

APPENDIX B

Correspondence

**TIM
MILLER
ASSOCIATES, INC.**

10 North Street, Cold Spring, NY 10516 (845) 265-4400 265-4418 fax www.timmillerassociates.com

March 25, 2010

Mr. Brian M. O'Rourke, P.E., Director
City of Yonkers Division of Traffic Engineering
40 South Broadway
Yonkers, New York 10701-3872

Re: Buena Vista Teutonia Development Modal Split and Trip Generation Rates

Dear Mr. O'Rourke:

The final SEQRA scoping document for the Buena Vista Teutonia residential development requires the City's concurrence on modal split and vehicular trip generation rates for purposes of conducting a traffic impact analysis. In addition, we have provided an estimate of the a.m. peak hour person trips for purposes of evaluating the effect of the project on mass transit. We propose to utilize the following rates and modal split:

Vehicle Trip Generation Rate

1. a.m. peak hour trip rate of 0.14 vehicles per dwelling unit
2. p.m. peak hour trip rate of 0.16 vehicles per dwelling unit

Modal Split

3. a.m. peak hour modal split - 44 percent person trips by auto and 56 percent by non-auto
4. p.m. peak hour modal split - 50 percent person trips by auto and 50 percent by non-auto

Person Trips

5. a.m. peak hour person trip rate of 0.348 trips per unit

A recent parking study was completed for Hudson Park¹, an apartment project that is proximate to the Yonkers Railroad Station and near the proposed Buena Vista Teutonia project. Hudson Park is comparable to the proposed Buena Vista Teutonia development, i.e., both projects are high rise rental apartment buildings in close proximity to the Yonkers train station.

Hudson Park is located on the west side of the Metro North railroad right-of-way. Direct pedestrian access is available to the railroad station from Main Street. The Hudson Park study surveys were completed between September and November of 2008. At that time,

¹ BFJ Planning, Hudson Park Parking Study Final report, New York, New York, June 2009.

Hudson Park consisted of two residential apartment buildings, the Clermont and the Phoenix.

A total of 89 households responded to the Hudson Park survey. Of those that responded, 44 percent commuted by private vehicle and 56 percent did not commute by private vehicle. The percentage of commuters that used private vehicles is similar to data for the three census tracts (Attachment A Figure A-1) in the project vicinity as shown in Table 1.

Vehicular trip generation rates were 0.14 trips per dwelling unit in the a.m. peak hour and 0.16² trips per dwelling unit in the p.m. peak hour. These rates are lower than the Institute of Transportation Engineers high rise apartment (Land Use Code 222) trip generation peak hour rates by about 50 percent. Specifically, ITE trip generation rates are 0.30 for the a.m. peak hour and 0.37 for the p.m. peak hour.

Table 1 Percentage of Commuter Trips by Car				
Data Set	Hudson Park Study ¹	Data By Census Tract ²		
Census Tract		1.03	3.00	4.01
Dwelling units	250 ³	1790	1550	1307
Percentage of morning commuter trips by car, truck, or van (private vehicle)	44%	44.3%	49.6%	44.6%
¹ BFJ Planning, Hudson Park Parking Study Final report, New York, New York, June 2009.				
² US Census Bureau, Census 2000, summary File 4 Matrices HCT2 and PCT55, 2000.				
³ Occupied units				

Based on a review of 2000 census data for three census tracts in the project vicinity, approximately 0.348 person trips per dwelling unit occurred in the a.m. peak hour as shown in Table 2. This is slightly higher than the 0.30 a.m. rate from Trip Generation³ whose surveys are of vehicle trips, not person trips.

Table 2 Trip Rate All Modes			
Data Set	Data By Census Tract ¹		
Census Tract	1.03	3.00	4.01
Dwelling units	1790	1550	1307
Person trip rate all modes (a.m. peak hour)	0.308	0.349	0.400
	weighted 0.348		
¹ US Census Bureau, <i>Census 2000</i> , summary File 4 Matrix HCT2, 2000.			

