TRAFFIC AND PARKING STUDY
CHOPT RESTAURANT
1043 WEST BOSTON POST ROAD
Village of Mamaroneck, Westchester County, NY

Prepared For

Chop't Creative Salad Company, LLC
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Rye Brook, NY 10573

Prepared by

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November 5, 2020

Provident Project No. 20-072

1.0 PROJECT DESCRIPTION

This Traffic and Parking Study has been prepared by Provident Design Engineering, PLLC (Provident) for the replacement of the relatively recently closed HSBC Bank with a Chopt at 1043 West Boston Post Road (US Route 1) in the Village of Mamaroneck (see Figure No. 1 in Appendix A). The site is currently, and will continue to be, served by an existing unsignalized entrance driveway as well as an existing unsignalized exit driveway. West Boston Post Road is under the jurisdiction of the New York State Department of Transportation. The Preliminary Scope of this Traffic and Parking Study was discussed with the Village's Traffic Consultant.

The Site is essentially opposite Mamaroneck High School so it is expected that some students and staff will walk to Chopt during lunchtime, similarly as they do now (Pre-Covid when students are back attending school in person) to go to the deli, pizza restaurant, Burger IM, McDonalds, etc. that are also across the street from the High School. There is an existing crosswalk with pedestrian signals at the High School's signalized Driveway along West Boston Post Road. Due to COVID-19 issues, a true vehicle and pedestrian count cannot be obtained at this time so data was obtained from the New York State Department of Transportation and other sources.

The recently closed HSBC bank had two typical drive-thru lanes. Chopt will have a vehicle Pickup window at the same location as the window for the bank. The other lane will just

be a bypass exit lane for vehicles that had previously parked. It is important to note that the Pickup window is not a typical drive-thru window and is significantly different from a typical drive-thru where a patron would place an order from a menu board and then pull up to at the window to pay and then wait for the food to be prepared. Instead, the proposed methodology is that patrons would place their orders online, pay for their order online and be given a time to pick up their food. They will also be sent a text when their order is ready so that they do not arrive early. This allows time for the food/order to be prepared and be ready. The driver will then pull up at the time provided and, having already paid online, thus no time is spent paying at the window by cash or credit card, picks up their order. Therefore, each transaction will take less than 30 seconds and thus, any queueing on the line is limited.

More than sufficient stacking room for vehicles in line for Pickup orders has been provided to not interfere with vehicles that parked and are exiting the property. For illustrative purposes on the Site Plan, eight - nine vehicles can stack without any possible interference with patrons that parked, although queues are not projected to get that long. The parking spaces at the rear of the property will be signed for Employees, so in the unlikely chance of any backup of vehicles in the Pickup queue will not block any customers that have parked. Vehicles leaving the Site that are not using the Pickup lane will utilize the bypass lane.

Chopt has a very robust interior Pickup & Delivery program, which is live across all Chopt locations in the area. For guests that order Pickup on Chopt's proprietary

platform, they will have the option to collect their order from the interior or the Pickup window. Both options will have time slots to spread out the volume & flow of guests.

- Interior Pickup Option: Guests that select the interior option must park and walk into the store to collect their order from our dedicated shelves inside the restaurant.
- Exterior Pickup Window: If a guest selects to collect their order from the Pickup Window, they will drive up to the window during their ETA window.

Regardless of the interior or exterior pickup method, Chopt texts guests when their order is ready, so that they do not arrive early.

For guests who order meals via delivery (e.g., DoorDash, UberEats, etc.), the drivers will need to park, walk inside and collect the delivery orders from a dedicated area on the interior pickup shelves.

Provident has been retained to analyze the traffic and parking aspects associated with the proposed conversion of the bank to a Chopt and to identify roadway improvements, if required, to mitigate any adverse impact. This Traffic Impact Study uses the standard Traffic Engineering methodology and has been prepared to document the findings and conclusions of the analysis undertaken to measure the traffic and parking associated with the proposed Project. To be conservative, a "Build" Year of 2022 was utilized in the Traffic Analyses for purposes of this Study.

2.0 STUDY METHODOLOGY

Provident held preliminary discussions with the Village's Traffic Consultant prior to preparing this Traffic and Parking Study.

The existing traffic volumes were obtained from traffic volume information obtained from the NYSDOT along West Boston Post Road. The existing base traffic volumes were projected to the Analysis Year of 2022 utilizing a 0.5% annual growth rate compounded per year, based upon the growth rate applied in other Traffic Studies in the Village. 2022 No-Build (without the Project Traffic) and 2022 Build Traffic Volumes (with the Project Traffic) were then developed. Utilizing the No-Build and Build Traffic Volumes, Provident performed detailed capacity analyses of the Site Driveways to identify the operational characteristics and to measure the impact of the Site traffic on the adjacent roadway system.

Based upon the results of the analysis, comparisons of the No-Build and Build conditions for the Project were made, and if significant impacts were experienced, mitigation was proposed.

3.0 WEST BOSTON POST ROAD

West Boston Post Road in the vicinity of the Site is a two lane per direction roadway with on-street parking on portions of both sides of the roadway. Sidewalks are also present on both sides of West Boston Post Road.

The closest signalized intersection to the north is at the High School Driveway, approximately 220 feet from the Site, while the closest signalized intersection to the south is at Richbell Road/Old Boston Post Road, approximately 500 feet from the Site. Both signalized intersections have pedestrian crosswalks and pedestrian signals. There are also Westchester County BeeLine Bus stops at the intersection of West Boston Post Road and Richbell Road. West Boston Post Road in this area is under the jurisdiction of the New York State Department of Transportation (NYSDOT) as part of US Route 1.

The speed limit on West Boston Post Road is 30 mph. However, as the Site is located within the School Zone, the speed limit is 20 mph from 7:00 AM to 6:00 PM on School Days.

4.0 OPERATIONS

The recently closed HSBC bank had two typical drive-thru lanes. Chopt will have a vehicle Pickup window at the same location as the window for the bank. The other lane will just be a bypass exit lane for vehicles that had parked.

As previously described, patrons will have the ability to use the standard ordering method inside the facility or can pre-order online. Those ordering online then have the option of going inside the facility or utilizing the Pickup window. It is important to note that the Pickup window is not a typical traditional drive-thru window and is significantly different from a typical drive-thru where a patron would place an order from a menu board and then pull up to at the window to pay and then wait for the food to be prepared. Instead, the proposed methodology is that patrons would place their orders online, pay for their order online and be given a time to pick up their food. Chopt will text the patron when the order is ready. This allows time for the food to be prepared and be ready. The driver will then pull up at the time provided and, having already paid online, thus no time is spent paying at the window by cash or credit card, picks up their order. Therefore, each transaction would take less than 30 seconds and thus, any queueing on the line is limited. This procedure has been expanded nationally by various facilities and companies further developed during COVID-19. In case a patron for Pickup does arrive early, there is a parking space reserved for the driver to pull into so that the Pickup window is not blocked.

5.0 BASE TRAFFIC VOLUMES

Based upon preliminary discussions with the Village's Traffic Consultant, the Site's Entrance and Exit Driveways were determined to be analyzed. Due to COVID-19 impacts on existing traffic volumes, traffic data for West Boston Post Road was obtained from the New York State Department of Transportation (NYSDOT) (copy attached in Appendix C). In addition to the traffic counts obtained from the NYSDOT, Provident reviewed other traffic data including from the Village and within the file of Provident. Provident also conducted field observations to determine roadway geometry, traffic control, etc.

The Weekday Peak AM Roadway Hour and Peak PM Roadway Hour are usually the standard peak hours required to be analyzed. As will be described later, the facility will not be open during the Weekday Peak AM Roadway Hour, thus the Weekday Peak AM Roadway Hour was not analyzed. However, the Site's Peak Hour, which is around lunch time, was analyzed along with the Weekday Peak PM Roadway Hour. As no NYSDOT traffic count was available for the Saturday volumes, the Weekday Peak PM Hour Roadway volumes were utilized after factoring the proportion of Weekday PM Hour volumes and Saturday Peak Volumes from data for a nearby intersection as provided by the Village.

Based upon the NYSDOT traffic counts, the following Peak Hours were determined:

Peak Weekday Roadway Hours:

Peak AM Hour - 8:00 AM to 9:00 AM

Peak PM Hour – 5:00 PM to 6:00 PM

Peak Hour of Site Traffic

Peak Midday Hour – 11:30 PM to 12:30 PM

Peak Saturday Hour

Peak Saturday Hour – 12:00 PM to 1:00 PM

The Base Peak Hour Traffic Volumes are illustrated on Figure No. 2 in Appendix A. For Analysis purposes, the Bank volumes are included on this Figure.

6.0 2022 NO-BUILD TRAFFIC VOLUMES

The Existing Traffic Volumes were then grown by a compounded annual growth rate of 0.5% per year to the Analysis Year of 2022. Based upon information from the Village, there are no adjacent developments that would have a significant impact on traffic volumes in the area. As the property currently houses a bank with two drive-thru's, currently closed, traffic from the bank based upon ITE Trip Generation was included in the No Build Traffic Volumes illustrated on Figure No. 3.

It is noted that discussions were previously held with the Village Engineering Department and it was determined that there were no known roadway improvements proposed for this area.

7.0 SITE-GENERATED AND BUILD TRAFFIC VOLUMES

The ability of any roadway network to accommodate anticipated traffic volumes is measured by comparing Peak Hour Traffic Volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by the proposed Project and add them to the No-Build Traffic Volumes to determine the Build Traffic Volumes.

