

1. INTRODUCTION

1.1. STATEMENT OF PURPOSE

This Transportation Management Plan (TMP) has been prepared by the French-American School of New York (FASNY) in compliance with the State Environmental Quality Review (SEQRA) Statement of Findings adopted by the White Plains Common Council for the proposed FASNY White Plains Campus and Greens to Green Conservancy.¹ The Findings at J-24 requires the preparation of a TMP to identify specific strategies for managing transportation of its students, faculty, staff, and visitors to and from the Campus, as well as the on-site circulation of vehicles and pedestrians within the Campus. In addition, this plan details FASNY's policies with regards to on-site parking, special events management, and communications with the City of White Plains.

2. ENROLLMENT & ATTENDANCE POLICIES

2.1. STATEMENT OF INTENDED FASNY ENROLLMENT (*J-16, J-22, J-24.1*)

This TMP is based on the intended enrollment figures summarized in Table 1. These figures are in compliance with the Statement of Findings, which requires that Phase I enrollment not exceed 750 students, combined Phase I and Phase II enrollment not exceed 950 students, and peak hour vehicular trips not exceed 530. As shown in Table 1 and contemplated in the Statement of Findings, in order to meet the 950 student cap, FASNY intends to enroll a slightly different percentage of students in each division than anticipated in the Statement of Findings. As shown, this mix does not increase the percentage of N/K students above 21% in conformance with Finding J-24.1(2)(a). In addition, it will not lower the minimum percentage of bus ridership below 50% for grades 1-12, nor will it cause an increase in trip generation for any peak hour above 530 trips.

2.2. STUDENT ATTENDANCE POLICY (*J-24.1, J-24.2*)

As outlined in the FASNY Student Handbook, students are expected to arrive on time to class. Students arriving late for first period must report to the Main School Office. Repeated unexcused lateness will be addressed by the Dean of Students with the student's parents. Students that will be absent for one or more days must contact the School Office to give notice. Students leaving early must be signed out by their parents at the Main Office. FASNY expects all students to attend school on a daily basis, but recognizes that a certain proportion

¹ The design and use of the Greens to Green Conservancy is described in detail in the Conservancy Master Plan. This Transportation Management Plan focuses on operations of FASNY's Campus.

of its students will be absent. FASNY anticipates that 98% of students will be present in school on a daily basis.

Table 1
(See Findings J-22)

Intended Enrollment by Year and Grade at White Plains Campus

Grade	Academic Year							Percentage
	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023 ... 2025-2026	
N							32	
PK							50	
K							60	
Nursery Total							142	15%
1							66	
2							66	
3							66	
4							66	
5							66	
Lower School							330	35%
6	60	60	60	60	60	60	60	
7	58	59	59	57	60	60	59	
8	58	58	58	58	57	60	60	
Middle School	176	177	177	175	177	180	179	19%
9	62	70	70	74	80	80	80	
10	54	55	67	70	75	74	74	
11	46	54	55	67	70	74	72	
12	60	48	54	55	67	70	73	
High School	222	227	246	266	292	298	299	31%
Total	398	404	423	441	469	478	950	
Notes:	Middle and Upper School open at White Plains Campus for 2016-2017 Academic Year. Lower School and Nursery/Kindergarten intended to open between the 2022-2023 and 2025-2026 Academic Years. The number of students by FASNY division would not change significantly once the Lower School opens.							
Source:	FASNY							

2.3. FACULTY ATTENDANCE POLICY (J-16, J-22, J-24.3, J-24.16)

All full-time staff (including faculty, administrative, and support personnel) are expected to report to school on a daily basis. FASNY encourages any staff required to be present for first period classes to arrive in advance of School starting time to be properly prepared. Early arrival of FASNY staff to the Campus will also help to reduce peak hour traffic. Some staff (including teachers) work only part-time and may arrive on the Campus after classes have begun. At full projected enrollment for all FASNY divisions, FASNY anticipates employing approximately 223 staff at its White Plains Campus (see Table 2). Based on an hourly census of existing FASNY staff, FASNY has estimated the varying numbers of FASNY staff that would occupy the Campus at different times of the day. Table 3 presents *estimates* for the total number of staff on Campus on an hourly basis from 6:00 AM to 6:00 PM.

**Table 2
Projected Staff by Phase**

	Phase I	Total
Faculty & Staff	100	185
Administrative Staff	22	22
Maintenance/Kitchen Staff	10	10
Technology Staff	3	3
Security Staff	3	3
TOTAL	138	223
Source: FASNY		

**Table 3
Estimated Number of Staff On-Site**

Time Period	Staff On-Site
6:00 AM - 7:00 AM	27
7:00 AM - 8:00 AM	171
8:00 AM - 9:00 AM	192
9:00 AM - 10:00 AM	207
10:00 AM - 11:00 AM	209
11:00 AM - 12:00 PM	199
12:00 PM - 1:00 PM	188
1:00 PM - 2:00 PM	200
2:00 PM - 3:00 PM	133
3:00 PM - 4:00 PM	74
4:00 PM - 5:00 PM	38
5:00 PM - 6:00 PM	15
Source: FASNY	

2.4. BUS UTILIZATION POLICY (J-1, J-2, J-5, J-16, J-22, J-24.7 – J-24.9)

To avoid, minimize, or mitigate potential traffic impacts associated with the operation of the White Plains Campus, FASNY is required to implement a mandatory busing program and to achieve a minimum of 50% bus utilization with a target of 75% bus utilization. The details of the mandatory busing program are provided in Section 3.1, below. FASNY will adopt a policy implementing this mandatory busing program prior to the opening of the White Plains Campus.

FASNY’s estimation of trip generation for the White Plains Campus are based on the bus utilization (50%) and bus occupancy (10 students per bus) provided by the Statement of Findings; however, FASNY believes that it can achieve higher utilization and higher occupancy through a mandatory busing program.

