic volume data for the NYS Route 9A, NYS Route 100 and NYS Route 100C corridor, there has been minimal growth in traffic volumes in the area. A copy of the NYSDOT historical count data is contained in Appendix P. This study utilizes a growth rate of 0.25% per year. This would equal 5% over the 20-year period. However, to provide a conservative analysis, this 5% growth was assumed to occur over the first 5 years (2024), thus the Year 2019 Existing Traffic Volumes were increased by this 5% to account for general background traffic volume growth and other minor developments in the area. The resulting Year 2024 Projected Traffic Volumes are shown on Figures No. 4A, 4B, 4C, 4D and 5A, 5B, 5C, 5D for each of the Peak Hours, respectively (Appendix C).

In addition, traffic for the following approved developments in the area were included in the background traffic volume to obtain the Year 2024 No-Build Traffic Volumes.

- Loop Road Holdings (Regeneron Expansion) – Greenburg – Phase 1/Phase 2¹
- Landmark at Eastview South Campus - Greenburg – Phase 1¹
- Landmark at Eastview North Campus Mt. Pleasant – Phase 1/Phase 2¹
- WMC Health - Mt. Pleasant²

The anticipated traffic from the above other development^{1 2} volumes were assigned to the roadway network based on the anticipated traffic patterns^{1 2} and the resulting Total Other Development Traffic Volumes are shown on Figures No. 6A, 6B, 6C, 6D and 7A, 7B, 7C, 7D for each of the Peak Hours, respectively. [Appendix D contains the individual other development traffic volumes used in Phase 1].

The Other Development Traffic Volumes (Figures No. 6A, 6B, 6C, 6D and 7A, 7B, 7C, 7D) were then added to the Year 2024 Projected Traffic Volumes (Figures No. 4A, 4B, 4C, 4D and 5A, 5B, 5C, 5D) resulting in the Year 2024 No-Build Traffic Volumes as shown on Figures No. 8A, 8B, 8C, 8D and 9A, 9B, 9C, 9D for each of the Peak Hours, respectively (Appendix C).