The following Table summarizes and compares the Trip Generation:

TRIP GENERATION COMPARISON TABLE

Land Use	Size (ksf)	Units	Weekday Peak Hour of Adjacent Street Traffic				Weekday Peak Hour of Generator				Saturday Peak Hour of Generator	
			AM Peak Hour		PM Peak Hour		AM Peak Hour (11:30 AM – 12:30 PM)		PM Peak Hour (12:00 PM – 1:00 PM)		Sat Peak Hour (12:00 PM – 1:00 PM)	
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Drive-in Bank (ITE Land Use 912)	**2.5**	**1,000 GFA**	14	10	26	26	19	17	25	25	34	32
Fast Casual Restaurant (ITE Land Use 934)	**2.5**	**1,000 GFA**	3	2	19	16	56	35	50	59	47	38
Chopt (1)	**2.5**	**1,000 GFA**	-	-	31	31	72	72	72	72	47	38

Note: (1) Trips for Chopt utilized in this Study were based upon weekly peaks of other Chopt facilities in the area. Chopt is not open during the Peak AM Hour of Adjacent Street Traffic. The Peak Hour of Generator for Chopt is 11:30 AM – 12:30 PM. Chopt generates less traffic on Saturdays/Sundays so the ITE Peak Hour of Generator was utilized.

To be conservative, the trips determined from the Chopt order amounts of other nearby Chopt facilities were utilized. These rates are higher than the Peak Hour of Adjacent Street Traffic and Peak Hour of Generator volumes provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition for a Weekday. The Chopt volumes are also conservative as they consist of total orders, thus, if four people arrive in one car to sit inside the facility and eat, they could constitute four separate orders.

In addition, these volumes are further conservative as they are based on the average of the maximum counter transactions on the busiest day for the other Chopt facilities located in the suburban metropolitan area, including, but not limited to, Rye Brook, Mount Kisco, Greenwich, Dobbs Ferry and Scarsdale. It is also based upon the peak days for a Chopt facility, which happen to be Mondays and Tuesday. Saturdays and Sundays as well as the other weekdays have less customers than Monday and Tuesday. During the day, Chopt is busiest at lunch time. Traffic on West Boston Post Road at this Midday time is less than during the Peak PM Roadway Hour. Most Chopt sites see a significant drop-off in customers on the weekends. The facility will not open until 10:30 AM, thus there is no Peak AM Hour (of the Adjacent Street) Traffic. The Peak Hour of Generator for Chopt is 11:30 AM – 12:30 PM based upon the counter order data provided from Chopt and was utilized in the Analyses as this is higher than the ITE rates. Chopt generates less traffic on Saturdays/Sundays so the ITE Peak Hour of Generator was utilized to be conservative.

For the sites in the New York suburbs, approximately 35% of the sales came through digital channels, with 65% of those sales being Pickup, Pre-COVID. Post-COVID, these sites increased to 70% digital with 75% of those sales being Pickup. In the future, Chopt projects approximately 50% of their sales will be digital and utilize the Pickup window.

To be conservative, no credit was taken for Pass-by Trips along West Boston Post Road, even though these are likely to occur. In addition, no credit was taken for pedestrian trips or trips by public transportation, even though there are Westchester BeeLine Bus Stops in the area and there will be some trips from the High School.

The Site Generated traffic was then distributed to the adjacent roadway network utilizing a 52-48 split along West Boston Post Road for both the entering traffic and the exiting traffic based upon the existing traffic volumes, as illustrated on Figures No. 4 and 5. The Site-generated Traffic Volumes, illustrated on Figure No. 6, were then combined with the 2022 No-Build Traffic Volumes (exclusive of the Bank volumes) to form the 2022 Build Traffic Volumes illustrated on Figure No. 7.

8.0 DESCRIPTION OF ANALYSIS

Synchro Capacity analyses were conducted at the intersection of West Boston Post Road and the Site Driveway to identify the traffic impact associated with the Site. Capacity analysis is a method by which traffic volumes are compared to calculated roadway and intersection capacities to evaluate future traffic conditions. The methodology utilized is described in the Highway Capacity Manual published by the Transportation Research Board. In general, the term "Level of Service" is used to provide a qualitative evaluation based on certain quantitative calculations related to empirical values. In general, Level of Service A represents the best traffic operating condition. Levels of Service for signalized and unsignalized intersections are defined in terms of average delay. Delay is used as a measure of driver discomfort, frustration, efficiency, etc.

West Boston Post Road provides the northbound and southbound approaches to the unsignalized "T" intersection with the Site Driveway. There are actually two "T" intersections, one for the entering driveway and one for the exiting driveway. However, to be conservative, the two intersections were analyzed as one intersection. The northbound West Boston Post Road approach provides one through lane and one through/right-turn lane. The southbound West Boston Post Road approach provides one left-turn/through lane and one through/right-turn lane. The Site Entrance Driveway consists of one lane while the Site Exit Driveway forms the westbound approach and currently provides one left-

turn/right-turn lane, operating under Stop control. The same conditions will remain for the proposed Project.

Capacity analyses were performed for the intersection with the Existing, 2022 No-Build and 2022 Build Traffic Volumes utilizing Highway Capacity Software (Synchro) developed for the FHWA for each of the various conditions. For Analysis comparison purposes, the Existing and No-Build Conditions include the traffic that would have been generated by the Bank. The capacity analyses are summarized in the detailed Levels of Service Table along with the worksheets which are contained in Appendix B of this Report. As illustrated in the Level of Service Summary Table, the Levels of Service will all remain good Levels of Service and the same as the existing conditions, with only some minor differences in average delay. All movements along West Boston Post Road will remain at Level of Service "A" while all movements exiting the Site Driveway will remain at Level of Service "C" or better.

9.0 PEDESTRIAN CONDITIONS

There are sidewalks present on both sides of West Boston Post Road. Proper pedestrian access will be provided between the sidewalk and the facility. In addition, there are pedestrian crosswalks with pedestrian signal heads at the signalized intersections to the north and south of the Site along West Boston Post Road.

To the north there is a signalized intersection with a crosswalk at the High School Driveway, approximately 220 feet from the Site, while to the south, there is a signalized intersection with a crosswalk at Richbell Road/Old Boston Post Road, approximately 500 feet from the Site. Both signalized intersections have pedestrian crosswalks and pedestrian signals.

As the Site is essentially opposite Mamaroneck High School, it is expected that some students and staff will walk to Chopt during lunchtime, similarly as they do now (Pre-Covid when students are attending school in person) to go to the deli, pizza restaurant, Burger IM, McDonalds, etc. that are also across the street from the High School. The existing crosswalk at the High School's signalized Driveway along West Boston Post Road has pedestrian signals. Due to COVID-19 issues, a true vehicle and pedestrian count cannot be obtained at this time.

There are also Westchester County BeeLine Bus stops at the intersection of West Boston Post Road and Richbell Road.

West Boston Post Road in this area is under the jurisdiction of the New York State Department of Transportation (NYSDOT) as part of US Route 1. The speed limit on West Boston Post Road is 30 mph. However, as the Site is located within the School Zone, the speed limit is 20 mph from 7:00 AM to 6:00 PM on School Days.

10.0 PARKING

There are 22 parking spaces provided on-site, not including the parking space reserved in case a driver arrives at the Pickup window early. This exceeds the 17 parking spaces required by Zoning. In addition, it is estimated that approximately 50% of the orders will be ordered online and picked-up through the cashless system at the window.

There is on-street parking permitted in portions of both sides of West Boston Post Road, both north and south of the Site. There is no on-street parking permitted immediately in front of the facility currently.

11.0 PICKUP WINDOW

As described previously, the recently closed HSBC bank had two typical drive-thru lanes. Chopt will have a vehicle Pickup window at the same location as the window for the bank. The other lane will just be a bypass exit lane for vehicles that had previously parked. It is important to note that the Pickup window is not a typical drive-thru window and is significantly different from a typical drive-thru where a patron would place an order from a menu board and then pull up to at the window to pay and then wait for the food to be prepared. Instead, the proposed methodology is that patrons would place their orders online, pay for their order online and be given a time to pick up their food. They will also be sent a text when their order is ready. This allows time for the food/order to be prepared and be ready. The driver will then pull up at the time provided and, having already paid online, thus no time is spent paying at the window by cash or credit card, picks up their order. Therefore, each transaction will take less than 30 seconds and thus, any queueing on the line is limited. Approximately 50% of the orders will use this system so there would be a conservative peak of 32 vehicles in one hour. These vehicles, with the quick processing time, will not result in long queues experienced at typical drive-thru's.

More than sufficient stacking room for vehicles in line for Pickup orders has been provided to not interfere with vehicles that parked and are exiting the property. As illustrated on the Site Plan, eight - nine vehicles can stack without any possible interference with patrons that parked, even though queues are not projected to be that long. The parking spaces at the rear of the property will be signed for Employees, so in

the unlikely chance of any backup of vehicles in the Pickup queue will not block any customers that have parked. Vehicles leaving the Site that are not using the Pickup lane will utilize the bypass lane.

12.0 CONCLUSIONS

It is the considered professional opinion of Provident that the traffic generated by the Site does not have a significant impact on the adjacent roadway network. Safe and efficient traffic operation will be maintained. More than sufficient storage is provided for the pre-order Pickup window and sufficient parking will be provided.