² BFJ Planning, Hudson Park Parking Study Final report, New York, New York, June 2009.

³ Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008.

The Hudson Park vehicle trip generation rates are comparable to the rates for the three census tracts and identical to the combined rate for the three tracts. Census data⁴ demonstrate a combined a.m. peak hour vehicle trip rate of 0.140 vehicles per dwelling unit as shown in Table 3. This is the same as the 0.14 a.m. peak hour vehicle trip rate for Hudson Park, but lower than the ITE vehicle trip rate of 0.30 for the a.m. peak hour. The difference between the ITE rate and the Census/Hudson Park a.m. peak hour rate may result from the greater mode choice and extended peak commuting times in the greater New York City metropolitan area.

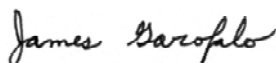
Table 3 Vehicle Trip Rates					
Data Set	Hudson Park Study ¹	ITE ²	Data By Census Tract ³		
Census Tract			1.03	3.00	4.01
Dwelling units	250 ⁴	420 ⁵	1,790	1,550	1,307
Vehicle trip rate (a.m. peak hour)			0.117	0.154	0.154
Vehicle trip rate (a.m. peak hour)	0.14	0.30	0.140 ⁶		
¹ BFJ Planning, "Hudson Park Parking Study Final Report", New York, New York, June 2009.					
² Institute of Transportation Engineers, <u>Trip Generation</u> , 8th Edition, 2008.					
³ US Census Bureau, <i>Census 2000</i> , summary File 4 Matrix HCT2, 2000,					
⁴ Occupied dwelling units.					
⁵ Median size based on 78 studies in the a.m. peak hour of network traffic for all units not just occupied units.					
⁶ All tracts weighted.					

A more auto-oriented modal split is anticipated in the p.m. peak hour due to an increase in the number of shopping and other non-work to home trips made during this time period. The p.m. peak hour 50:50 modal split was projected using the same trip generation rate as the a.m. peak hour (0.348 person trips per dwelling unit) for the three census tracts and adjusting for the proportionate increase in vehicle trips in the p.m. period as noted in the Hudson Park analysis (0.16 trips per unit versus 0.14 trips per unit).

Additional data and tables are included in Attachment A for background information.

Please advise if you concur with the above.

Sincerely,



James A. Garofalo, AICP, PTP
 Director, Transportation Division
 TIM MILLER ASSOCIATES, INC.

⁴ US Census Bureau, *Census 2000*, summary File 4.

ATTACHMENT A
Background Information

ATTACHMENT A

The Hudson Park residential development is comparable to the proposed Buena Vista Teutonia residential project. The nearest three census tracts to the project site have also been reviewed for this analysis, as shown in Figure A-1. These census tracts encompass or are proximate to the project site and the Yonkers train station. The majority of housing in the tracts are rental dwelling units (see Table A-1). Together the three census tracts represent a sample size of 4,647 dwelling units.

Table A-1 Residential Data					
Data Set	Hudson Park Study ¹	ITE ²	Data By Census Tract ³		
Census Tract			1.03	3.00	4.01
Dwelling Units	250 ⁵	420 ⁴	1,790	1,550	1,307
Rental Units	250	420 ⁴	1,663	1,494	1,157
Percent Renters	100%	100%	93%	96%	89%
¹ BFJ Planning, "Hudson Park Parking Study Final Report", New York, New York, June 2009.					
² Institute of Transportation Engineers, <u>Trip Generation</u> , 8th Edition, 2008.					
³ US Census Bureau, <i>Census 2000</i> , summary File 4 Matrix HCT2, 2000.					
⁴ Median size based on 78 studies in the a.m. peak hour of network traffic for all units not just occupied units.					
⁵ Occupied dwelling units.					

The following steps were taken to determine the a.m. peak hour vehicle trip generation rate for the census tracts:

1. Determine the trip rate for all modes in the a.m. peak hour (Table A-2).
2. Determine the number of vehicles used in transporting all person trips by car (Table A-3).
3. Establish a rate for vehicles used in transporting person trips by car (Table A-4).
4. Determine the percentage of vehicle trips to all person trips (Table A-5).
5. Establish a.m. peak hour vehicle generation rate by applying the percentage of vehicles to all trips to the a.m. peak hour trip rate for all modes (Table A-6).