¹ As contained in the Loop Road Holdings DEIS/FEIS

² Assumes Existing Medical Building ½ occupied

REGENERON



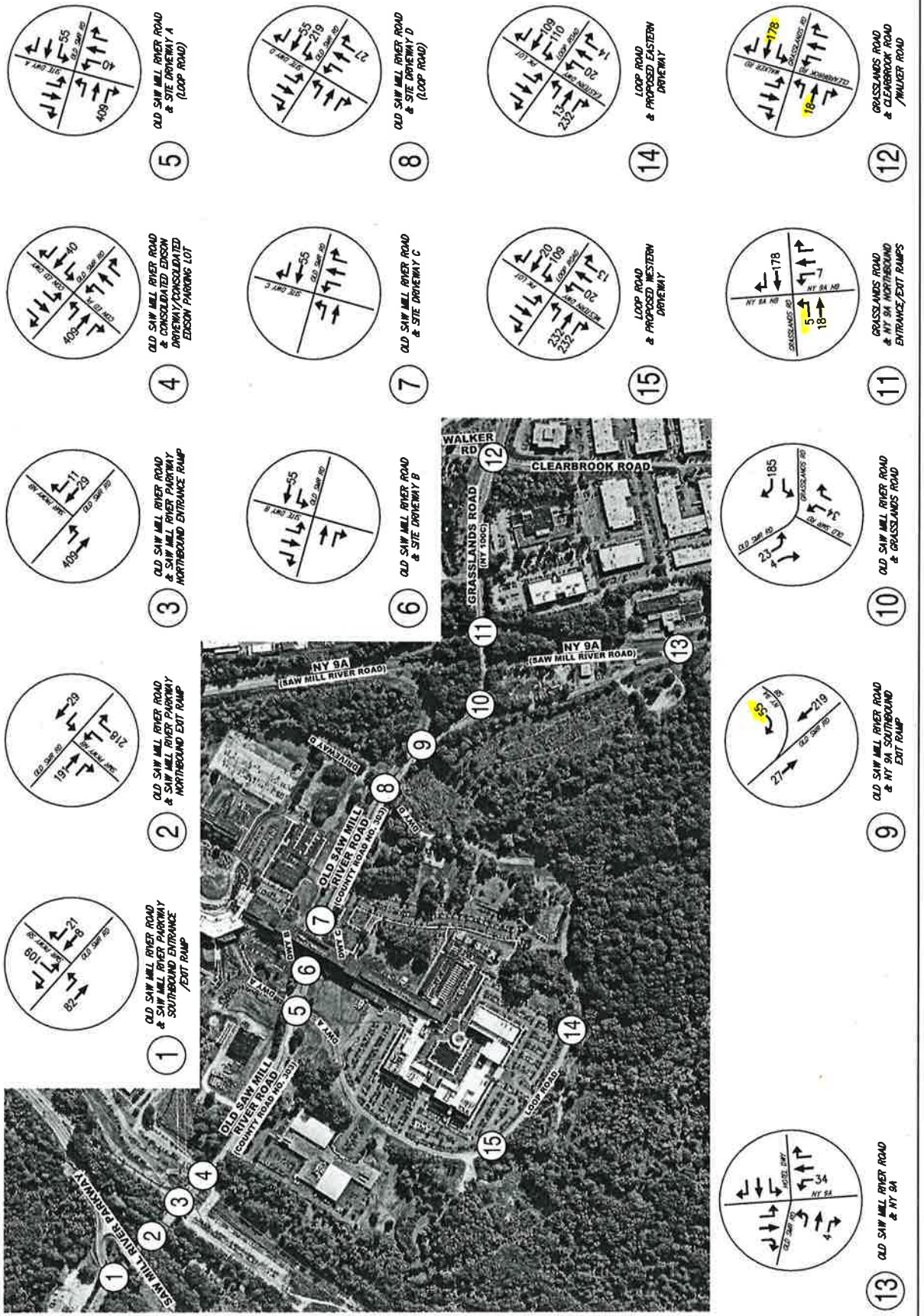
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DATE: 12/20/16
JMC PROJECT: 16120
SCALE: 1" = 500'