Respectfully submitted,

PROVIDENT DESIGN ENGINEERING, PLLC

Brian E. Dempsey, P.E., P.T.O.E., RSP1
Senior Project Manager

Danny Cuya, EIT
Traffic Engineer

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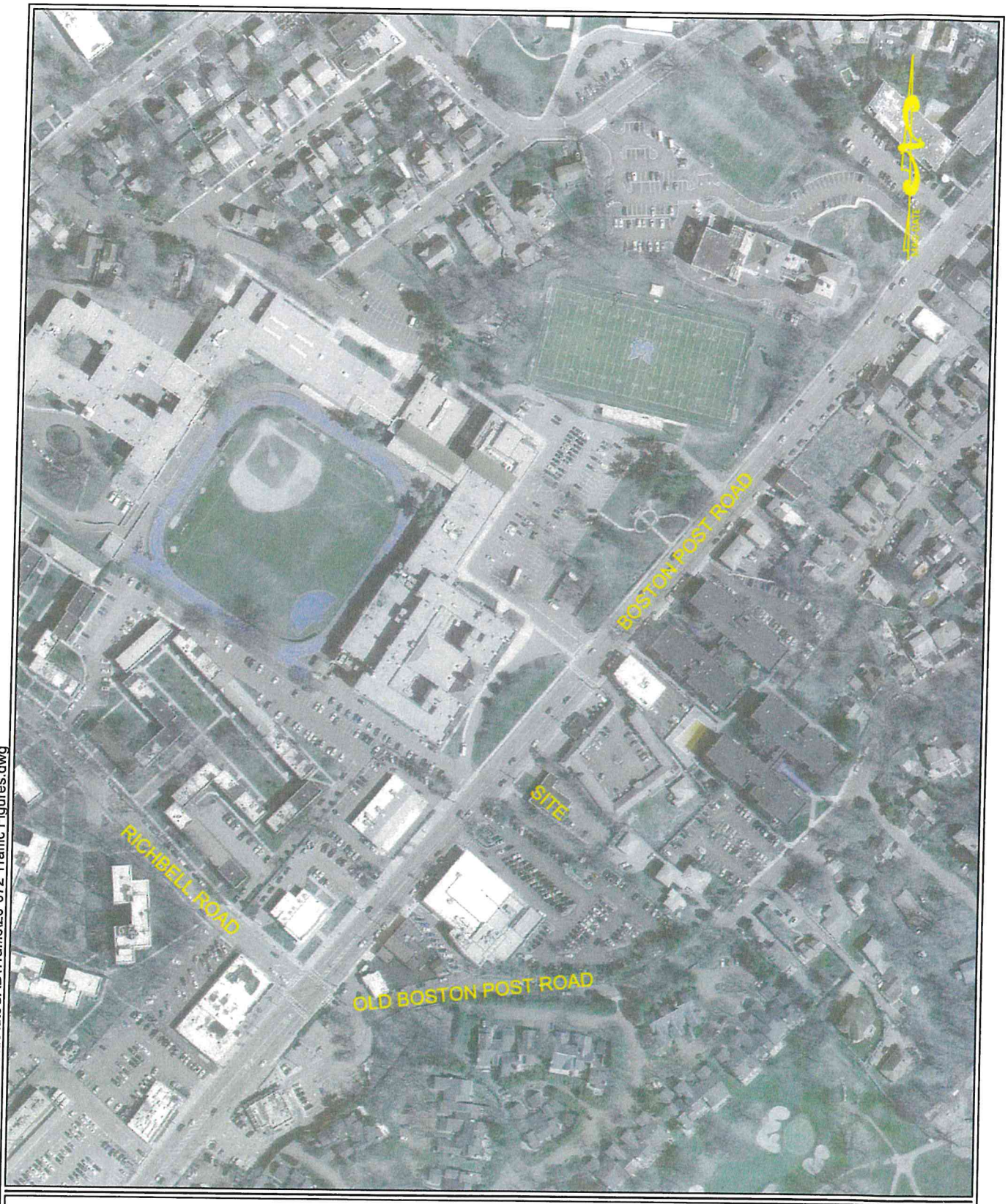
APPENDIX A

FIGURES



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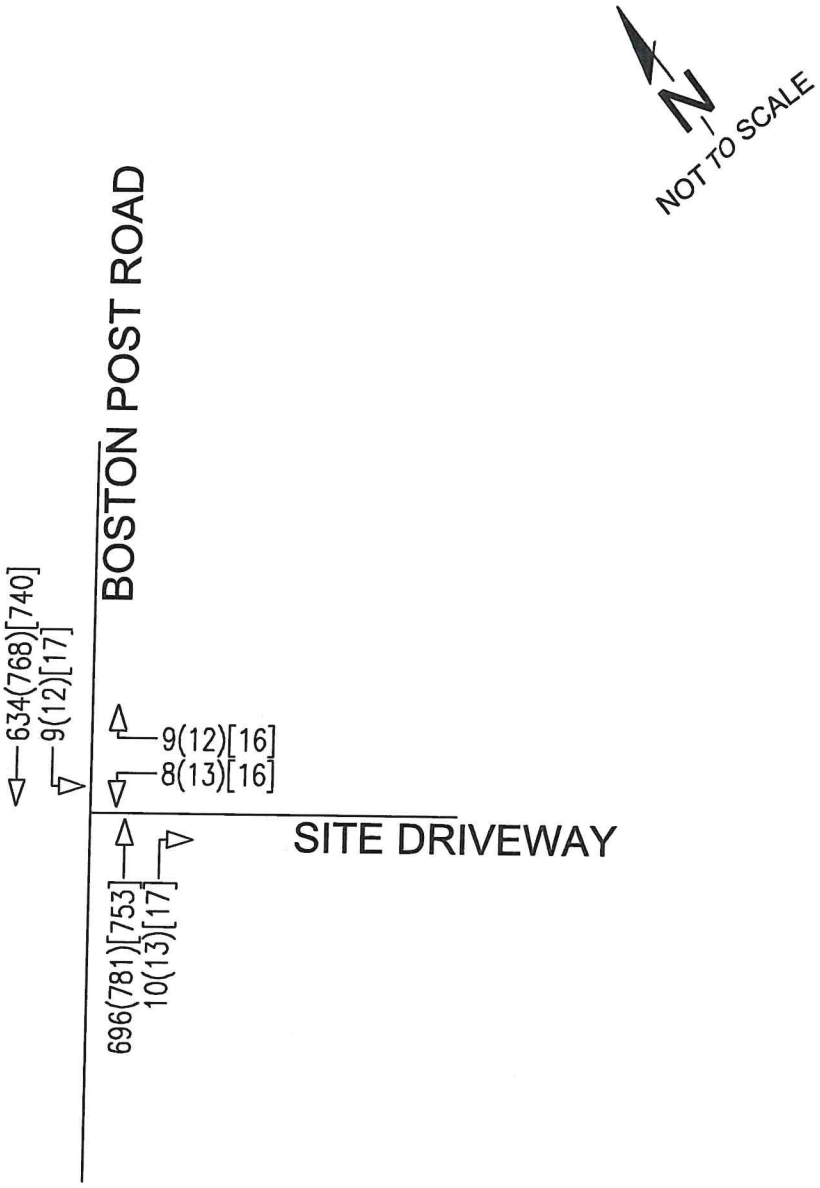
November 2020

Site Location Figure
Mamaroneck, Westchester, New York

Figure No. 01



NOT TO SCALE

LEGEND

00 - VPH-PEAK MIDDAY HOUR
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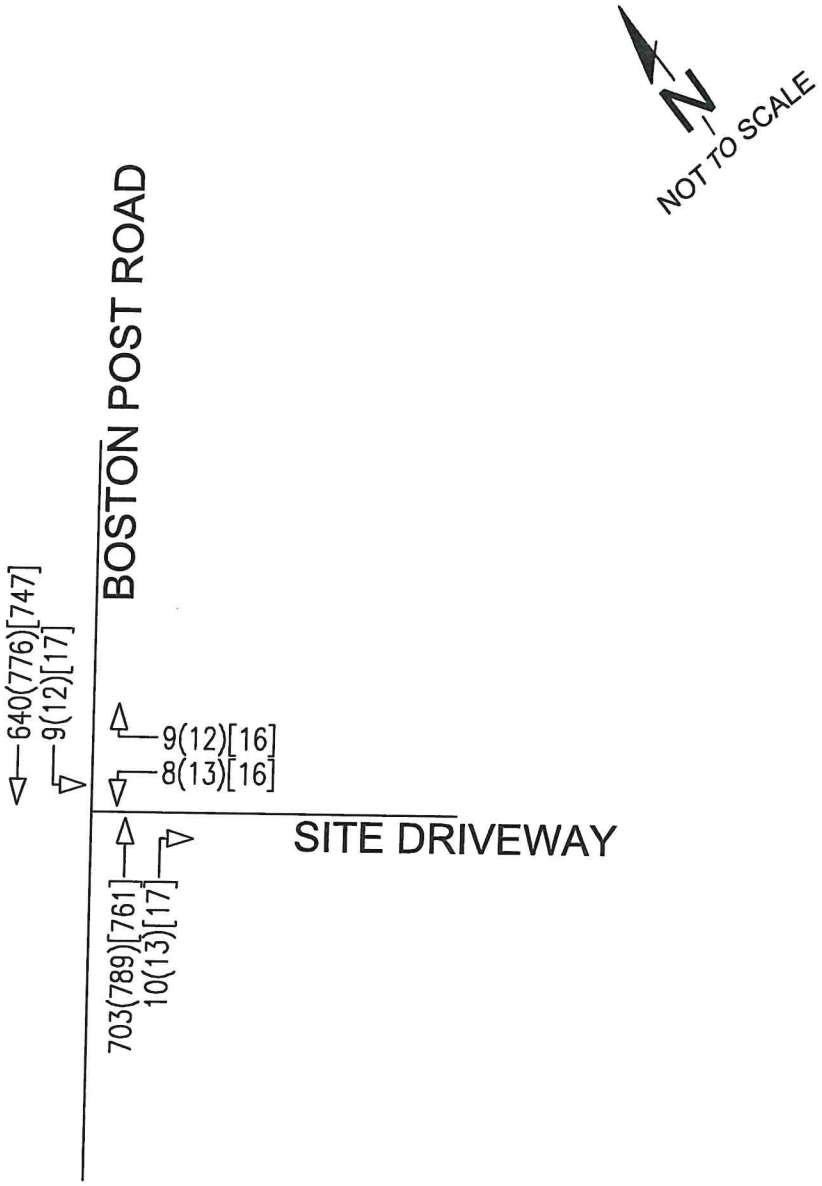
Base Traffic Volume Figure
Mamaroneck, Westchester, New York