3. TRAFFIC DEMAND MANAGEMENT

3.1. MANDATORY BUSING PROGRAM (*J-1.1-10, J-22.1, J-24.4, J-24.13*)

3.1.1. POLICY

FASNY students in Grades 1 to 12 who live in a community where public school district busing is available would be required to register for and use that service. Students whose public school district provides busing to the FASNY campus must apply for that service each year. Eligible students must use the bus service to and from the FASNY Campus when arriving and departing the Campus during normal scheduled arrival and dismissal times. FASNY will allow exemptions to this policy only in limited circumstances (see below at 3.1.2) and on a case-by-case basis. FASNY families will be required to certify upon registration each year that they have properly registered for transportation with their host school district or that they have received an exemption. FASNY will maintain these records. Non-compliance with this requirement may result in penalties up to, and including, dismissal of students from the School (*J-24.5*).

3.1.2. EXEMPTIONS (J-24.7)

FASNY will allow limited exemptions to this requirement on a case-by-case basis. Applications for exemptions must be made annually by the parents of students to the Head of School. Exemptions shall be based on one of the following conditions:

1. Unique curricular circumstances
2. Unique extra-curricular circumstances
3. Unique personal circumstances, including medical circumstances.

3.1.3. CAMPUS DESIGN TO ACCOMMODATE BUSES (J-2)

FASNY has developed a design for its Campus to accommodate the mandatory busing program. Bus queue lanes for the Upper School and Lower School have been designed and sized to accommodate the anticipated number of buses (both short and long buses), to provide flexibility should the actual number or distribution of short and long buses differ from year to year, and to address public safety needs.

Based on an analysis of its existing student database and existing utilization of school buses and projecting forward to future enrollment and arrival/departure patterns, FASNY estimates that 55% of all school buses would be long buses (40 feet) and 45% would be short buses (20 feet). These assumptions, as well as the required assumption of 50% bus utilization and 10 students per bus, were used to calculate the number of buses and the length of the bus queue for each FASNY division.

The Lower School would generate approximately 21 buses in the morning arrival period and 17 buses in the afternoon departure period. (Since some students participate in after-school activities there would be fewer buses required in the afternoon). The queue length required to accommodate all buses at one time would be between 527 feet (afternoon) and 651 feet (morning). The bus lane immediately in front of the Lower School is approximately 320 feet; however, the entire bus lane surrounding the Central

parking area can be used to accommodate additional buses during the morning and afternoon periods. The bus driveway is approximately 700 feet long.

The Upper School would generate approximately 24 buses in the morning arrival period and 19 buses in the afternoon departure period. The queue length required to accommodate all buses at one time would be between 589 feet (afternoon) and 744 feet (morning). The bus lane immediately in front of the Middle School is approximately 700 feet. Additional buses can be accommodated within the Upper School parking lot.

In the afternoon departure time, school buses would arrive prior to the dismissal time and queue within designated areas. Buses serving the Lower School (3:30 and 3:35 dismissal times) would be directed to queue within the Lower School bus lane with additional buses queuing in the bus lane surrounding the Central parking area. Buses serving the Upper School (3:40 dismissal time) would be directed to queue in the bus lane immediately adjacent to the Middle School with additional buses being directed to queue in the Upper School parking lot, but not in the area of the main driveway adjacent to 57 Hathaway Lane. As stated in Section 5.3 below, FASNY monitors will ensure that all diesel buses adhere to New York State anti-idling regulations which limit the duration of idling to no more than five (5) minutes (6 NYCRR 217-3).

3.2. PUBLIC TRANSPORTATION

FASNY will provide a shuttle bus for students and staff using the Metro-North Railroad to arrive at either the White Plains train station or a station along the New Haven Line (Harrison or Mamaroneck). The shuttle bus will be operated on a schedule to be determined by FASNY and based on the then-current Metro-North Railroad schedule. Students and staff that intend to regularly utilize the shuttle bus must apply to the Head of School so that appropriate arrangements can be made.

The Westchester Bee-Line bus service provides regular scheduled service along Mamaroneck Avenue (Route 60) and North Street (Route 5) and currently provides scheduled service that would allow students on Route 60 to walk from the bus stop to the Campus and arrive before the start of classes. A sidewalk is available along the north side of Ridgeway from the bus stop on Mamaroneck Avenue to the Campus. Walking paths within the Conservancy will provide access to the Campus from the Bee-Line Route 5 bus stops on North Street in front of the White Plains High School. Students and staff are encouraged to use these bus lines to access the Campus.

3.3. CAR-POOLING (J-22.2, J-24.14)

In an effort to reduce the number of automobile trips entering and exiting the campus during peak hours, FASNY will encourage families and/or staff that live near each other and must drive to the Campus to car pool. Preferred parking spaces will be reserved for car-pooling vehicles that register with the School. In addition, FASNY will maintain an electronic bulletin board to facilitate car-pooling. This board will be available to FASNY students, staff, and families. FASNY will strive to achieve a car-pooling ratio of 1.3 for all vehicles delivering students to the Campus with a higher target ratio of 1.5 students per vehicle for vehicles delivering students in Grades 1 to 12.

3.4. MONITORING AND REPORTING (J-23, J-24.21)

FASNY's North Street driveway will include trip sensors connected to the City's Central Traffic Control System (or video cameras if determined necessary by the City) that count the number of vehicles (buses and cars) entering and exiting the Campus and noting direction of travel. Data from these sensors would provide hourly and daily trip counts.

3.4.1. ANNUAL REPORTING ON TRAFFIC DEMAND MANAGEMENT

3.4.1.1. Bus Utilization (J-24.5, J-24.6, J-24.7, J-24.8; J-24.9)

FASNY will submit to the City of White Plains an annual report on its compliance with the requirements of the mandatory busing policies. The report will be provided to the City in October or November of each year, once registration has been finalized and counts can be conducted without intervening holidays. Specifically, the report will include:

1. The number of students by public school district by grade, indicating which districts provide busing for which grades (J-24.5).
2. A list of locations of bus drop-offs, if any, if other than the FASNY Campus and a description of how FASNY students would reach the Campus (J-24.6).
3. A list of exemptions to the mandatory bus ridership policy, including the number of students receiving such an exemption (J-24.7).
4. The number and size of buses transporting students by FASNY division (e.g., Lower School, Upper School) (J-24.8).
5. The number of students riding buses by grade (J-24.9).