The 2000 U.S. Census provides data on journey-to-work trips which are mostly made during the a.m. period. However, census data are not available for return trips. For the three census tracts, census data demonstrate that the peak hour period when residents leave for work is between 7:00 a.m. to 8:00 a.m. Table A-2 provides trip generation for all modes of transportation based on journey-to-work data.

Table A-2 Trip Generation - All Modes of Transportation			
Data Set	Data By Census Tract ¹		
Census Tract	1.03	3.00	4.01
Dwelling Units	1,790	1,550	1,307
Person trips (a.m. peak hour) ¹	551	541	523
Person trips per unit (a.m. peak hour rate)	0.308	0.349	0.400

¹ US Census Bureau, *Census 2000*, summary File 4 Matrices HCT2 and PCT59, 2000.

The number of workers per vehicle is provided in Census data. To estimate total vehicle trips, the number of workers is divided by the number of persons per vehicle (e.g., one worker per vehicle if “drive alone” versus two workers per vehicle in “2 person carpool”). Table A-3 uses this modal information to estimate the number of vehicles used to transport workers based on drive alone and carpooling information for each tract.

Table A-3 Vehicles Transporting Workers						
Data Set	Data By Census Tract					
Census Tract	1.03		3.00		4.01	
	Workers ¹	Vehicles	Workers ¹	Vehicles	Workers ¹	Vehicles
Drive Alone	605	605	608	608	502	502
In 2 person carpool	80	40	53	27	107	54
In 3 person carpool	33	11	62	21	48	16
In 4 person carpool	36	9	15	4	13	4
In 5-6 person carpool	27	5	3	1	0	0
In 7+ person carpool	0	0	0	0	0	0
Total	781	670	741	661	670	576

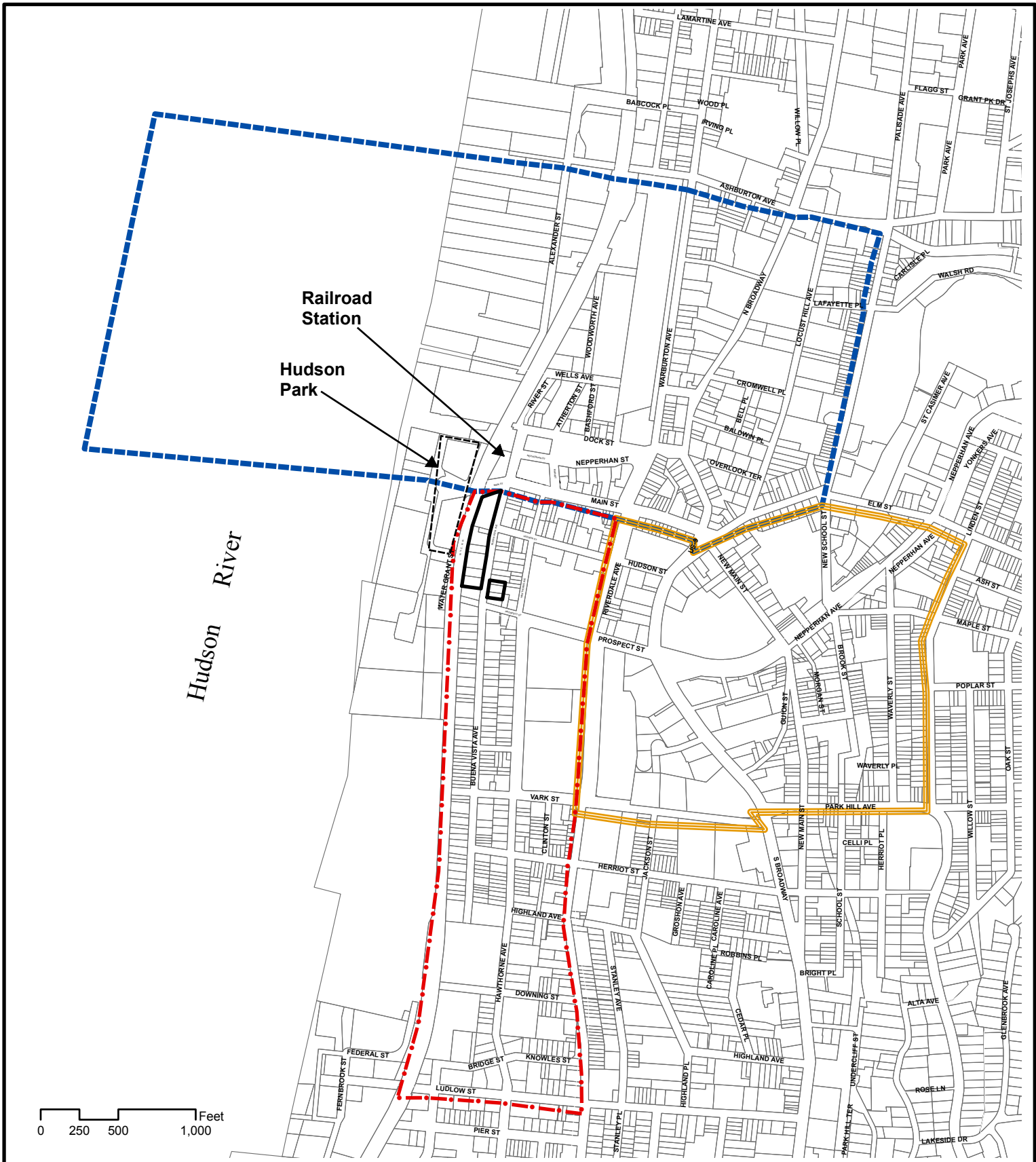
¹ US Census Bureau, *Census 2000*, summary File 4 Matrix PCT60, 2000.