Figure No. 02



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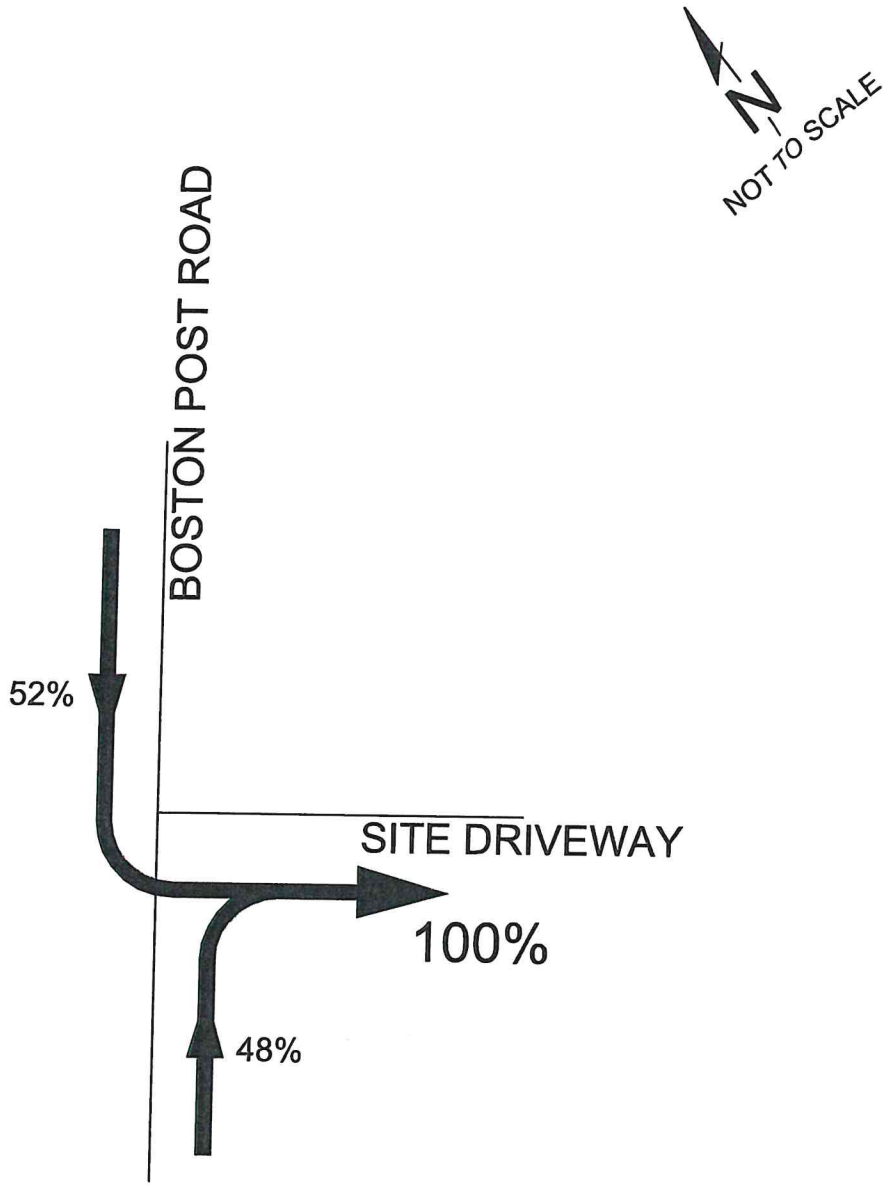
No-Build Traffic Volumes

Mamaroneck, Westchester, New York

Figure No. 03



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Arrival Distribution

Mamaroneck, Westchester, New York

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Figure No. 04

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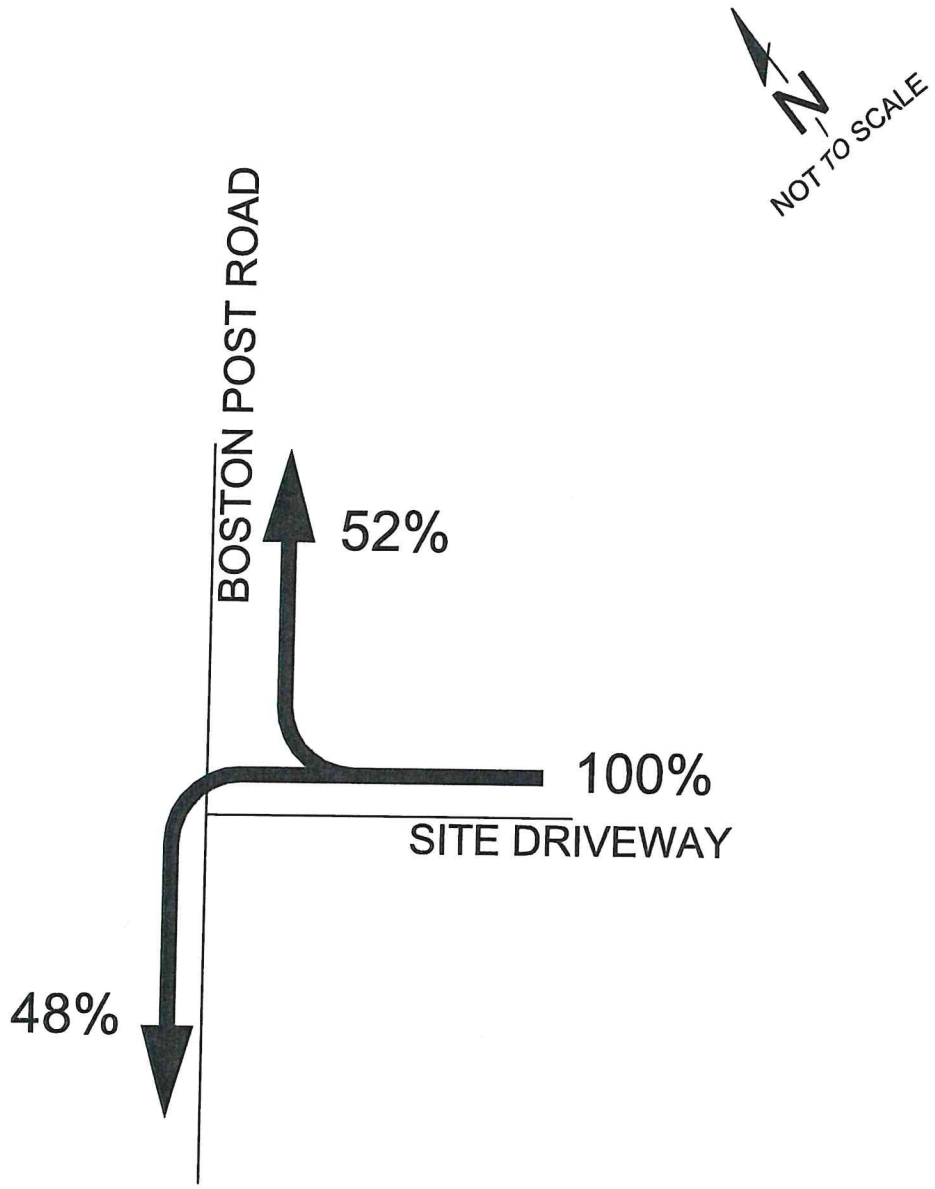

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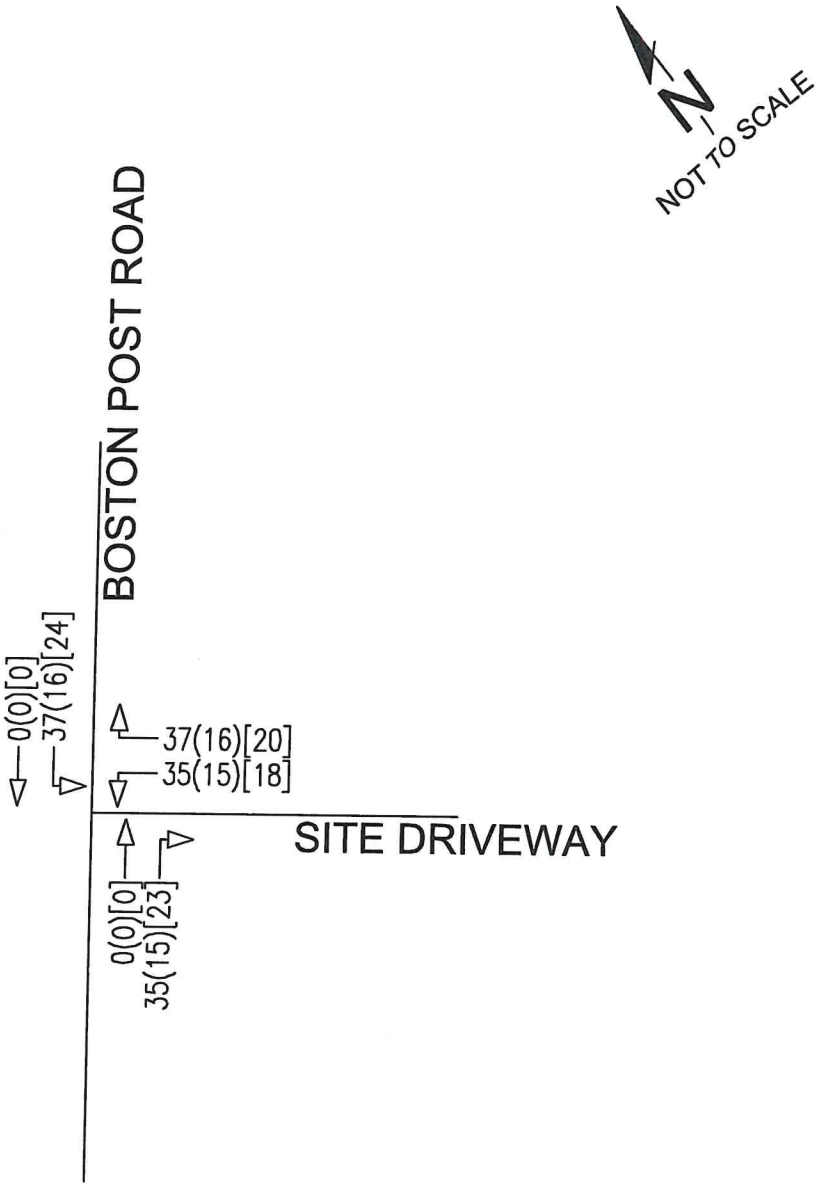
Departure Distribution