3.4.1.2. Car-Pooling (J-24.11)

FASNY will submit to the City of White Plains an annual report on car-pooling, which will include:

1. The number of students car-pooling by division (N/K, Lower School, Upper School) (J-24.11).
2. The car-pooling ratio by division (N/K, Lower School, Upper School) (J-22.2, J-24.11).

3.4.2. TRIP SENSITIVITY (J-22.7, J-23, J-24.12; J-24.15)

FASNY will submit to the City of White Plains an annual report on the number of vehicle trips entering and exiting the Campus during the AM peak period (7:00 AM – 9:30 AM) and PM peak period (2:00 PM – 6:00 PM), as well as the number of vehicle trips entering and exiting the Campus during the peak hour within each of those periods. The peak hour is defined as the 60 consecutive minutes that have the highest number of vehicle trips during the peak period. The numbers presented will be presented as a daily average, as well as include the peak values for each time period. Daily and hourly averages will be determined by vehicle counts conducted using automatic traffic recorders (ATRs) or in-pavement sensors placed at the Campus entrance on North Street over a seven-day, determined by FASNY, period free of holidays. This methodology

will be subject to approval by the City's Deputy Commissioner of Parking for Transportation Engineering.

3.4.3. METHODOLOGY FOR ASSESSMENT OF PHASE I PERFORMANCE (J-16)

Prior to the issuance of a Building Permit for Phase II construction (Lower School), FASNY must submit for the City's review a traffic report prepared by a professional traffic engineer, which quantifies actual trip generation for Phase I and projected trip generation for Phase II to demonstrate that the maximum number of peak hour trips (530) for the combined Phase I and Phase II will not be exceeded. Trip generation for Phase I will be based on actual number of vehicles (automobiles and buses), bus occupancy, and car occupancy. Phase II trip generation will assume 23% bus utilization and 10 students per bus for Nursery, Pre-Kindergarten, and Kindergarten students, as included in the FEIS.

Data collected to report Phase I operational results must include: total number of vehicles accessing the Campus; total number of buses (by size) and bus occupancy rates; occupancy of car-pool vehicles; bicycle and pedestrian counts; and public transportation counts.

3.4.4. PHASE II PERMITTING (J-16, J-22, J-24.17)

Based on the data collected on Phase I performance with respect to the number of vehicle trips entering and exiting the campus, as well as other pertinent data, the traffic engineer engaged by FASNY will calculate subject to the approval of the City's Deputy Commissioner of Parking for Transportation Engineering the estimated number of trips that Phase II build out of the Campus will generate during peak hours. This estimate will be combined with the actual Phase I performance statistics on bus utilization and car-pooling to calculate an estimated total number of vehicle trips entering and exiting the campus at full build-out.

If the total number of vehicle trips in any peak hour is equal to or less than 530, Phase II would be allowed to proceed without any additional mitigation. Should the total number of vehicle trips in any peak hour exceed 530, FASNY's traffic engineer will work with City Staff/Consultants to identify the need for and adequacy of the measures proposed to mitigate the anticipated traffic impacts of Phase II construction.

3.5. GREENHOUSE GAS REDUCTIONS (K-12)

Through the implementation of the Traffic Demand Management program laid out in this Section of the Transportation Management Plan, FASNY believes that a significant reduction in greenhouse gas emissions can be achieved. The reduction in greenhouse gas emissions is effected through a reduction in total vehicular trips through implementation of a mandatory busing program, encouragement of public transit use, encouragement of bicycle/pedestrian access to the Campus, provision of preferred parking for no/low emission vehicles, and encouragement of car-pooling.

4. ACCESS TO THE CAMPUS

4.1. GENERAL POLICY

Students, staff, and visitors traveling to the Campus by automobile must enter and exit the Campus via the North Street driveway. Vehicles shall not utilize the local residential streets (including Hathaway Lane, Oxford Road, Heatherbloom Road, Heather Lane, Robinhood Road, Little John Place, Sherman Avenue, Burling Avenue, Gedney Park Drive, Gedney Esplanade, Hotel Drive, Murchison Place, Seymour Place, or Dupont Avenue) in order to gain access to the Campus Driveway. A limited number of maintenance, kitchen, and security staff (only nine (9) parking spaces are provided) will be granted parking privileges for the service lot that is accessed via the driveway on Ridgeway. No other vehicles, except for service vehicles, will be permitted to utilize this parking area during the school day. This policy, along with the potential penalties for non-compliance, will be provided to FASNY families and staff in their respective handbooks.

4.2. SECURITY

A gate house and turn-around would be provided at the North Street entrance to control access to the Campus. One (1) entrance gate and one (1) exit gate located west of the gatehouse and turn-around would control access to the Campus. For security reasons and to prevent vehicles from using the driveway as parking for the Conservancy, access-control gates would limit access to the driveway. The gates would be open from 7:30 AM to 9:30 AM (FASNY's morning drop-off period) to allow traffic to enter freely without creating a queue. To regulate vehicular access to the Conservancy and Campus, from 9:30 AM to 2:15 PM, the gates would be closed and would be operated either with electronic access control (vehicle transponder or remote control from the FASNY administration office) or FASNY staff. Two (2) entry lanes would be provided to allow FASNY staff with keycodes to enter the Campus should a visitor be queued at the gate house. From 2:15 PM to 6:15 PM (FASNY's afternoon pick-up period and after-school activities) the gates would be open to allow traffic to enter freely without creating a queue. From 6:15 PM to 7:30 AM on weekdays and all day on weekends, the gates would be closed and would be operated either with electronic access control or FASNY staff. For certain events later than 6:15 PM on weekdays, and on weekends, the gates would be left open and only closed after the event is over. The gates would be wired to the emergency alarm system such that activation of an emergency alarm within the Campus would automatically cause all of the gates to open and remain open until reset.

The service area located off of Ridgeway would be access-controlled with a swing-arm gate and remote keypad/intercom located approximately 70 feet north of Ridgeway. This distance would allow for a variety of vehicles to queue outside of the gate without affecting the flow of traffic along Ridgeway. FASNY staff permitted to park in this area and regular vendors/delivery vehicles would be provided a unique keycode or key fob to activate the gate. Others seeking to access the service area would use the intercom to communicate with FASNY staff inside the building who could operate the gate remotely. Video surveillance of this area would assist FASNY in controlling access.

