



FERRANDINO & ASSOCIATES INC.
PLANNING AND DEVELOPMENT CONSULTANTS

MEMORANDUM

To: Hon. Mayor Wray
Village of Sleepy Hollow Board of Trustees

From: Vince Ferrandino, AICP, Principal
Stephan A. Maffia, P.E., Senior Associate

Date: March 6, 2013

Re: Open Door Family Medical Center
Request for Area Variances

As you may recall, Ferrandino & Associates' Vince Ferrandino and Stephan Maffia attended the Village Board's work session last night. We listened to the presentation by the Applicant's representatives and the questions and comments of the Trustees. The purpose of this Memo is to provide the Board with some clarifications regarding some of the issues that were discussed at the work session. They are as follows:

1. Travel Mode – Walking vs. Driving – In the last few weeks, the Applicant was asked on several occasions to identify their expected patient service area. While they have indicated that it would be the same as the existing service area, they have not provided additional requested information regarding the size of the population in the existing service area and whether they are already serving that population.

We cannot emphasize enough the importance of the Applicant providing appropriate numbers in this regard.

If the expected service area is indeed going to be the same as the current one, then the predictions made by Adler Consulting (the Applicant's traffic engineer) could be considered acceptable. If not, then all of the predictions regarding walking trips, vehicle trips and parking demands will be in error. The Applicant's attorney mentioned a population of 9,000 in the Sleepy Hollow/Tarrytown zip code. However, the service area can be matched with Sleepy Hollow by using census tract information for a more accurate estimate. Also, the Applicant has not provided information that quantifies how many people within the existing service area are current patients of Open Door. This data can be provided without compromising the patients' privacy.

For example, the 2010 Census indicates that the Village had a total population of 9,870 of which 5,038 were Hispanic or Latino. Furthermore, population information is available by census tract; in this case, Tract 116 would cover the area that we believe best

represents Open Door's existing patient service area.

2. Crossing Guard – Mr. Adler's comments regarding the offer by Open Door to pay for a crossing guard at the North Broadway crossing near the proposed site were generally appropriate. The crossing guard shall not interfere with traffic flows on North Broadway (US Route 9) – a State highway under the jurisdiction of the New York State Department of Transportation (DOT). The guard's function would be simply to assist pedestrians in crossing North Broadway using the existing signal equipment – i.e. the push-buttons and pedestrian signal heads at both ends of the crosswalk.

However, we believe that his comments to the Board regarding the policy of the DOT regarding a crossing guard to be somewhat incomplete. We believe that the nature of the phone conversation Mr. Adler had with a DOT representative was unofficial. And, while unofficially the DOT may defer to the local municipality with regard to the need for and placement of a crossing guard, the State should be formally contacted by either the Applicant or the Village (or both). The purpose of this contact is to notify the DOT of the intended placement of a crossing guard and to request feedback from the Department. In our experience, any work or placement of a traffic control "device" in the State right-of-way must be done with the prior knowledge and approval of the DOT.

3. Parking Supply Area (PSA) – Mr. Adler's comments regarding the ¼ mile radius used in his studies as well as the assumed walking speed overstate a more reasonable reality. As we have stated in our previous Memo to the Zoning Board, the use of a ¼ mile radius, with the proposed site at the center includes parking spaces that should not be included in a practical PSA since the actual walking distances from the outer reaches of that radius would exceed 1,320 feet. We believe that a maximum walking distance of 1,200 feet – or about an eight (8) minute walk at an average walking speed of 2.5 feet/second – to be a more acceptable basis. Mr. Adler's contention that 3.5 to 4.0 feet/second is a better assumption simply ignores the fact that the entire walking trip is made up of segments that include walking as well as stopping. For example, a person walking on Beekman Avenue towards the proposed Open Door site would stop or pause for a moment before crossing intervening streets such as North Washington Street and Lawrence Avenue. Also, the nature and purpose of the trip must be considered. Trips to a family medical center will be made by a broad spectrum of patients including parents with small children, the elderly and people with physical injuries that may hamper their mobility.

In summary, a 3.5 feet/second walking speed should be considered an ideal value – a starting point that is adjusted by the factors noted above. Accounting for those factors resulted in a more reasonable average walking speed of 2.5 feet/second. Applying that walking speed to our estimated maximum walking distance of 1,200 feet gave us the eight (8) minute walk – a reasonable time for patients who would park in the area of Open Door then walk to the facility. One of the references that we used in our evaluation was an article titled "*How Far Should Parkers Have to Walk?*", published by parking experts Walker Parking Consultants/Engineers. In that article, under average, outdoor, uncovered conditions, a maximum walking distance of 1,200 feet is cited.

4. Shuttle Service – The Applicant's commented that a written agreement with Phelps Hospital is in progress. That comment is responsive to our previous review. The agreement should contain language that indicates that the 40 parking spaces in the Phelps garage will be available to the Open Door shuttle service for as long as the facility is in operation. We have already commented that a drop-off/pick-up service could be accommodated in the Beekman Lot and provided illustrations of where that service

could be staged. However, the Applicant has not provided their plan for locating the “Stop” within the Lot, and we expect that that information will be combined with the submission of the completed Phelps agreement.