Mamaroneck, Westchester, New York

Figure No. 05



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Site-Generated Traffic Volumes
Mamaroneck, Westchester, New York

Figure No. 06

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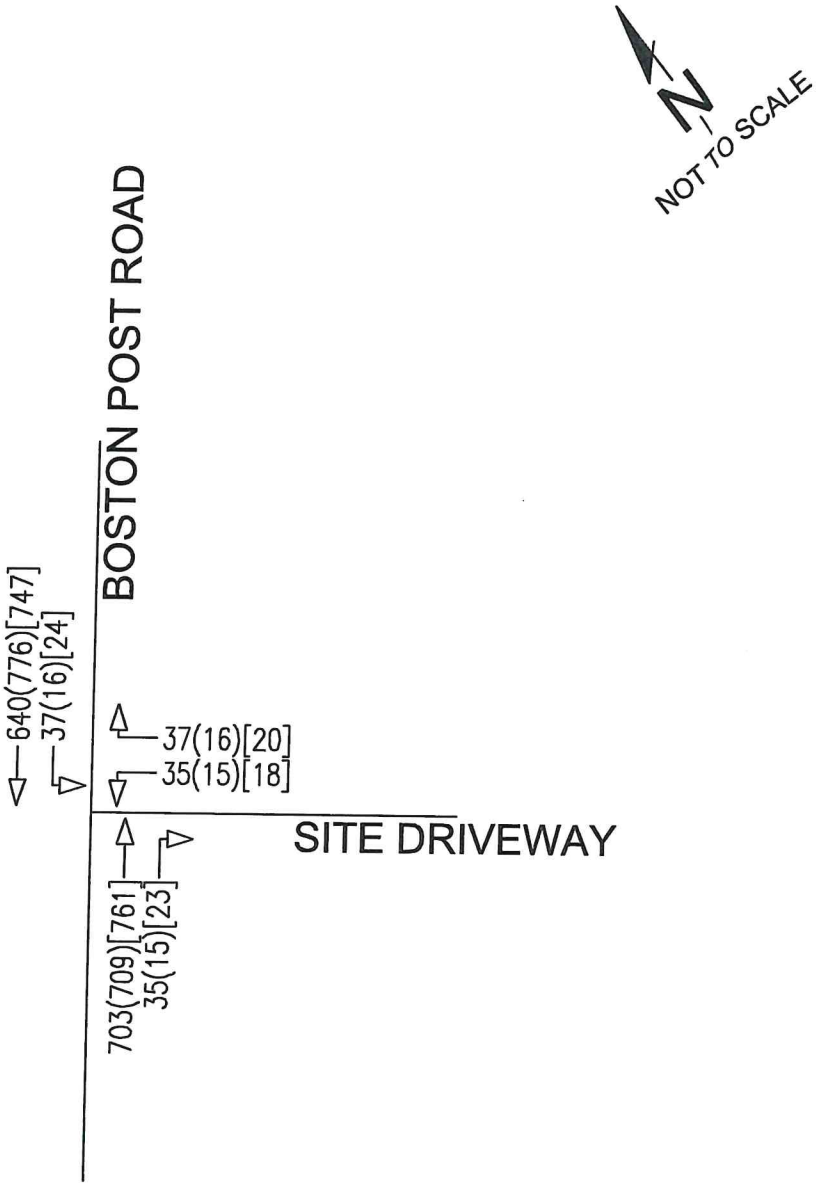

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Build Traffic Volumes

Mamaroneck, Westchester, New York

Figure No. 07

APPENDIX B

LEVEL OF SERVICE SUMMARY

And

CAPACITY ANALYSES

TABLE NO.1

PEAK HOUR LEVEL OF SERVICE SUMMARY TABLE

Boston Post Road and Site Driveway

APPROACH		PEAK MIDDAY HOUR			PEAK PM HOUR			PEAK SAT HOUR		
		2020 EXISTING	2022 NO-BUILD	2022 BUILD	2020 EXISTING	2022 NO-BUILD	2022 BUILD	2020 EXISTING	2022 NO-BUILD	2022 BUILD
		LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)
Boston Post Road										
NB	TR	a 0.1	a 0.1	a 0.3	a 0.1	a 0.2	a 0.2	a 0.2	a 0.2	a 0.3
SB	LT	a 9.3	a 9.4	a 9.6	a 9.7	a 9.8	a 9.8	a 9.6	a 9.7	a 9.8
Site Driveway										
WB	LR	c 17.6	c 17.8	c 23.1	c 22.7	c 23.1	c 23.1	c 22.2	c 22.5	c 23.3
INTERSECTION		**c 17.6**	**c 17.8**	**c 23.1**	**c 22.7**	**c 23.1**	**c 23.1**	**c 22.2**	**c 22.5**	**c 23.3**

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	9	696	10	9	634
Future Vol, veh/h	8	9	696	10	9	634
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	757	11	10	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1128	384	0	0	768	0
Stage 1	763	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	198	614	-	-	842	-
Stage 1	421	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	194	614	-	-	842	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	304	842	-
HCM Lane V/C Ratio	-	-	0.061	0.012	-
HCM Control Delay (s)	-	-	17.6	9.3	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	9	703	10	9	640
Future Vol, veh/h	8	9	703	10	9	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	764	11	10	696

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1138	388	0	0	775	0
Stage 1	770	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	195	611	-	-	837	-
Stage 1	417	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	611	-	-	837	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	300	837	-
HCM Lane V/C Ratio	-	-	0.062	0.012	-
HCM Control Delay (s)	-	-	17.8	9.4	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	33	703	30	32	640
Future Vol, veh/h	30	33	703	30	32	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	36	764	33	35	696

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1199	399	0	0	797	0
Stage 1	781	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	178	601	-	-	821	-
Stage 1	412	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	166	601	-	-	821	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	267	821	-
HCM Lane V/C Ratio	-	-	0.256	0.042	-
HCM Control Delay (s)	-	-	23.1	9.6	0.3
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	12	781	13	12	768
Future Vol, veh/h	13	12	781	13	12	768
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	13	849	14	13	835

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1300	432	0	0	863	0
Stage 1	856	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	153	572	-	-	775	-
Stage 1	377	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	572	-	-	775	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	230	775	-
HCM Lane V/C Ratio	-	-	0.118	0.017	-
HCM Control Delay (s)	-	-	22.7	9.7	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	12	789	13	12	776
Future Vol, veh/h	13	12	789	13	12	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	13	858	14	13	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1313	436	0	0	872	0
Stage 1	865	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	150	568	-	-	769	-
Stage 1	373	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	145	568	-	-	769	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	226	769	-
HCM Lane V/C Ratio	-	-	0.12	0.017	-
HCM Control Delay (s)	-	-	23.1	9.8	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	16	789	15	16	776
Future Vol, veh/h	15	16	789	15	16	776
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	17	858	16	17	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1322	437	0	0	874	0
Stage 1	866	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	148	567	-	-	768	-
Stage 1	372	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	142	567	-	-	768	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	580	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	232	768	-
HCM Lane V/C Ratio	-	-	0.145	0.023	-
HCM Control Delay (s)	-	-	23.1	9.8	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	16	753	17	17	740
Future Vol, veh/h	16	16	753	17	17	740
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	17	818	18	18	804

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1265	418	0	0	836	0
Stage 1	827	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	161	584	-	-	794	-
Stage 1	390	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	584	-	-	794	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	244	794	-
HCM Lane V/C Ratio	-	-	0.143	0.023	-
HCM Control Delay (s)	-	-	22.2	9.6	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	16	761	17	17	747
Future Vol, veh/h	16	16	761	17	17	747
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	17	827	18	18	812

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1278	423	0	0	845	0
Stage 1	836	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	158	579	-	-	787	-
Stage 1	386	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	579	-	-	787	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	240	787	-
HCM Lane V/C Ratio	-	-	0.145	0.023	-
HCM Control Delay (s)	-	-	22.5	9.7	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	20	761	23	24	747
Future Vol, veh/h	18	20	761	23	24	747
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	22	827	25	26	812