Table 4
Operation of Access Gates

Time Period	Weekday	Weekend
7:30 AM – 9:30 AM	Gates open. FASNY staff monitoring entry.	Gates closed. Access by keycode/remote entry.
9:30 AM – 2:15 PM	Gates closed. Access by keycode/remote entry.	Gates closed. Access by keycode/remote entry.
2:15 PM – 6:15 PM	Gates open. FASNY staff monitoring entry.	Gates closed. Access by keycode/remote entry.
6:15 PM – 7:30 AM	Gates closed. Access by keycode/remote entry.	Gates closed. Access by keycode/remote entry.
Notes: During FASNY events on weeknights or during the weekend, gates would be open. Gates would be raised automatically should an emergency alarm within the Campus be activated.		

4.3. ACCESS MANAGEMENT (J-24.19)

FASNY intends to be good neighbors within the Gedney Farms neighborhood and intends to protect the safety and well-being of its students, staff, and the general public. Toward that end, FASNY will require its students, their families, and staff to adhere to the following restrictions with regards to automobile access to the Campus.

4.3.1. CUT-THROUGH TRAFFIC

FASNY families authorized to drive to the Campus, as well as FASNY staff, will be issued a sticker or placard that must be displayed in the left rear window of the vehicle. Each family and staff member will be instructed that they are prohibited from using local side-streets to access the Campus unless they are residents of that neighborhood. FASNY will engage a professional traffic engineer to conduct a license plate survey at locations specified by the City of White Plains to determine if FASNY students or staff are cutting through the local neighborhood to access the Campus driveway. FASNY will conduct this monitoring once per year in consultation with the City and provide the results to the City. The monitoring period will not be announced to FASNY families or FASNY staff, with the exception of a few key staff members to facilitate the survey.

4.3.2. VEHICULAR DROP-OFF

All students and staff traveling to the Campus by automobile must utilize the Campus driveway on North Street. Students and staff may not pick up or drop off along Ridgeway, Murchison Place, Hotel Drive, Gedney Esplanade, Hathaway Lane, or any other local street within the Gedney Farms neighborhood. Picking up or dropping off on these streets will subject the student or staff member to the disciplinary actions outlined below. FASNY staff supervising pick-up and drop-off activities on Campus will monitor the surrounding streets for these unsafe and unauthorized pick-up and drop-off activities and promptly report any such occurrences to the Head of School.

4.4. SERVICE ENTRANCE

Except for the small number of authorized maintenance, kitchen, and security staff permitted to do so, FASNY students, their families, and staff shall not utilize the service entrance and parking lot located off the driveway on Ridgeway. This access is intended only for service vehicles for the Campus as well as for limited staff parking. The service area will be access-controlled via an electronic gate and monitored by video to ensure compliance. All doors leading to Campus buildings from this entrance shall be access-controlled, so that only authorized users can gain access to the buildings from this parking lot. In addition, FASNY staff monitoring the pick-up and drop-off activities on Campus will monitor the use of this entrance and promptly report any unauthorized access to the Head of School.

4.5. ENFORCEMENT

The restrictions on vehicular access to the Campus is intended to provide for safe, efficient, and orderly access to the Campus, while preserving the quality-of-life enjoyed by FASNY's residential neighbors. Adhering to these restrictions is important to FASNY and is critical to the success of its Campus. Therefore, violations of these policies may result in disciplinary action up to and including the loss of on-site parking privileges and/or dismissal from the School.

4.6. EMERGENCY ACCESS (*F-3, G-3, J-28.C*)

Access to the Campus for emergency service vehicles will be provided in compliance with New York State Fire Code regulations at Chapter 5, Section 503 and Section 8 of the City of White Plains Zoning Ordinance. Emergency access shall be approved by the Commissioner of the Department of Public Safety. A minimum 20-foot clear drive aisle, combined with a minimum 30-foot curb radius shall be provided within the Campus driveway and all designated fire-lanes (including those portions of the Campus parking lots designated as emergency access routes). All designated fire lanes shall be posted with "No Parking Fire Lane" signs.

The main driveway on North Street and the service driveway on Ridgeway shall operate as primary emergency access routes. The access control gates at these locations would be wired to the emergency alarm system such that activation of an emergency alarm within the Campus would automatically cause all of the gates to open and remain open until reset.

A secondary emergency access only driveway would be provided from Ridgeway into the Campus. This emergency access driveway may have mountable curbs and unlocked swinging wooden gates to restrict non-emergency vehicular access. The emergency access driveway may be constructed with pervious paving units or asphalt, but must be maintained during all times to provide a clear and unimpeded path for emergency access. During the winter months, the emergency access driveway must be plowed to allow emergency access.

Emergency access to the Conservancy trails shall be provided through the two (2) small gravel parking areas and from the main driveway from North Street to allow access to those trails within Parcel D. FASNY shall provide a map of the trail system and call box locations to the Department of Public Safety and shall create a way-finding and/or trail naming system to allow Conservancy users to accurately identify and convey their location to the Department of Public Safety.

5. ON-SITE CIRCULATION

5.1. CIRCULATION PLAN (J-24.18)

Once inside the Campus, buses, vehicles intending to park, and vehicles intending to drop off students will follow different routes. These vehicular routes are designed to minimize the potential for conflicts between pedestrians and vehicles. See **Figure 1** for the circulation plan.

The main Campus driveway provides access to the Lower School drop-off loop, the Lower School parking lot, the Central parking lot, the Upper School parking lot, and the bus driveway surrounding the Central parking lot. The main Campus driveway will operate with two-way directional flow in all locations except where the driveway meets the bus driveway south of the entrances to the Lower School parking lot and Central parking lot. No automobiles will be permitted to travel south past this point. A roundabout east of the Upper School parking lot will regulate flow from the main driveway into the Upper School parking lot, the Upper School drop-off/pick-up area, and the bus driveway. The bus driveway will be restricted to buses only and will operate with one-way directional flow (counterclockwise) from the roundabout toward the Lower School where it will overlap with the two-way main driveway north of the entrances to the Lower School parking lot and Central parking lot. The bus driveway in front of the Lower School will operate in a one-way northbound flow and will be restricted to buses only.