2023 PHASE 2 PRIMARY TRIP VOLUMES

LOOP ROAD HOLDINGS



* INCLUDES PHASE 1

16120-TRAFIC-FIG.dwg, TRAFIC-FIG.tbl, Traffic Figs.sct
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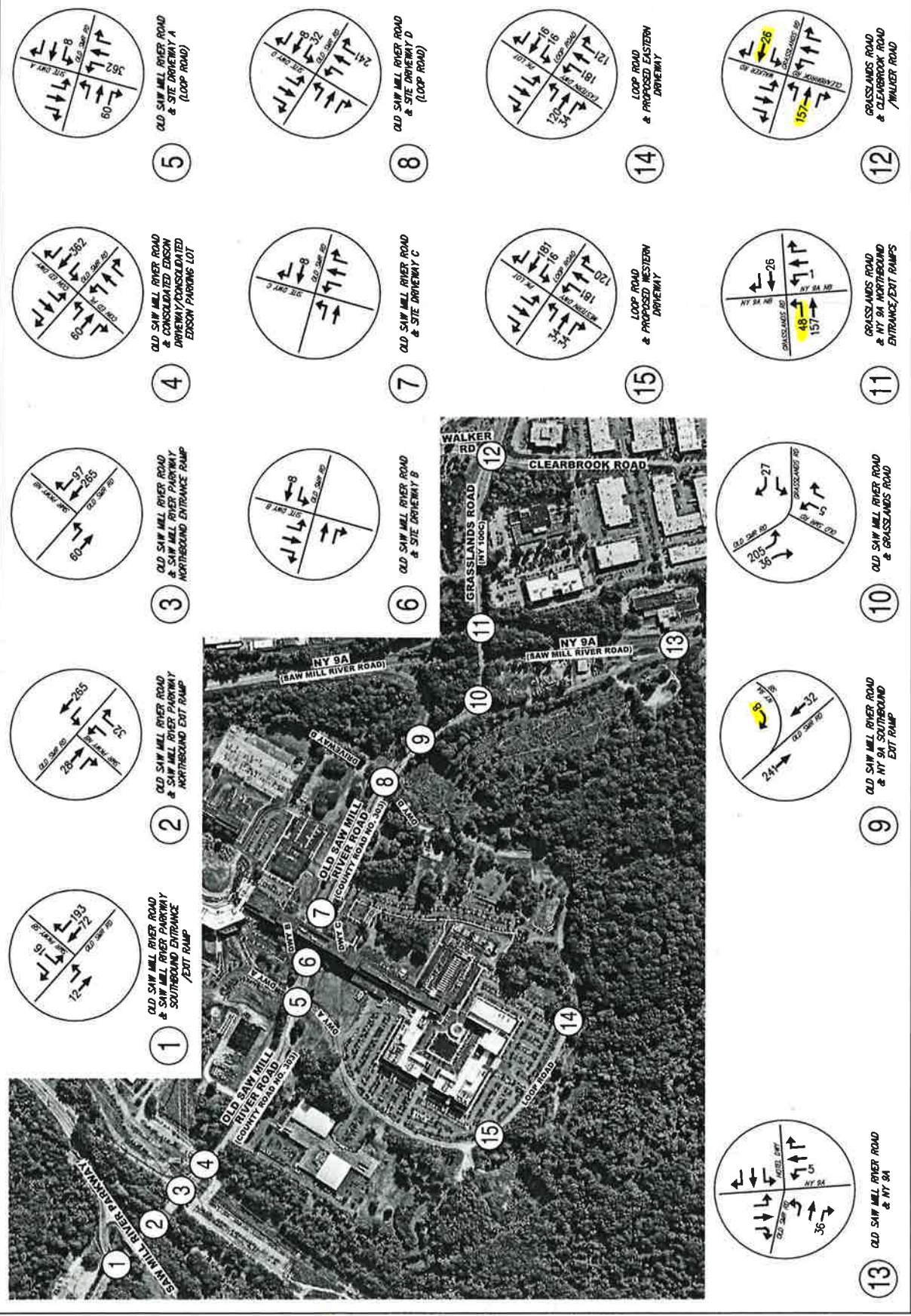
REGENERON



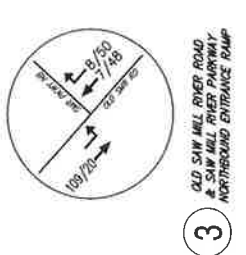
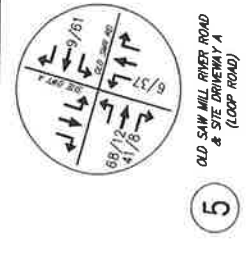
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DATE: 12/20/16
SCALE: 1" = 500'
JMC PROJECT: 16120
2023 PHASE 2 PRIMARY TRIP VOLUMES
PEAK WEEKDAY PM HOUR
GREENBURGH, NY 10523
555 SAW MILL RIVER ROAD
LOOP ROAD HOLDINGS