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1298	426	0	0	852	0
Stage 1	840	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	153	577	-	-	783	-
Stage 1	384	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	144	577	-	-	783	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.3	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	238	783	-
HCM Lane V/C Ratio	-	-	0.174	0.033	-
HCM Control Delay (s)	-	-	23.3	9.8	0.3
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

APPENDIX C

NYSDOT TRAFFIC COUNES

W Boston Post Road south of Rockland Avenue

OBJECTID	264826	264827
COUNT_ID	870122_06182019	870122_06182019
LATITUDE	40.943062	40.943062
LONGITUDE	-73.73991	-73.73991
SPECIFIC_RECORDER_PLACEMENT	340' S ROCKLAND AVE	340' S ROCKLAND AVE
YEAR	2019	2019
MONTH	6	6
DAY_OF_FIRST_DATA	18	18
FEDERAL_DIRECTION	Northbound	Southbound
AVG_WKDAY_INTERVAL_1	74	49
AVG_WKDAY_INTERVAL_2	34	26
AVG_WKDAY_INTERVAL_3	20	17
AVG_WKDAY_INTERVAL_4	13	13
AVG_WKDAY_INTERVAL_5	33	37
AVG_WKDAY_INTERVAL_6	68	86
AVG_WKDAY_INTERVAL_7	246	200
AVG_WKDAY_INTERVAL_8	612	588
AVG_WKDAY_INTERVAL_9	815	615
AVG_WKDAY_INTERVAL_10	741	659
AVG_WKDAY_INTERVAL_11	818	646
AVG_WKDAY_INTERVAL_12	825	734
AVG_WKDAY_INTERVAL_13	867	733
AVG_WKDAY_INTERVAL_14	814	682
AVG_WKDAY_INTERVAL_15	808	704
AVG_WKDAY_INTERVAL_16	936	715
AVG_WKDAY_INTERVAL_17	912	730
AVG_WKDAY_INTERVAL_18	850	838
AVG_WKDAY_INTERVAL_19	753	711
AVG_WKDAY_INTERVAL_20	602	494
AVG_WKDAY_INTERVAL_21	524	361
AVG_WKDAY_INTERVAL_22	344	256
AVG_WKDAY_INTERVAL_23	213	158
AVG_WKDAY_INTERVAL_24	126	89
AVG_WKDAY_DAILY_TRAFFIC	12048	10141
AADT	10825	9111

264828
870122_06182019
40.943062
-73.73991
340' S ROCKLAND AVE
2019
6
18
Combined Total
123
60
37
26
70
154
446
1200
1430
1400
1464
1559
1600
1496
1512
1651
1642
1688
1464
1096
885
600
371
215
22189
19936

Provident
design engineering

Provident
design engineering
7 Skyline Drive, Hawthorne, NY 10532
Tel: (914) 592-4040 www.pderesults.com

November 2, 2020

Mr. Frank Tavolacci
Acting Building Inspector
Building Department
Village of Mamaroneck
169 Mt. Pleasant Avenue
Mamaroneck, NY 10543

RE: Building Permit Application
1043 West Boston Post Road, Section 9/Block 921/Lot 183

Dear Mr. Tavolacci:

Provident Design Engineering, PLLC (PDE) is pleased to submit the following information in support of the attached Building Permit Application for 1043 West Boston Post Road, Section 9/Block 921/Lot 183.

1. Building Permit Application.
2. Building Permit Application Fee in the Amount of $85.00.
3. Short Environmental Assessment Form, Part 1.
4. Two (2) copies of "Survey of Property" prepared by Ward Carpenter Engineers, Inc.
5. Two (2) copies of drawing C-100 "Overall Site Plan" dated 11-2-2020 prepared by Provident Design Engineering, PLLC.
6. Two (2) sets of Architectural Plans prepared by Sargenti Architects dated 11-2-2020.

If you have any questions or require additional information, please do not hesitate to call our office.

Very truly yours,

Provident Design Engineering, PLLC

Ralph P. Peragine, P.E.
Senior Project Manager

Encs.

Q:\PROJECTS-20\20-072 1043 W Boston Post Rd\Letter\1043 BPR BldgPermitSubmission.docx

Provident
design engineering
7 Skyline Drive, Hawthorne, NY 10532
Tel: (914) 592-4040 www.pderesults.com

Attachment A

Building Permit Application

Village of Mamaroneck Building Department
169 Mt. Pleasant Avenue
Mamaroneck, N.Y. 10543
914-777-7731 Fax 914-777-7792
www.village.mamaroneck.ny.us

Application # _____ Permit # _____

Building Permit Application

NOTE: Two sets of construction documents must be submitted with application.

1.Project address: 1043 W. Boston Post Road, Mamaroneck, NY

Zone	C-1	Section	9	Block	921	Lot	183

Existing use Residential: ☐ Single Family ☐ 2 Family ☐ Other

Intended Use: ☐ Single Family ☐ 2 Family ☐ Other

Existing Use Commercial: ☐ Multi Family How Many? ☐ Retail ☐ Resturant ☒ Busines

☐ Other (Please specify)

Intended Use: ☐ Multi Family How Many? ☐ Retail ☒ Resturant ☐ Busines

☐ Other (Please specify)

Is This a Non Conforming Use? ☐ Yes ☒ No (Please specify)

Estimated cost: | Application Fee: | Permit Fee:

2. Description of work:

Conversion of existing former bank building into a Chopt Restaurant
Add proposed Pickup Window for customers to pick up pre-ordered and pre-paid meals at a pick-up window utilizing the existing drive-thru aisle from the former HSBC bank

3. Owners name and address :

1043 Mamaroneck Partners LLC
275 Madison Avenue, Suite 1100
New York, New York 10016

Phone #:

4. Applicant name and address :

Chop't Creative Salad Company, LLC
800 Westchester Avenue, Suite N-321
Rye Brook, NY 10573

E-Mail Address : justin.gould@founders-table.com
Phone #: 603-974-3362

5. Applicant Name (Please print): Justin Gould | Applicants Singiture: Justin Gould

6. Is this a new residential house? ☐ Yes ☐ No ☐ Addition ☐ Alteration

7. Is this a new commercial building? ☐ Yes ☐ No ☐ Addition ☒ Alteration

8. Municipal sewer ? Yes Septic system?(If appicable, attached Health Dept. approval)

9. Is this structure with in the flood plain? No ☐ If yes, please file a Flood Development Permit

10. Is this project with in the tidal wetland or buffer? No ☐ If yes, please file a wetland activity permit.

11. Is this project with in the fresh water wetland or buffer? No ☐ If yes, please file a wetland activity permit.

12. Is there a disturbance of land greater than 1,000 square feet ? Yes If yes, please file a SWPPP permit per section 294.

13. Topography: ☒ Flat ☐ Hilly ☐ Rocky ☐ Steep Incline ☐ Other

14. Do you require any other board approvals? If yes please check which boards you require bellow.

☐ BAR ☒ Zoning ☒ Planning ☒ HCZM ☐ Other

15. Architect/Engineer name and address:
Provident Design Engineering, PLLC
7 Skyline Drive
Hawthorne NY 10532 Phone # 914-592-4040

16. Contractor name and address:
To be determined

License # & Expiration Date: _____

Phone # _____

17. Electrician name and address:
To be determined

License # & Expiration Date: _____

Phone # _____

18. Plumbers name and address:
To be determined

License # & Expiration Date: _____

Phone # _____

19. State of New York

County of Westchester

I Justin Alexander Gould being duly sworn deposes and says

He / She is the Agent of said property, and duly authorized
(Owner, Contractor, Agent or Corporate Officer)

To perform or have performed the said work and to file this application: that all statements contained in this application are true to the best of my knowledge and belief, and that the work will be performed In the manner set forth in the application in the plans and specification filed therewith and in full compliance with New York State Codes.

Sworn to before me this 3rd day of November, 20 20 Nancy M Metallo

Notarized online using audio-video communication Electronic Notary Public

NANCY M METALLO
Notary Public - State of Florida
Commission # HH 2726
Expires on May 21, 2024

Do not write below this line office use only

Received By: _____

- ◯ Residential Application Fee: $75.00
- ◯ Commercial Application Fee $100.00
- ◯ License Received
- ◯ Insurance Certificates
- ◯ EAS

- ◯ Residential Permit Fee
- ◯ Commercial Permit Fee
- ◯ Certificate Fee Paid
- ◯ 2 Sets of Drawings
- ◯ Floodplain Development Application if Required

Reviewed by: _____ Dated: _____

Approved by: _____ Dated: _____

Provident
design engineering
7 Skyline Drive, Hawthorne, NY 10532
Tel: (914) 592-4040 www.pderesults.com

Attachment B

Short Environmental Assessment Form, Part 1

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

Name of Action or Project:

CHOPT

Project Location (describe, and attach a location map):

1043 West Boston Post Road, Mamaroneck, NY

Brief Description of Proposed Action:

The proposed project entails the re-purposing of the former HSBC bank into a CHOPT Restaurant. The existing building envelope will remain and interior renovations are proposed and a small addition (167 s.f.) is being added at the rear of the existing building to accommodate a walk in cooler.
- The existing parking lot is being reconfigured provide for a total of 22 parking spaces. Of the parking spaces provided 6 parking spaces will have a width of 8.5 feet and will be used by employees and staff. These spaces have been located along the rear property line. Of the remaining parking spaces provided fifteen (15) standard parking spaces (9' width) are being provided for use by customers plus one (1) van accessible parking space.
- An outdoor seasonal patio is being added in the front of the building (29' x 28' = 812 s.f.).
- A six (6) foot high stockade fence is being along the rear property line to provide screening from the adjacent use.
- The existing trash enclosure is being enlarged to accommodate the needs of the proposed use.
- The standard parking space depth of 19' includes a one (1)foot overhang of the adjoining curb line.
- Proposed pick-up window for customers to collect pre-ordered and pre-paid meals at the pick-up window.