All vehicular routes and access restrictions will be appropriately marked with MUTCD-compliant signage and/or pavement striping to delineate the proper direction and usage (automobiles, buses, bicyclists and pedestrians). The specific location and type of signs are detailed on the Site Plans

5.1.1. MORNING (AM) DROP-OFF (J-3)

5.1.1.1. Upper School (High School and Middle School)

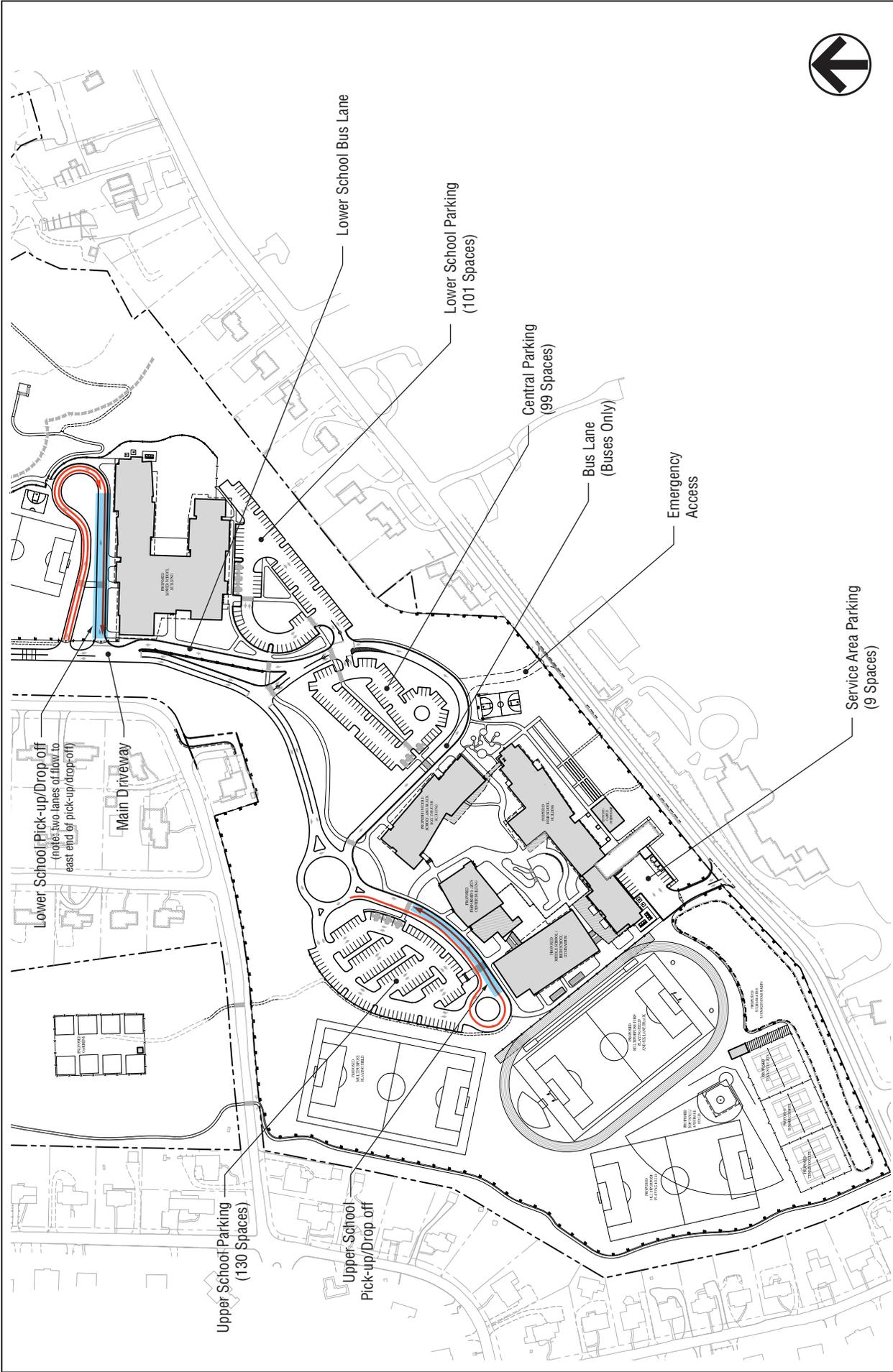
Both the High School (Grades 9 to 12) and Middle School (Grades 6 to 8) will start at 8:00 AM. All vehicular access will be from the North Street driveway. In general, staff working in the High School, Middle School, and Administration buildings would park in either the Upper School parking lot or the Central parking lot. Parents dropping off children would do so to the north of the quadrangle, while buses dropping off would do so to the east of the Middle School.

Staff

Staff would enter the Campus at North Street and use the main driveway to access either the Upper School parking lot or the Central parking lot. Staff using the Upper School parking lot would travel through the roundabout and enter the parking lot from the north side. Staff parking in the Central parking lot would turn left from the main driveway in front of the Lower School to enter the lot from the east.

Parents

Parents dropping students off would navigate around the internal roundabout to the two-way driveway north of the quadrangle. They will proceed around the landscaped turn-around at the western end and drop off their children in the designated area to the north of the quadrangle. This driveway would be wide



enough for cars exiting the Campus to bypass another vehicle stopped at the curb. Exiting parents would pass back through the internal roundabout and proceed north along the main driveway back to North Street.

Parents with children in the Lower School and the Upper School would be directed to drop off the older students first. FASNY staff would be present between 8:00 AM and 8:30 AM to supervise the early arrival of any Lower School students. Early arriving students would be supervised within the Lower School building. After exiting the Upper School drop-off area, the parents would pass back through the internal roundabout and proceed past the Lower School to the intersection of the main driveway and Lower School drop-off/pick-up driveway. Parents would turn right into the Lower School drop-off/pick-up driveway and proceed to the designated drop-off area. Parents would then exit the drop-off area by turning right back onto the main driveway.