* INCLUDES PHASE 1



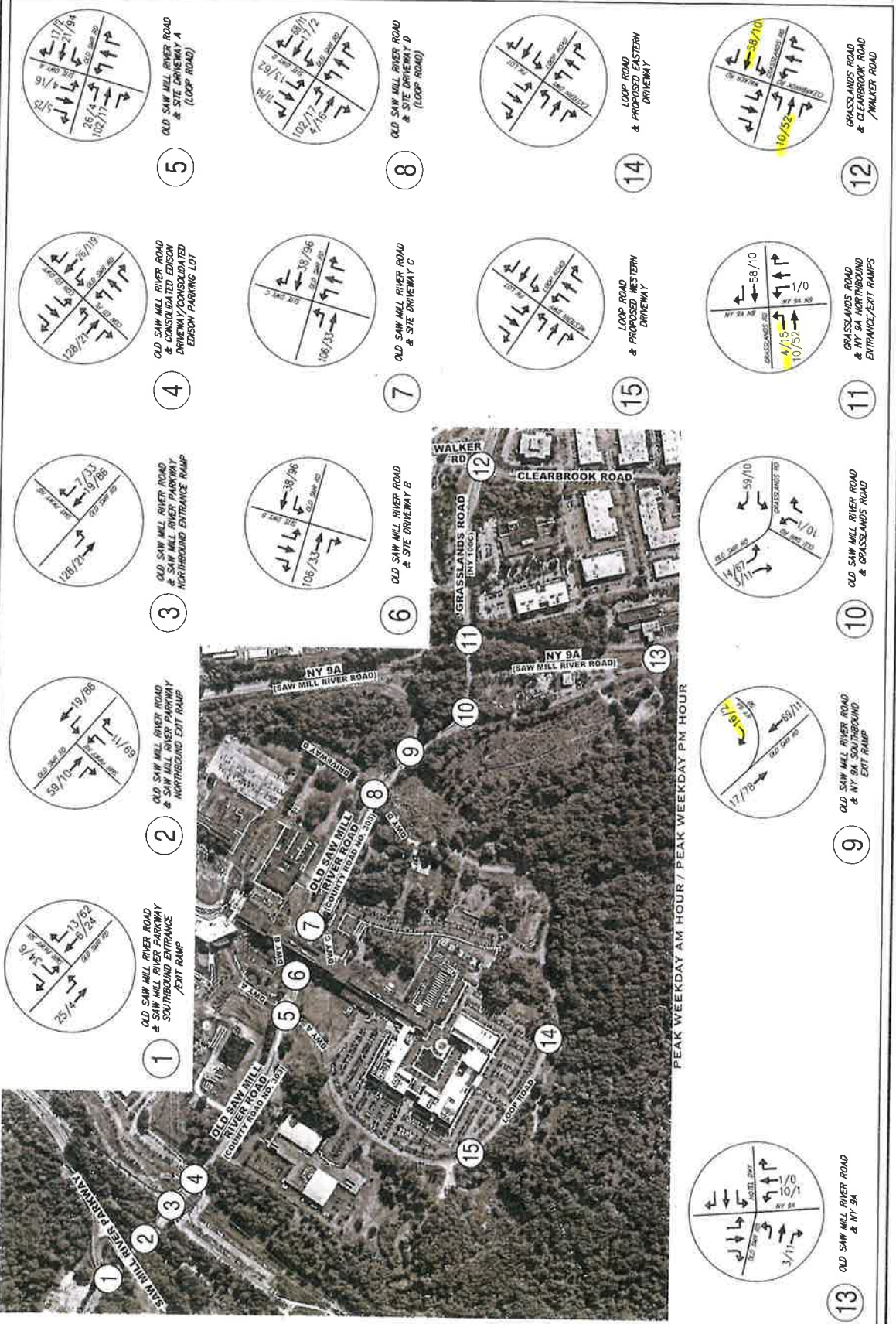


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DATE: 12/20/16
FIGURE: 20
SCALE: 1" = 500'
JMC PROJECT: 16120
GREENBURGH, NY 10523
2023 PHASE 2 OTHER DEVELOPMENT VOLUMES
LANDMARK AT EASTVIEW NORTH CAMPUS (MT PLEASANT DEVELOPMENT)
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LOOP ROAD HOLDINGS



PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR

16120-TRAFFIC-TIC.dwg, TRAFFIC-TICS.tbl, Traffic Tics.sct

TABLE A

WESTCHESTER MEICAL CENTER (WMC HEALTH)

**HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES**

WMC HEALTH	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
NEW MEDICAL BUILDING 256,000 S.F.			
WEEKDAY PEAK AM HOUR	189	50	239
WEEKDAY PEAK PM HOUR	82	210	292
AT THE TIME OF THE TIS APPROXIMATELY 1/2 UNOCCUPIED			
WEEKDAY PEAK AM HOUR	95	25	120
WEEKDAY PEAK PM HOUR	41	105	146