Name of Applicant or Sponsor:	Telephone: 603-974-3362
Chop't Creative Salad Company, LLC	E-Mail: justin.gould@founders-table.com

Address:

800 Westchester Avenue, Suite N-321

City/PO:	State:	Zip Code:
Rye Brook	NY	10573

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:	☑	☐

3. a. Total acreage of the site of the proposed action? 0.4782 acres
   b. Total acreage to be physically disturbed? 0.22 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.4782 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☑ Urban ☐ Rural (non-agriculture) ☐ Industrial ☑ Commercial ☐ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
   ☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☑	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☑

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☑
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☑

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☑

	NO	YES
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	☐	☑

	NO	YES
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	☐	☑

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☐	☑
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	☐	☑

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☑	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☑	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☑ Urban ☐ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☑	☐
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes,	☐	☑
a. Will storm water discharges flow to adjacent properties?	☑	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____	☐	☑
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____	☑	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	☑	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____	☑	☐

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

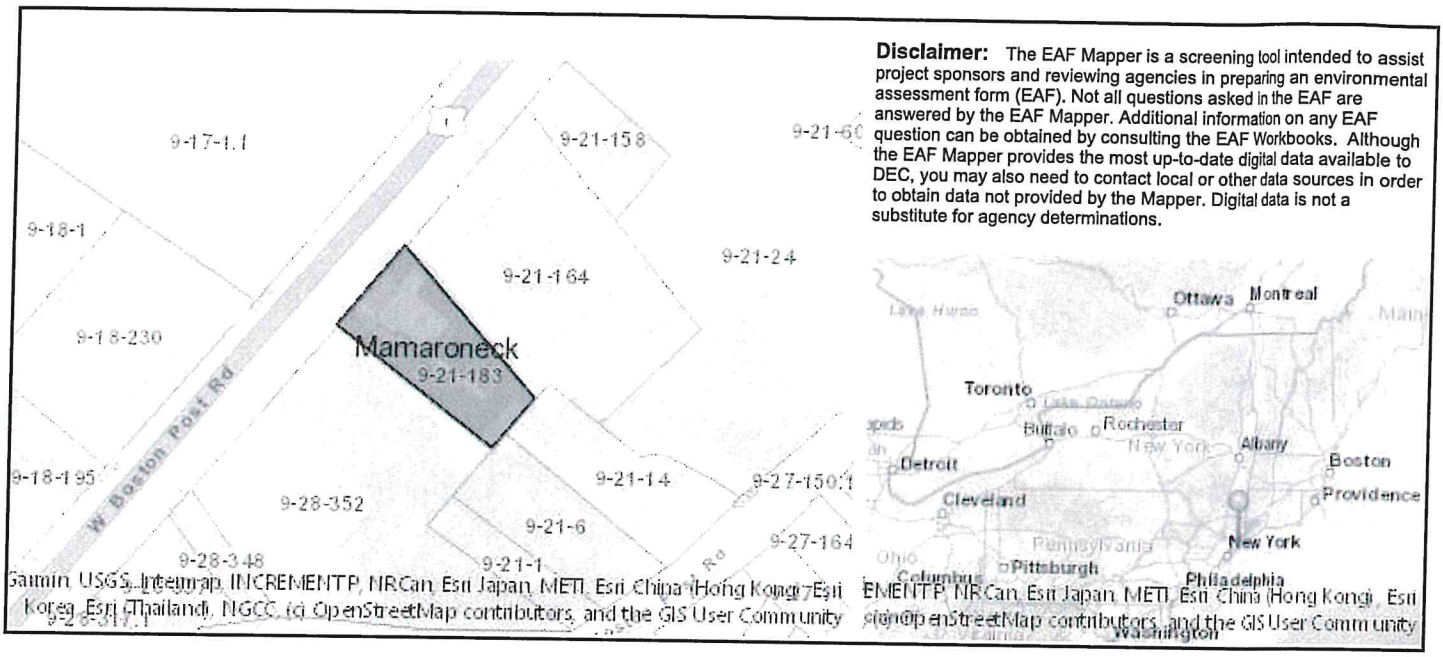
Applicant/sponsor/name: Justin Gould Date: 11/03/2020

Signature: _____ Title: Project Manager

PRINT FORM

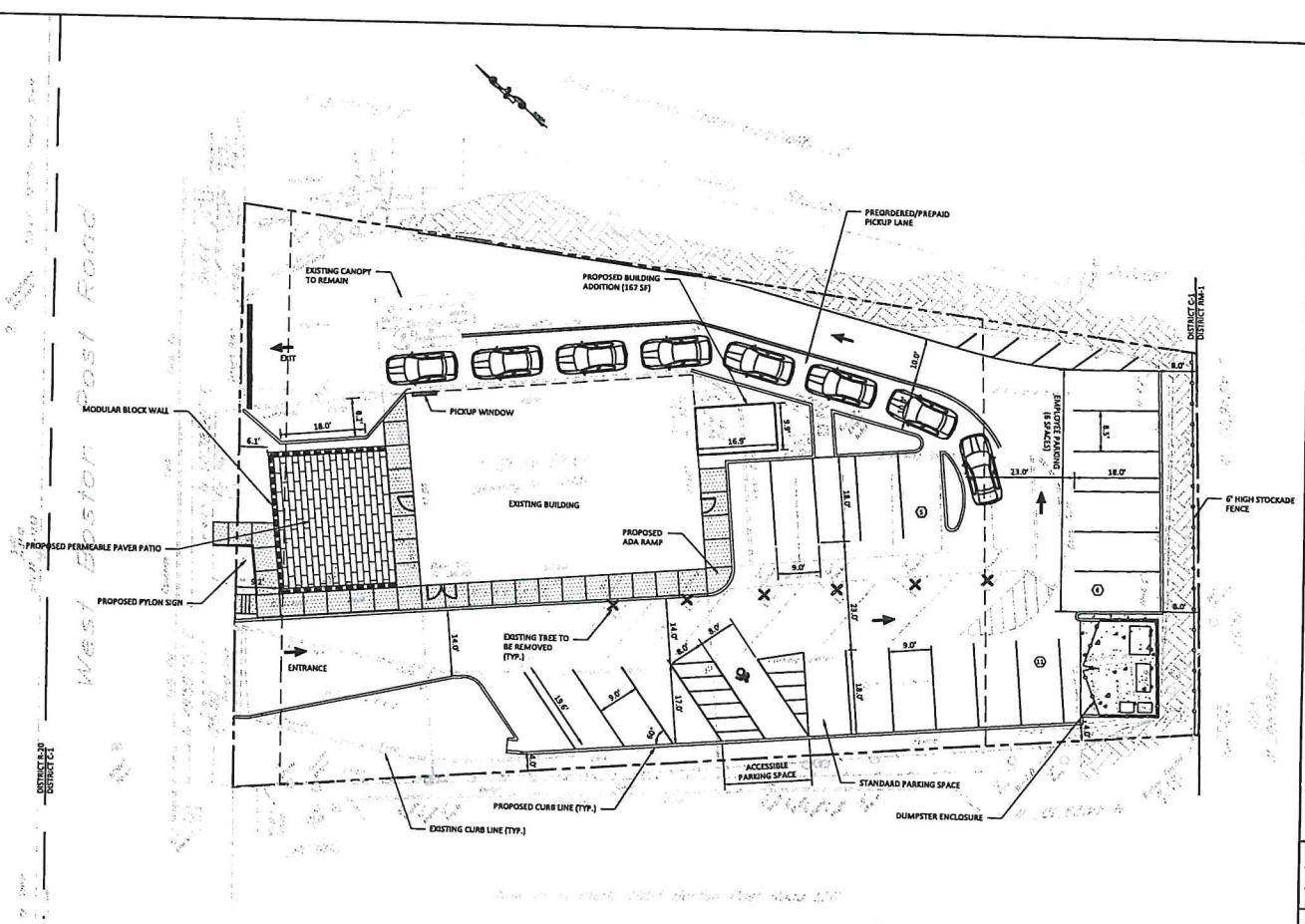
EAF Mapper Summary Report

Monday, August 17, 2020 10:55 AM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	Yes
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No



Zoning Compliance Chart				
Section/Block/Lot	Tax Map ID #: 9-21-183			
District	C-1 General Commercial			
Zoning Requirement	Required/ Permitted	Existing	Proposed	Total
Minimum lot area (sq. ft.)	N/A	20,829	N/C	20,829
Minimum lot area (acres)	N/A	0.4782	N/C	0.4782
Minimum Lot Width and Frontage (feet)	50	124.4	N/C	124.4
Maximum Building Coverage (percentage of lot area)	50%	12.0%	0.8%	12.8%
Maximum Floor Area Ratio	10,415	2,501	167	2,668
	0.8	0.12	0.01	0.13
	16,663	2,501	167	2,668
Maximum Building Height				
Stories	3	1	1	1
Feet	40	13±	N/C	13±
Minimum Required Yards				
Front (feet)	10	35.0	N/C	35.0
Side (feet)	None	21.2	N/C	21.2
Other Side (feet)	None	40.5	N/C	40.5
Rear (feet)	45	103.9	N/C	103.9
Off-Street Parking				
Parking Space Size	9' x 19'	N/A	9' x 18'	9' x 18'
Employee Parking Space Size	8-1/2' x 19'	N/A	8-1/2' x 18'	8-1/2' x 18'
Setback to property line	5	4	4	4
Restaurant 1 for each 3 seats (32 Seats)	11	N/A	15	15
Restaurant plus 1 for each 2 employees (12 Employees)	6	N/A	6	6
Total Number of Parking Spaces	17	N/A	22	22
Accessible Parking Spaces	1	N/A	1	1
Off-Street Loading	NR	NR	NR	NR
Free Standing Sign Height, Ft.	16	N/A	16	16