A conversion factor was used, as set forth in Table A-4 for the rate of vehicle per worker trips using information from Table A-3. Table A-5 converts the percentage of trips by workers to a rate representing the vehicle trips as a portion of trips by all modes. The conversion factor from Table A-5 of trips to vehicle trips is applied in Table A-6 to a.m. peak hour trips by all modes to generate an a.m. peak hour vehicle trip generation rate.

Table A-4 Vehicle Per Worker Trip Data			
Data Set	Data By Census Tract		
Census Tract	1.03	3.00	4.01
Total vehicles (see Table A-3)	670	661	576
Worker trips in vehicles (see Table A-3)	781	741	670
Vehicles per worker trip (made in a vehicle)	0.858	0.892	0.860

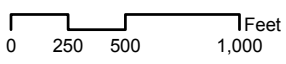
Table A-5 Vehicles Trips as a Part of All Trips				
Data Set	Hudson Park Study ¹	Data By Census Tract ²		
Census Tract		1.03	3.00	4.01
Percentage of worker trips by car, truck or van ²	44%	44.3%	49.6%	44.6%
Vehicles per worker trip (see Table A-4)		0.858	0.892	0.860
Percentage of vehicles trips to total trips		38.0%	44.2%	38.4%
¹ BFJ Planning, "Hudson Park Parking Study Final Report", New York, New York, June 2009.				
² US Census Bureau, <i>Census 2000</i> , summary File 4 Matrix QT-P23, 2000.				