Buses

School buses would also access the Campus from North Street. School buses serving the Upper School would proceed along the main driveway and through the internal roundabout before turning south into the designated 20-foot-wide bus drop-off driveway to the east of the Middle School. A designated drop-off zone will be delineated along the curb east of the Middle School. Buses would exit the drop-off zone and proceed along the bus driveway that circulates around the Central parking lot. Any buses carrying younger students would then be able to enter the Lower School bus driveway to drop off the younger students. At the intersection of the bus driveway and the main driveway, school buses would turn right and exit the Campus at North Street.

5.1.1.2. Lower School

The Lower School (grades 1-5) will start at 8:30AM and the Nursery (through kindergarten) will start at 9:00 AM. All vehicular access will be from the North Street driveway. Staff working in the Lower School would park in the Central parking lot, leaving the majority of spaces in the Lower School parking lot for parent drop-off/pick-up. Parents dropping off children in Grades K-5 would do so to the north of the Lower School in the designated drop-off loop, while parents dropping off Nursery School and pre-Kindergarten students would do so to the south of the School within the Lower School parking lot. Buses dropping off students would do so in the bus driveway immediately in front of the Lower School.

Staff

Staff will enter the Campus at North Street. Staff using the Central parking lot will turn left in front of the Lower School and will access the Central parking lot from the east.

Parents

Parents dropping off Lower School (8:30 AM) and Nursery School (9:00 AM) students would follow slightly different paths. Parents with children in Grades K to 5 only would use the main driveway to access the Lower School drop-off/pick-up driveway north of the Lower School. The Lower School drop-off loop will operate in a one-way clockwise direction to allow the drivers to be along the curb-side of the designated drop-off zone to facilitate communication with

FASNY staff overseeing the drop-off activity. After dropping off their children, parents would exit the drop-off/pick-up driveway by turning right onto the main driveway and would exit the Campus at North Street.

Parents with Nursery or pre-Kindergarten students only, and those with Nursery/pre-Kindergarten students and students in Grades 1 to 5, would proceed along the main driveway and turn left in front of the Lower School to access the Lower School parking lot where they would park and walk their children into the School. Sidewalks are proposed within the Lower School parking lot. After delivering their children into the School, parents would return to their vehicles and exit the parking lot by turning right onto the main driveway and then proceed to exit the Campus at North Street.

Buses

School buses would use the main driveway and circulate around the internal roundabout to reach the bus driveway that begins in front of the Middle School. School buses with Lower School students only would proceed around the Central parking lot to the Lower School bus drop-off driveway. This designated 20-foot-wide bus drop-off driveway would be physically separated from the main driveway by a median with a four-foot high physical barrier such as a fence. This separate roadway and physical barrier permits vehicles on the separate main driveway to pass a stopped school bus when the school bus has its red lights flashing.

5.1.2. AFTERNOON PICK-UP (J-4, J-5)

Dismissal times in the afternoon follow a different pattern from the morning start times. Middle School students are dismissed at 2:45 PM. Grades 1 to 5 are dismissed at 3:30 PM. Nursery/Pre-K/Kindergarten students are dismissed at 3:35 PM. High School students are dismissed at 3:40 PM. FASNY will operate a study-hall period for Middle School students staying late to be picked-up at the same time as their sibling(s) in High School.

5.1.2.1. Middle School

Parents

Parents would enter the Campus at North Street and use the main driveway to access the designated Upper School drop-off/pick-up area to the north of the Upper School quadrangle. This portion of the main driveway can accommodate approximately 49 queued vehicles (with the reduced bus utilization and occupancy rates required by the SEQRA Findings, FASNY anticipates approximately 47 automobiles for Middle School students). Additional queuing space is available within the Upper School parking lot, which does not affect the use of the main driveway.

Buses

Buses would pick up students from the bus queuing area adjacent to the Middle School. Buses would queue along the inside of the bus driveway. The bus driveway would be 20 feet wide to allow buses to exit the drop-off/pick-up area so long as buses ahead of them are not actively loading. (See Section 3.1.3,

above, for a description of how the length of the bus drop-off/pick-up area was calculated pursuant to the SEQRA Findings.)

5.1.2.2. Upper, Lower, and Nursery Schools

For the later dismissal coinciding with the release of Lower School students, Nursery students, and High School students, parents would be directed to pick up the younger students first.

Parents would access the Lower School drop-off/pick-up driveway from the main driveway. During the afternoon pick-up period, this driveway would operate with two queues of vehicles around the loop and then transition to one queue of vehicles along the curb-side of the designated drop-off/pick-up area. In total, the Lower School driveway can accommodate approximately 74 queued vehicles (with the reduced bus utilization and occupancy rates required by the SEQRA Findings, FASNY anticipates no more than 87 automobiles for Lower School students, but likely quite a bit fewer as many FASNY families would also have younger students in the Nursery/Pre-Kindergarten programs). Parents picking up Nursery/Pre-Kindergarten students would use the main driveway to reach the Lower School parking lot. Buses would use the bus driveway to reach the designated Upper School and Lower School bus driveways. Additional bus queuing outside of the flow path of the bus driveway is provided south of the Lower School parking lot.

Parents with older students at the Upper School would pick up the younger students first. Parents would then use the main driveway and internal roundabout to access the Upper School designated pick-up area as described above.

5.2. FASNY MONITORS ON-SITE (J-24.20)

The site circulation plan does not require monitors to enforce potential conflicts between school buses, automobiles, and pedestrians. Rather, it relies on physical separation, enhanced by appropriate signage, to produce safe and efficient internal circulation.

While not needed, FASNY monitors would be used during drop-off and pick-up operations to facilitate safe and efficient movement of pedestrians and vehicles. Specifically, FASNY monitors would be overseeing activities within:

- The Upper School drop-off / pick-up area
- The Lower School drop-off / pick-up area
- The Lower School bus queuing area

Lower School students who are picked-up by automobile are assembled within the FASNY building and FASNY staff in the designated drop-off/pick-up zone communicate via walkie-talkie to FASNY staff within the building to release students as their parent approaches the front of the queue. FASNY staff are also available to facilitate entry of the students into the vehicles to maximize safety.

With Lower School bus students, FASNY staff assemble students by host community within the FASNY building and escort the students to the bus as it reaches the front of the bus queue. In this way, student safety and the efficiency of bus operations at the Lower School is maximized.