BASED ON INFORMATION PROVIDED BY PDE
AT THE TIME OF THE TRAFFIC STUDY APPROXIMATELY HALF OF THE NEW BUILDING WAS UNOCCUPIED

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 20A, 20B, 20C, 20D and 21A, 21B, 21C, 21D for the Residential (Commercial) development, Figures No. 22A, 22B, 22C, 22D and 23A, 23B, 23C, 23D for the Medical/Bio Tech Research development, and Figures No. 24A, 24B, 24C, 24D and 25A, 25B, 25C, 25D for the Hotel (Appendix C).

The resulting site generated traffic volumes were then added to the Year 2024 No-Build Traffic Volumes to obtain the Year 2024 Build Traffic Volumes for Phase 1. The resulting Year 2024 Build Traffic Volumes – Phase 1 are shown on Figures No. 26A, 26B, 26C, 26D and 27A, 27B, 27C, 27D for each of the peak hours, respectively (Appendix C).

C5. MASTER DEVELOPMENT PLAN (PHASE 2)

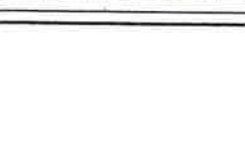
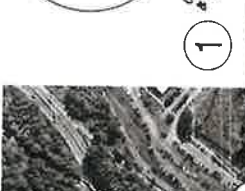
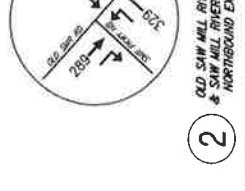
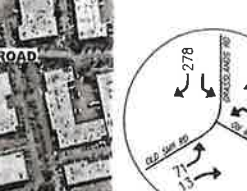
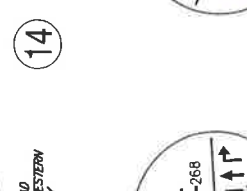
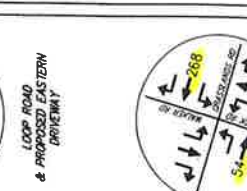
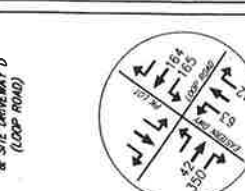