Table A-6 Vehicle Trip Rate					
Data Set	Hudson Park Study ¹	ITE ²	Data By Census Tract ³		
Census Tract			1.03	3.00	4.01
Dwelling units	250 ⁴	420 ⁵	1,790	1,550	1,307
Person trips per unit - all modes (see Table A-2) (a.m. peak hour rate)	NA	NA	0.308	0.349	0.400
Percentage vehicles trips of all trips (see Table A-5)	NA	NA	38.0%	44.2%	38.4%
Vehicle trips per unit (a.m. peak hour rate)			0.117	0.154	0.154
Vehicle trips per unit (a.m. peak hour rate)	0.14 ⁶	0.30	0.140 ⁷		
¹ BFJ Planning, "Hudson Park Parking Study Final Report", New York, New York, June 2009.					
² Institute of Transportation Engineers, <i>Trip Generation</i> , 8th Edition, 2008.					
³ US Census Bureau, <i>Census 2000</i> , summary File 4 Matrix HCT2, 2000.					
⁴ Occupied units.					
⁵ Median size based on 78 studies in the a.m. peak hour of network traffic for all units not just occupied units.					
⁶ 35 trips for 250 units includes off-site vehicles.					
⁷ Weighted all tracts.					



Railroad Station
 Hudson Park

Hudson River



- Legend**
- Census Tract 1.03
 - Census Tract 3
 - Census Tract 4.01
 - Site Property Boundary

**Figure A-1: Census Tracts
 Buena Vista Teutonia PUR**
 City of Yonkers, Westchester County, NY
 Source: Westchester County GIS
 Scale: As shown



PHILIP A. AMICONE
MAYOR

JOSEPH MORAN, P.E.
CITY ENGINEER

BRIAN M. O'ROURKE, P.E.
DIRECTOR OF
TRAFFIC ENGINEERING



CITY HALL
40 SOUTH BROADWAY
YONKERS, N.Y. 10701

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DEPARTMENT OF ENGINEERING
TRAFFIC ENGINEERING DIVISION
CITY OF YONKERS

April 19, 2010

Mr. James A. Garofalo, AICP, PTP
Director, Transportation Division
Tim Miller Associates, Inc.
10 North Street
Cold Spring, NY 10516

RE: Buena Vista Teutonia Development Modal Split and Trip Generation
Rates City of Yonkers, Westchester County

Dear Mr. Garofalo:

The Traffic Engineering Division has had an opportunity to review and evaluate the modal splits and trip generation rates for the proposed Buena Vista Teutonia Development presented in your correspondence to me dated March 25, 2010. Based on this review and discussions with Phil Grealy of John Collins Engineers, we have concluded that your analysis should be amended to utilize the following trip rates and modal splits for the traffic analysis part of the SEQRA documents: It is recommended that:

- The ITE Trip Generation Rate for High Rise Apartments appears to already include a credit for public transportation and/or walking trips. Therefore, we believe that a 25% credit for mass transit reduction applied to the ITE Rate is more appropriate. This is consistent with the methodology utilized and approved by the Director of Traffic Engineering as part of the SFC traffic studies. Alternatively, using the higher ITE Trip Rate for the General Apartment category and then applying the modal split adjustments based on the census data could also be used. The directional splits from the ITE can be applied for determining the entering and exiting volumes.

The data supplied with your March 25, 2010 letter references a study compiled by BFJ Planning for the Hudson Park Development. It is our opinion that the statistical number of samples referenced in this source (89 responses out of 250 units) is insufficient to draw rational conclusions.

If you have any questions or comments concerning this matter please do not hesitate to contact me