The monitors will help direct internal traffic, avoid potential conflicts, and direct students and parents to safely access the buildings and navigate the internal driveways and pedestrian paths. In addition, the monitors will be trained to identify any off-Campus pick-up and drop-off activities, which are strictly prohibited.

5.3. ANTI-IDLING ENFORCEMENT (K-3)

FASNY monitors will ensure that all diesel buses adhere to New York State anti-idling regulations which limit the duration of idling to no more than five (5) minutes (6 NYCRR 217-3).

6. PARKING

6.1. LOCATION AND AMOUNT OF PARKING (J-24.22)

With the completion of Phases I and II, the FASNY campus will have the ability to provide 348 striped parking spaces. Included in this number are preferred parking spaces for electric and low-emission vehicles, as well as the required handicap spaces. The 348 spaces would be spread across five parking lots summarized in Table 5. For Phase I, FASNY proposes construction of 203 parking spaces. The Lower School parking lot would not be constructed and 45 spaces within the Central parking lot would be land-banked and constructed only upon a later determination by FASNY or the City that they are necessary. The anticipated demand for parking in Phase I and at full Campus completion is shown in Table 6. Additional parking for special events would be available in specific locations within FASNY’s driveways, as discussed more fully below.

**Table 5
Parking Supply**

Parking Lot	Number of Spaces	Use
Upper School Lot	130	Staff, visitors
Central Lot	99*	Staff, students, visitors
Lower School Lot	101	Staff, parent drop-off/pick-up
Service Area	9	Maintenance, kitchen, and security staff
557 North Street	9	Administrative staff**
TOTAL	348	
Notes: * - Approximately 45 spaces may be land-banked and constructed only if necessary. ** - Administrative staff not parking at 557 North Street would park in the Central lot and be shuttled to 557 North Street along the main driveway.		

**Table 6
Parking Demand**

	Phase I	Total
Faculty & Staff	100	185
Administrative Staff	22	22
Maintenance/Kitchen Staff	10	10
Technology Staff	3	3
Security Staff	3	3
Total FASNY Employee Parking	138	223
Student Parking	40	50
Visitors	70	75
Total Parking Demand	248	348
Note: Parking for special events could be accommodated because most FASNY staff does not attend special events. A special event attracting 350 people would require approximately 233 vehicles assuming an occupancy rate of 1.5 persons per vehicle.		

6.2. STAFF PARKING RULES (J-24.3)

The only restricted parking areas on the Campus would be the service area lot and the lot adjacent to 557 North Street. The service area lot would be reserved for the exclusive parking of maintenance, kitchen, and security staff assigned by FASNY. The 557 North Street lot would be reserved for the exclusive parking of certain administrative staff with a small number of visitor parking spaces. All other staff not assigned to the service area lot or 557 North Street lot would be expected to park in the areas closest to their primary working location. Upper School faculty, staff, and FASNY administrators would park in the Upper School Lot. Lower School faculty and staff would park in the Central lot, with a limited number of Lower School faculty and staff permitted to park in the Lower School lot. The Lower School lot is intended principally for the drop-off/pick-up of Nursery/Pre-Kindergarten students and visitor parking during the day.

6.3. STUDENT PARKING (J-24.10)

FASNY will permit a limited number of students to park on Campus. This privilege would be reserved for between 40 and 50 students. Students will only be allowed to park in the Central parking lot to ensure student activity in the parking lot can be monitored by FASNY staff to avoid any potential behavior that may disturb neighbors. Any students found to be parking elsewhere or to be driving in a manner considered reckless by FASNY would have their parking privileges revoked.

6.4. PARKING LOT MAINTENANCE AND SNOW REMOVAL PROTOCOL (J-24.23)

Parking lots will be maintained by FASNY so as to ensure their continued ability to safely provide for parking and pedestrian circulation. Parking space and crosswalk striping would be painted as necessary to ensure visibility. Pedestrian and traffic control signs would be inspected to ensure their continued correct placement and legibility.

FASNY will be responsible for snow removal. FASNY will clear the east-west and north-south bike paths (as described in the Conservancy Master Plan), as well as the main

driveway, parking lots, crosswalks and other pedestrian paths, the emergency access lane, and the internal vehicle queuing areas. During times of light and moderate snow events, snow storage is not expected to be an issue. FASNY will plow the roadways to their curb-line allowing them to remain fully functional. During periods of intense snow events and/or periods of prolonged need for significant snow storage, specific areas of the Campus will be used to store snow that is removed from the parking and driveways. The following areas will be used for snow storage:

- The area to the south of the Lower School lot
- The area to the northeast of the Lower School drop-off loop
- The area between the Central parking lot and the main driveway
- The area to the southeast of the Upper School building
- The lawn area to the north of the Upper School lot and roundabout
- The lawn area to the east of the emergency access lane to Ridgeway

6.5. PARKING LOT NOISE (*L-10, L-17.7*)

Students, staff, parents, and visitors to FASNY’s campus are to respect the residents adjacent to the Campus at all times by limiting potential noise disturbances. All faculty, staff, students, and parents will receive, as part of the Handbook, a reminder to restrict the use of car horns to times when it is needed for immediate safety reasons and to keep the volume of car radios down to reasonable levels that respect FASNY’s neighbors. Failure to comply with these instructions could result in disciplinary action by FASNY, up to and including revoking parking privileges.

6.6. SATELLITE PARKING

For certain special large events, FASNY may in the future consider the use of off-site “satellite” parking areas to satisfy potential demand. In such instances, vehicles would park at locations pre-approved by FASNY in coordination with the City of White Plains and would utilize shuttle buses to access FASNY’s campus.

7. SPECIAL EVENTS MANAGEMENT

7.1. SCHOOL-YEAR SPECIAL EVENTS (*J-24.24, L-11, L-17.8*)

The following presents a list of special events to be held at the FASNY campus during the school year, some of which occur in the evening. Dates and times for special events will be posted on FASNY’s website. This list may be amended from time to time and such amendments will be communicated to the City as described below:

- Parent/Teacher meetings are held once per trimester (3 times per year) for parents to meet with teachers to discuss student performance. Short appointments are scheduled and are held over a three day period. Lower School appointments are held in the morning. Middle School and High School appointments are held in the evening until 9:00 PM. Approximately 100 to 200 parents attend on each day the meetings are held.
- Student dances are held twice each trimester (6 times per year). The dances occur within the cafeteria and run from 7 PM to 11 PM. Typical attendance is 80 to 100 students.