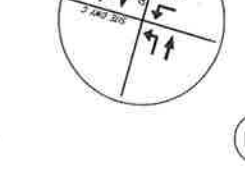
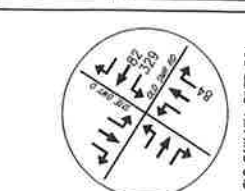
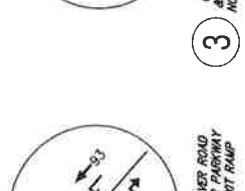
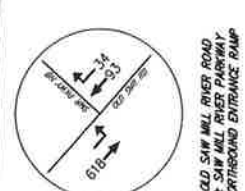
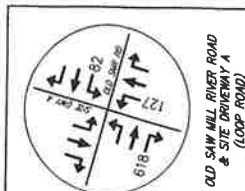
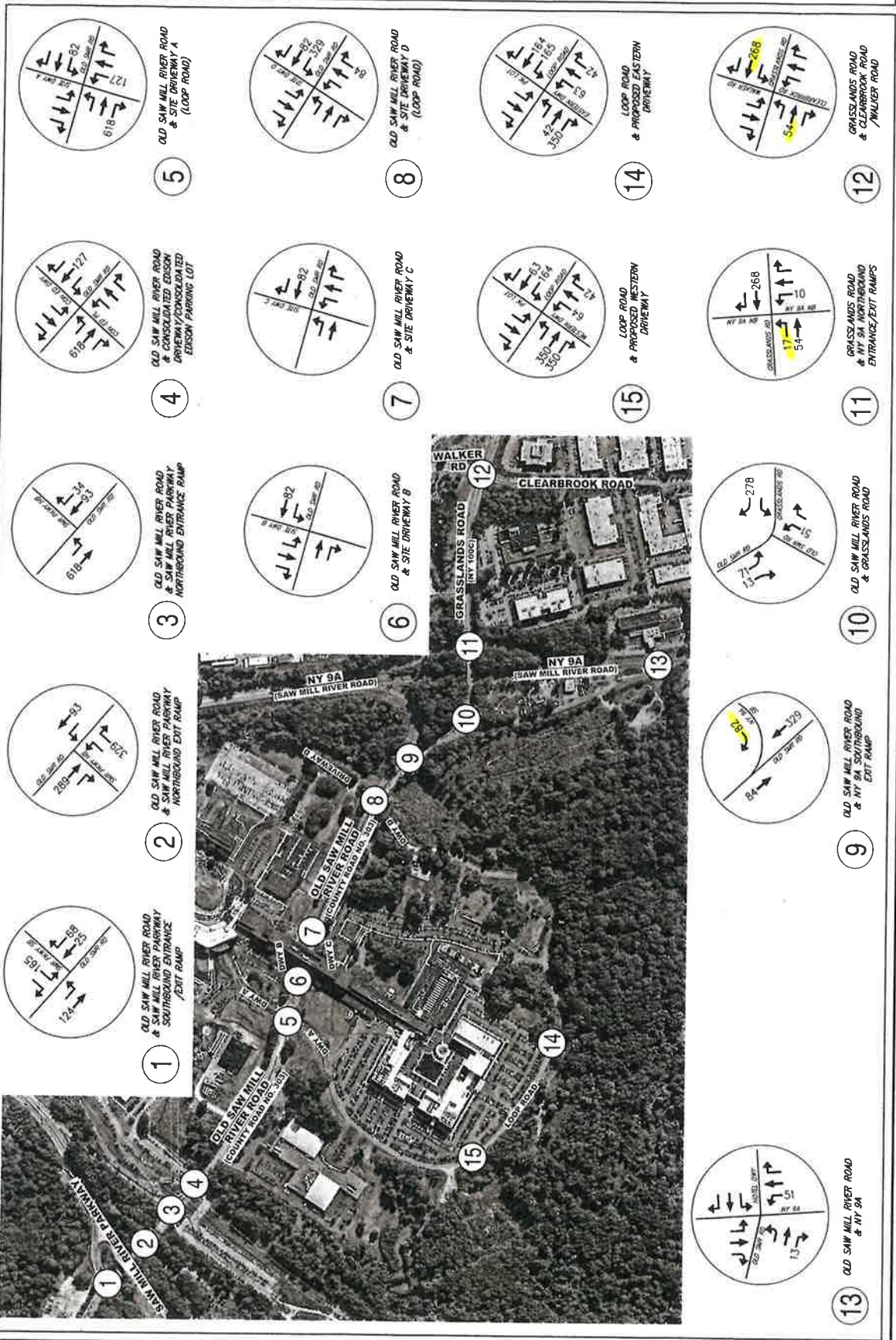
Following the same methodology outlined in Sections C1 through C4, the Master Plan Development Plan traffic volumes were developed as outlined below. (Appendix F contains the Phase 2 Traffic Volume Figures.)

For the purpose of analysis, a Design Year of 2039 has been utilized in the completing the Phase 2 Traffic Analysis. As discussed in Section C2, there has been minimal growth in traffic volumes in the area. For the 20-year projections, the Year 2019 Existing Traffic Volumes were increased by a growth factor of 5%. The resulting Year 2039 Projected Traffic Volumes are shown on Figures No. 28A, 28, 28C, 28D and 29A, 29B, 29C, 29D for each of the Peak Hours, respectively. In addition, traffic for the following other approved developments in the area were included in the background traffic volume to obtain the Year 2039 No-Build Traffic Volumes.