Very truly yours,


Brian M. O'Rourke, P.E.
Director of Traffic Engineering

cc:L. Ellman

S. Dym

P. Grealy



conEdison

June 24, 2010

Mr. Franco Capocci
Edwards and Zuck, PC
30 Oak Street
Stamford, CT 06905

Re: 53 Buena Vista
Case ID: #1006679

Dear Mr. Capocci,

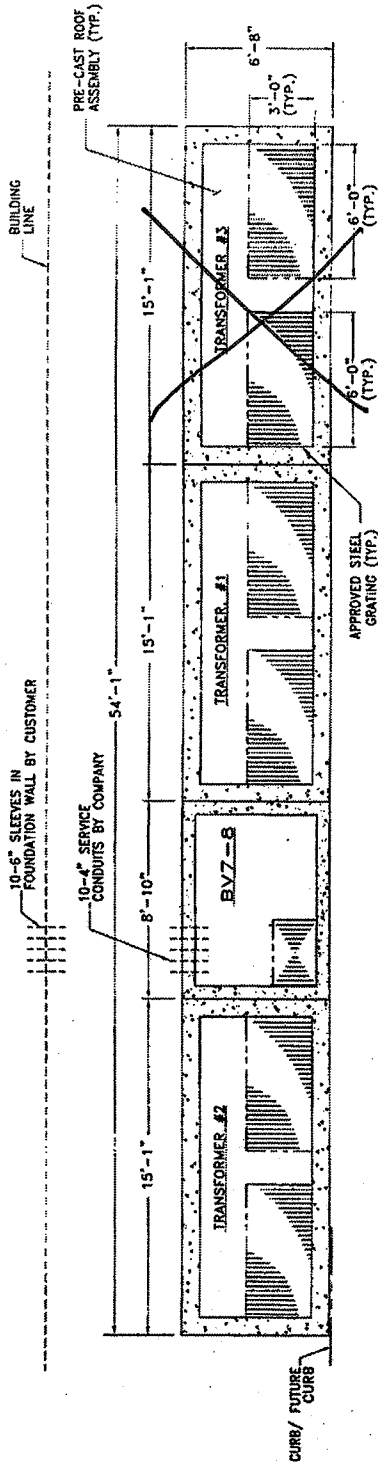
Based upon your submittal made on March 10, 2010 for the above referenced project consisting of 3555,569 gross square feet, 903 KW in lighting, 2,010 KW in motor loads, and 8,506 KW in miscellaneous loads, we propose to supply a standard three phase, four wire, alternating current service at approximately 60 cycles and 120/208 volts, subject to the provisions of our Electric Rate Schedule and the Requirements for Electric Service Installations.

This preliminary design requires the customer to provide for the installation of (2) V13-6 transformer vaults and (1) BV7-8 bus compartment. Company forces to install 2-1000 KVA transformers, network protectors, and service cables consisting of 8 sets of 4-500 KCMIL cable from the Bus Vault to the customer point of entry. If such space is not available between your Property & Building Lines (ideally immediately adjacent to the property line), upon your request, the Company will work with you to determine the feasibility of installing such equipment in the sidewalk area (between your Property & Curb Lines) as long as such location meets various Company and municipality clearance/design requirements.

} VAULT
SPEC

Enclosed you will find the Requirements for Transformer Vault Installation and checklist with the necessary information required for the completion and installation for the transformer vault and bus compartment design. For additional information on the transformer vault placement and space requirements you can go to our web site www.coned.com. Click business center, Energy Services, project management and then transformer vault placement and space requirement for details.

SPACE REQUIREMENTS FOR 120/208 VOLT SIDEWALK VAULT ARRANGEMENT WITH 1 SERVICE TAKE-OFF,
TYPICAL SUPPLY TO A COMMERCIAL OFFICE BUILDING UP TO 150,000 sq/ft @ 8 WATTS PER sq/ft



NOTE:

CUSTOMER TO MAINTAIN THE AREA AROUND VAULTS CLEAR OF ANY FUTURE TREES FOR THE REMOVAL AND INSTALLATION OF EQUIPMENT

TRANSFORMER VAULTS TO BE ACCESSIBLE AT ALL TIMES.

INSTALLATION OF SPECIAL SIDEWALK FINISH IN AND AROUND VAULT AREA OTHER THAN STANDARD CONCRETE SHALL BE CUSTOMER'S RESPONSIBILITY AND IF IT BECOMES NECESSARY AT ANY FUTURE DATE TO REMOVE THE GRATING THE REPLACEMENT OF SAID FINISH IF DISTURBED WILL BE THE RESPONSIBILITY OF THE CUSTOMER

NO AWNINGS, BUILDING OVERHANGS OR CANOPIES TO BE INSTALLED OVER TRANSFORMER VAULTS.