- High School musical, which typically attracts 200 to 300 people, is held in the evening. Accounting for carpooling, this would be equivalent to 100 to 150 vehicles.
- A Halloween Parade is held at 2:00 PM on Halloween for Grades N to 5. Approximately 200 parents attend.
- The Lower School and Middle/High School hold separate Winter and Spring concerts that attract 100 to 300 people. The Lower School concerts are typically held at 9:00 AM. The Upper School concerts are held in the evening.
- The FASNY Spring Fair is held on a Saturday in June and attracts 500 or more people throughout the day, and would generate 200 to 300 vehicles over the course of the day. Therefore, it is anticipated that the peak hour of this event would generate less vehicles than the peak hour of a typical school day.
- Two art shows are held in the Spring on separate evenings (one for Lower School, one for Middle/High School) from 7:30 PM to 9:00 PM. Typical attendance is 250 people.
- Graduation ceremonies for the Kindergarten, 5th, 8th, and 12th grades are held in the spring. The Kindergarten, 5th, and 8th grade ceremonies are held at 9:00 AM and attract 100 to 200 people. The 12th grade ceremony is held on a Sunday afternoon and attracts approximately 350 people.

7.2. SUMMER SPECIAL EVENTS

FASNY may choose to operate a summer camp for students. Traffic circulation and parking for a summer camp would follow the same plan as regular operation of FASNY.

7.3. COORDINATION WITH CITY

FASNY will appoint a school official to serve as a liaison between the City and the local community on issues related to traffic and transportation management. The school official would be available during school hours and after-school special events. The name and phone number of this official would be provided to the Mayor's Office and the Deputy Commissioner of Parking for Transportation Engineering.

Through this liaison, FASNY would provide advance notice of special events to appropriate City Officials, including the Deputy Commissioner of Parking for Transportation engineering, and the Commissioner of Public Safety. In addition, the liaison would coordinate with the Mayor's Office to resolve any potential traffic and transportation issues.

7.4. ADDITIONAL PARKING (J-24.25, L-12)

While not likely, certain special events may require more than the 348 striped spaces on the Campus. Following construction of the Upper School in Phase I, additional parking would be available on the future site of the Lower School. This area would be accessed using the existing golf cart path and could provide ± 200 spaces. Once the Lower School is constructed, the lower school athletic field, for example, may also be used for overflow parking, if necessary.

8. COMMUNICATIONS

8.1. FASNY TRAFFIC/TRANSPORTATION LIAISON

FASNY will appoint a school official to serve as a liaison with the City on issues related to traffic and transportation management. The school official would be available during school hours and after-school special events. The name and phone number of this official would be provided to the Mayor's Office and the Deputy Commissioner of Parking for Transportation Engineering.

8.2. ADVANCE NOTICE OF SPECIAL EVENTS AND MODIFICATIONS TO SCHEDULE

Through its liaison, FASNY would provide the City advance notice of special events. Dates and times for special events will be posted on FASNY's website. In addition, if FASNY contemplates changing scheduled start or dismissal times, FASNY would coordinate with the appropriate City officials prior to implementing any such change. The coordination efforts would address topics including potential conflicts with start/dismissal times for neighboring schools, potential disruptions to the Gedney Farms neighborhoods, and potential impacts on key intersections used by FASNY traffic.

9. OFF-SITE IMPROVEMENTS

9.1. OFF-SITE IMPROVEMENTS (J-13 THROUGH J-25, J-28)

As mitigation for potential traffic impacts, FASNY is required to implement the following off-site improvements to the roadway network and City of White Plains traffic signal system. Implementation of these off-site improvements would be phased consistent with the proposed phasing of FASNY's Campus.

Phase I

- Construct new driveway at North Street opposite the White Plains High School driveway with an 80-foot northbound left-turn lane.
- Install adaptive signal controllers at the intersection of North Street and the new FASNY driveway with updated pedestrian signal heads and controls.
- Install a trip detector system at FASNY's driveway connected to the City's traffic control system to provide a continuous and up-to-date count of vehicles entering and exiting the Campus.
- Install adaptive signal controllers at the intersection of North Street and Ridgeway.
- Construct a new 100-foot-long eastbound left-turn lane on Bryant Avenue at its intersection with North Street.
- Install adaptive signal controllers at the intersection of North Street and Bryant Avenue and adjust base signal phasing/timing plans as determined necessary by the City to achieve overall LOS D.
- Retime existing traffic signal at the intersection of North Street and the Hutchinson River Parkway southbound ramps in coordination with the New York State Department of Transportation.

- Retime existing traffic signal at the intersection of North Street and the Hutchinson River Parkway northbound ramps in coordination with the New York State Department of Transportation.
- Retime existing traffic signal at the intersection of Mamaroneck Avenue and Ridgeway.
Retime existing traffic signal at the intersection of Mamaroneck Avenue and Bryant Avenue.

Phase II

- Install adaptive signal controllers at the intersection of Mamaroneck Avenue and Ridgeway.
- Install adaptive signal controllers at the intersection of Mamaroneck Avenue and Heatherbloom Road/Gedney Way
- Install adaptive signal controllers at the intersection of Mamaroneck Avenue and Gedney Esplanade/Gedney Circle.

9.2. POTENTIAL FUTURE OFF-SITE IMPROVEMENTS (J-19)

Should the total number of vehicular trips exceed 530 in any peak hour, FASNY shall be required, after review of then-current traffic conditions and coordination with the Deputy Commissioner of Parking for Transportation Engineering, to provide further mitigation. For example, in the instance that the total number of vehicular trips exceed 530 in any peak hour, if any unsignalized intersection along North Street between Ridgeway and Rosedale Avenue operate at LOS C or worse for any turning movement during the FASNY AM or PM peak hour, FASNY shall be required to develop mitigation measures with the City's Commissioner of Public Safety and Deputy Commissioner of Parking for Transportation Engineering. Any additional mitigation measures would also have to be approved by Westchester County Department of Public Works and New York State Department of Transportation. *