- Loop Road Holdings (Regeneron Expansion) – Greenburg – Phase 1/2/ 3³
- Landmark at Eastview South Campus - Greenburg – Phase 1³
- Landmark at Eastview North Campus Mt. Pleasant – Phase 1/2/3³
- WMC Health - Mt. Pleasant⁴

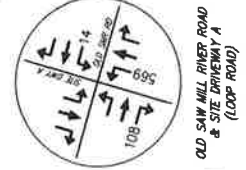
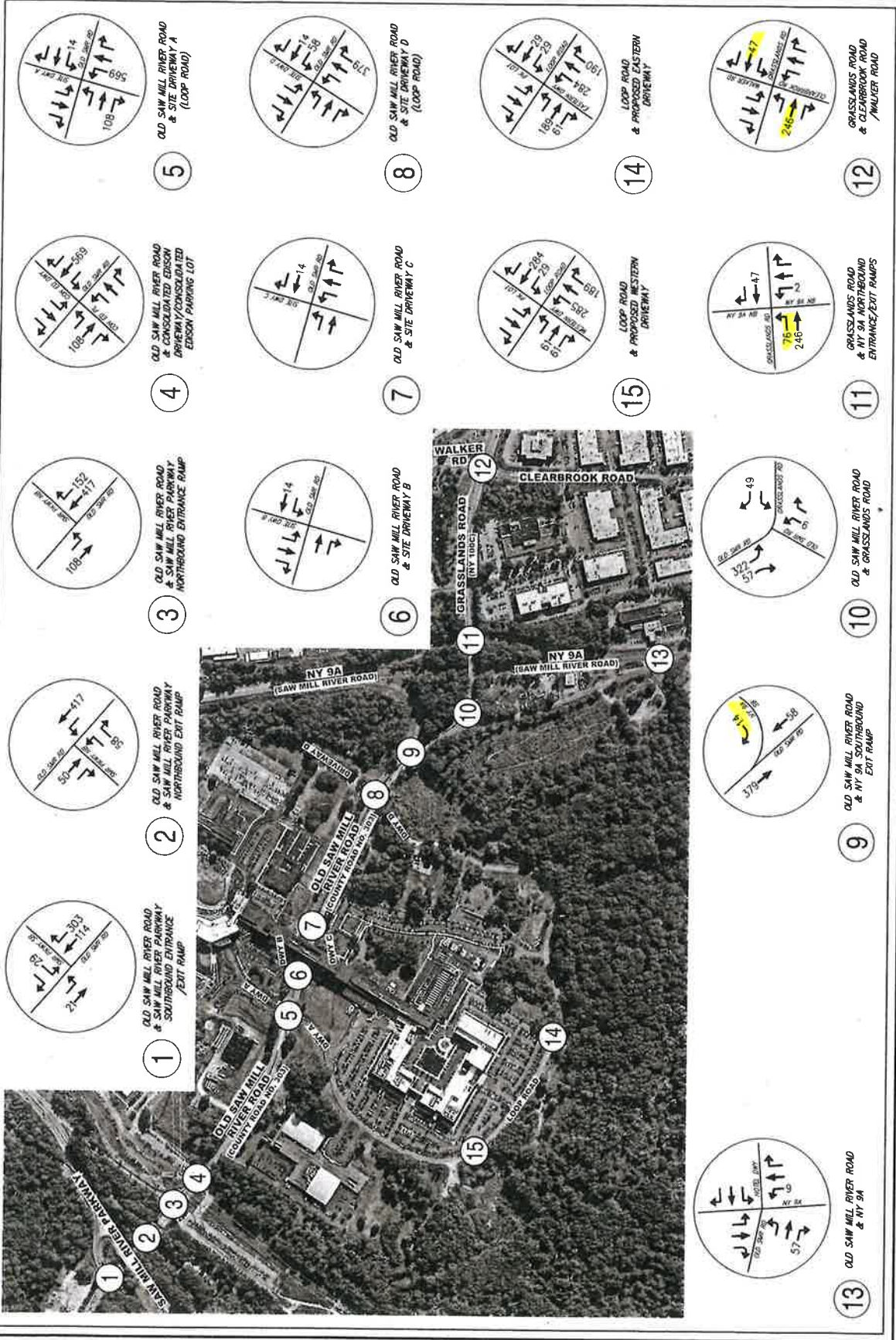
³ As contained in the Loop Road Holdings DEIS/FEIS