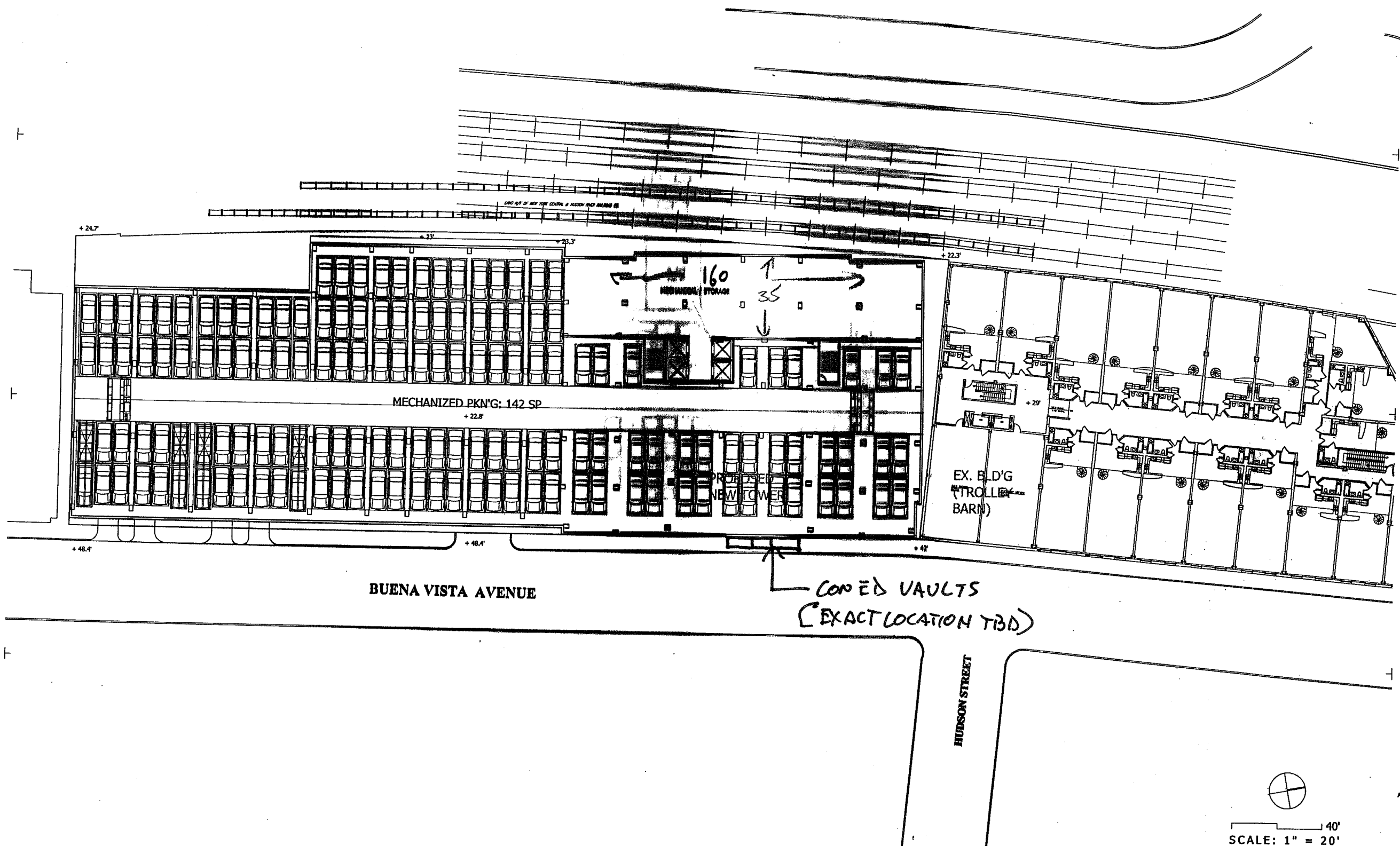
VAULTS TO BE LOCATED AT LEAST 5'-0" FROM FIRE HYDRANTS

GRATINGS IN FRONT OF ENTRANCES, DRIVEWAY OR LOADING DOCK REQUIRE D.O.T. APPROVAL MUST ESTABLISH CURB/ FUTURE CURB LOCATION BASED UPON D.O.T. INFORMATION

REMIEDIATION OF CONTAMINATED SITE WILL BE BY THE CUSTOMER AT THEIR EXPENSE

SOIL BORINGS IN THE AREA OF THE VAULTS MUST BE SUBMITTED TO CON EDISON AT START OF DESIGN

CONSOLIDATED EDISON CO.
OF NEW YORK, INC.



LESSARD ARCHITECTURAL GROUP
 8521 LEESBURG PIKE, SUITE 700 | VIENNA, VA 22182
 P: 703.760.9344 | F: 703.356.0126
 WWW.LESSARDGROUP.COM

HISTORIC ARCHITECT



YONKERS BUENA VISTA
 YONKERS, NEW YORK
 Kohl Corporate Offices
 ARCHITECTURAL P.U.R. SITE PLAN
 G3 LEVEL PLAN

NO.	ISSUE/REVISION	DATE
1	JAN 6 PRESENTATION	10-01-06
PROJECT NO: KHL002A		
FILE NAME: KHL002-CPO8.dwg		
DRAWN BY: [Name]		
CHECKED BY: [Name]		
PLOT DATE: Jan. 6, 2010		

A1.1

**TIM
MILLER
ASSOCIATES, INC.**

10 North Street, Cold Spring, New York 10516

Phone (845) 265-4400

Fax (845) 265-4418

October 18, 2010

Mr. John Devany
Westchester County
Department of Environmental Facilities
270 North Avenue
New Rochelle, NY 10801

Re: Buena Vista Teutonia Development
Buena Vista Avenue
Yonkers, New York

Dear Mr. Devany:

The Buena Vista Teutonia Development project proposes the redevelopment of several vacant and underutilized properties in the downtown waterfront area of Yonkers. The proposed project will consist of a 412 dwelling unit, 25-story residential building, associated parking garage and garden. The anticipated daily wastewater flow was estimated to be approximately 29,099 gallons per day utilizing water saving fixtures throughout the building.

Please confirm that the Westchester County Joint Wastewater Treatment Plant has sufficient capacity to accommodate the proposed flow increase of 29,099 gallons per day to be generated by the project. In addition, please confirm the existing permitted flow rate and the excess capacity of the treatment plant.

Please call me at (845) 265-4400 if you have any questions or comments. Thank you for your assistance.

Sincerely,



Jon P. Dahlgren
Senior Geologist
TIM MILLER ASSOCIATES, INC.



May 24, 2010

Con-Edison
511 Theodore Fremd Ave.
Rye, New York 10580

Re: Buena Vista
53 Buena Vista Ave.
Yonkers, New York 10701

Dear Mr. Joseph Zillitto

The project consists of a new 29-story structure consisting of 412 apartment units and common facilities that will include mechanized parking (3-levels below grade), pool, leasing center, fitness center, storage room and utility rooms. The total building will be approximately 355,569 square-feet (gross area).

We are requesting a new gas service for the building with one gas meter. The new gas meter assembly will be located in a gas meter room in the buildings cellar level.

Please find the chart below outlining the anticipated connected gas load:

Load Component	Unit Gas Load (MBH)	Quantity	Total Gas Load (MBH)
Gas Micro Turbine	842	6	5,052
Total			5,052

The owner's representative for the project is Alan Litt, with Tutonia Buena Vista, LLC. His phone number and email are (845) 450-5101 and alitt@kohlsolutions.com, respectively.

Please inform Edwards & Zuck, P.C. as to the overall size of the requested gas meter assembly and gas pressure available to the site.

Please contact Edwards & Zuck, P.C. with any questions or comments that you may have regarding this request.



Mr. Joseph Zillitto
May 24, 2010
Page 2

Thank you for your assistance,

EDWARDS & ZUCK, P.C.

A handwritten signature in cursive script, reading 'Joshua O. Ray', written over a horizontal line.

Joshua O. Ray, P.E., LEED® AP
Plumbing/Fire Protection Engineer