⁴ Assumes Existing Medical Building ½ occupied

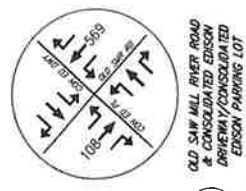




SCALE: 1" = 500'
 JMC PROJECT: 16120
 GREENBURGH, NY 10523



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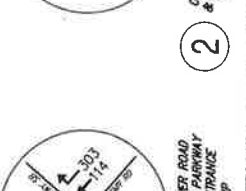
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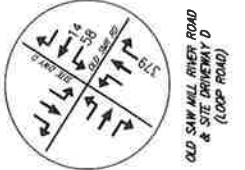
3 OLD SAW MILL RIVER ROAD & SAW MILL RIVER ROAD NORTHBOUND ENTRANCE RAMP



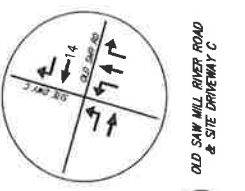
4 OLD SAW MILL RIVER ROAD & SAW MILL RIVER PARKWAY SOUTHBOUND ENTRANCE/EXIT RAMP



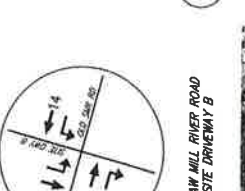
5 OLD SAW MILL RIVER ROAD & SAW MILL RIVER PARKWAY SOUTHBOUND ENTRANCE/EXIT RAMP



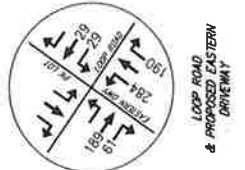
6 OLD SAW MILL RIVER ROAD & SITE DRIVEWAY D (LOOP ROAD)



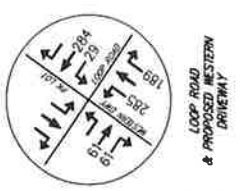
7 OLD SAW MILL RIVER ROAD & SITE DRIVEWAY C



8 OLD SAW MILL RIVER ROAD & SITE DRIVEWAY B



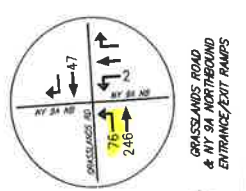
9 LOOP ROAD & PROPOSED EASTERN DRIVEWAY



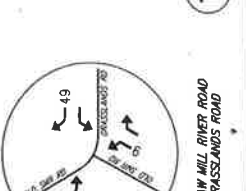
10 LOOP ROAD & PROPOSED WESTERN DRIVEWAY



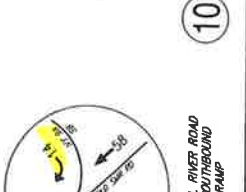
11 GRASSLANDS ROAD & NY 9A NORTHBOUND ENTRANCE/EXIT RAMP



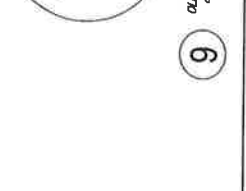
12 OLD SAW MILL RIVER ROAD & NY 9A SOUTHBOUND EXIT RAMP



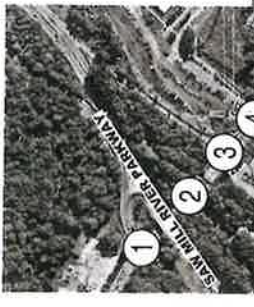
13 OLD SAW MILL RIVER ROAD & NY 9A



14 OLD SAW MILL RIVER ROAD & NY 9A



15 OLD SAW MILL RIVER ROAD & NY 9A



16 OLD SAW MILL RIVER ROAD & NY 9A