NO.	REVISION	DATE
	BUILDING PERMIT SUBMISSION	11/2/2020

12 9 6 3 0 6 12 24
SCALE IN FEET

Developer/Lessee
Founders Table Restaurant Group
800 Westchester Avenue, Suite N-321
Rye Brook, NY 10573
Tel: 603-874-3362

Property Owner
1043 Mamaroneck Partners LLC
c/o Jewel Management Corp.
275 Madison Avenue, Suite 1100
New York, NY 10016

Provident design engineering
7 SKYLINE DRIVE, HAWTHORNE, NEW YORK 10532
TEL: (914) 592-4040 WWW.PROVIDENTLLC.COM

UNDER NEW YORK STATE EDUCATION LAW ARTICLE 145 (ENGINEERING), SECTION 7209 (2), IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT
© PROVIDENT DESIGN ENGINEERING, PLLC

CHOPT

1043 West Boston Post Road
Mamaroneck (V), NY
Tax Map ID #: 9-21-183

TITLE:
OVERALL SITE PLAN

Seal: STATE OF NEW YORK · RALPH P. PERRONE · No. 067392 · LICENSED PROFESSIONAL ENGINEER

Scale:	1"=12'
Date:	11/02/20
Drawn By:	RPP
Checked By:	RPP
Project No.:	20-072
Sheet No.:	1 of
Dwg. No.:	C-100

CHOPT

CREATIVE SALAD CO.

1043 WEST BOSTON POST ROAD
MAMARONECK, NY 10543

OWNER
CHOPT CREATIVE SALAD COMPANY
800 WESTCHESTER AVENUE
SUITE N-231
RYE BROOK, NY 10573

CONTACT: JUSTIN GOULD
PROJECT MANAGER
T: 603.77.4.3362
E: JUSTIN.GOULD@FOUNDERS-TABLE.COM

ARCHITECT
SARGENTI ARCHITECTS
461 FROM ROAD
2ND FLOOR
PARAMUS, NJ 07652
CONTACT: MANUEL A. VELEZ
T: 973-253-9393 EXT.209
F: 973-253-9390
E: MVELEZ@SARGENTI.COM

CIVIL ENGINEER
PROVIDENT DESIGN ENGINEERING
7 SKYLINE DRIVE
HAWTHORNE, NY 10533
CONTACT: RALPH P. PERLAGINE, PE
T: 914.592.4040
D: 914.367.0269
M: 914.805.0439
E: RPERLAGINE@PDERESULTS.COM

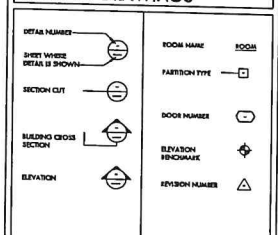
SPACE ADDRESS
1043 WEST BOSTON POST ROAD
MAMARONECK, NY 10543

BUILDING DEPARTMENT
VILLAGE OF MAMARONECK
169 WT. PLEASANT AVENUE
MAMARONECK, NY 10543

PROJECT CONTACTS

SHEET NO.	DESCRIPTION
ARCHITECTURAL	
C1.0	COVER SHEET
C1.1	EGRESS FLOOR PLAN
C1.2	OCCUPANCY PLAN
CIVIL ENGINEERING	
C-100	OVERALL SITE PLAN
C-101	SITE PLAN
C-301	STRIPING SIGN PLAN

INDEX OF DRAWINGS



GRAPHIC SYMBOLS

A.F.F.	ABOVE FINISHED FLOOR
A.P.	ACCESS PANEL
AC.	ACOUSTICAL
AC.T.	ACOUSTICAL TILE
ADJ.	ADJACENT
A/C	AIR CONDITIONING
ALT.	ALTERNATE
A.B.	ANCHOR BOLT
APPROX.	APPROXIMATE
APVD.	APPROVED
ARCH.	ARCHITECT (URAL)
BLK.	BLOCK
BLKG.	BLOCKING
BD.	BOARD
BTM.	BOTTOM
CBWK.	CABINWORK
CEM.	CEMENT
CLG.	CEILING
CLG.HT.	CEILING HEIGHT
CHNL.	CHANNEL
C.O.	CLEAN (ANCE)
CLO.	CLOSET
COL.	COLUMN
C.M.U.	CONCRETE MASONRY UNIT
CONST.	CONSTRUCTION
C.J.	CONSTRUCTION JOINT
COORD.	COORDINATE
CORR.	CORRIDOR
CTR.	CENTER
C.T.	CERAMIC TILE
DET.	DETAIL
DIAG.	DIAGONAL
DIA.	DIAMETER
DIF.	DIFFUSER
DIM.	DIMENSION
DISP.	DISPENSER
DR.	DOOR
DWR.	DRAWER
DWG.	DRAWING
ELEC.	ELECTRICAL
E.P.	ELECTRIC PANEL
ELEV.	ELEVATION
E.W.C.	ELECTRIC WATER COOLER
EXIST	EXISTING
EQUIP.	EQUIPMENT
EXH.	EXHAUST
EXP. JT.	EXPANSION JOINT
FIN.	FINISH (ED)
F.E.	FIRE EXTINGUISHER
FP.	FIREPROOFING
F.D.	FLOOR DRAIN
FLUOR.	FLUORESCENT
F.R.T.	FIRE RETARDANT TREATED
FURR.	FURRED (ING)
GA.	GAUGE
GALV.	GALVANIZED
G.C.	GENERAL CONTRACTOR
GYP. BD.	GYPSUM BOARD
GWB	GYPSUM WALL BOARD
H.C.	HOLLOW CORE
H.M.	HOLLOW METAL
HORIZ.	HORIZONTAL
H.V.A.C.	HEATING/VENTILATION/ AIR CONDITIONING
H.W.	HOT WATER
(#)	INCH
INT.	INTERIOR
JT.	JOINT
MFR.	MANUFACTURE (R)
MECH.	MECHANIC (AL)
MEMB.	MEMBRANE
MTL.	METAL
MEZZ.	MEZZANINE
MIN. (1)	MINIMUM, MINUTE
MISC.	MISCELLANEOUS
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
NO. or #	NUMBER
O.F.C.I.	OWNER FURNISHED CONTRACTOR INSTALLED
O.F.O.I.	OWNER FURNISHED OWNER INSTALLED
O.C.	ON CENTER (S)
OPNG.	OPENING
OPP.	OPPOSITE
PART.	PARTICLE
P. LAM.	PLASTIC LAMINATE
PLMG.	PLUMBING
PWD.	PLYWOOD
PVC.	POLYVINYL CHLORIDE
PREFAB.	PREFABRICATED
P.M.	PROJECT MANAGER
QTR.	QUARTER
R.A.	RETURN AIR
R.C.P.	REFLECTED CEILING PLAN
REF.	REFERENCE
REG.	REGISTER
REINF.	REINFORCE (D), (MENT)
REQ'D. (REQ.)	REQUIRED
REV.	REVISION (S), REVISED
RND.	ROUND
R.O.	ROUGH OPENING
SHT.	SHEET
SIM.	SIMILAR
S.C.	SOLID CORE
S.S.	STAINLESS STEEL
STD.	STANDARD
STL.	STEEL
STOR.	STORAGE
S.D.	STORM DRAIN
STRUCT.	STRUCTURAL
SUSP.	SUSPENDED
SYM.	SYMMETRY (ICAL)
SYS.	SYSTEM
T.B.D.	TO BE DETERMINED
TEL.	TELEPHONE
T.S.	TUBE STEEL
TYP.	TYPICAL
U.N.O.	UNLESS NOTED OTHERWISE
VERT.	VERTICAL
VEST.	VESTIBULE
V.C.T.	VINYL COMPOSITION TILE
V.I.F.	VERIFY IN FIELD
W.C.	WATER CLOSET
WP.	WATERPROOF(ING)
WS.	WEATHER STRIPPING
W/	WITH
W/O	WITHOUT
WD.	WOOD
W.P.	WORKING POINT

ABBREVIATIONS

APPLICABLE CODES - WALL WORK UNDER THIS CONTRACT SHALL COMPLY WITH THE PROVISIONS OF THE SPECIFICATIONS AND DRAWINGS AND SHALL SATISFY ALL APPLICABLE CODES, ORDINANCES, AND REGULATIONS OF ALL GOVERNING BODIES INVOLVED. ANY MODIFICATIONS TO THE CONTRACT WORK REQUIRED BY SUCH AUTHORITIES SHALL BE THE EXPENSE OF THE G.C. ALL PERMITS AND LICENSES PAID FOR BY THE G.C. INVOLVED. APPLICABLE CODES INCLUDE BUT NOT ARE NOT LIMITED TO THE FOLLOWING.

APPLICABLE CODES:

BUILDING:	BUILDING CODE 2020 OF NEW YORK STATE (IBC 2018 WITH LOCAL AMENDMENTS)
MECHANICAL:	BUILDING CODE 2020 OF NEW YORK STATE (IBC 2018 WITH LOCAL AMENDMENTS)
ELECTRICAL:	2017 NATIONAL ELECTRIC CODE
PLUMBING:	PLUMBING CODE 2015 OF NEW YORK STATE (IPC 2018 WITH LOCAL AMENDMENTS)
FIRE PROTECTION:	FIRE CODE 2020 OF NEW YORK STATE (IFC 2018 WITH LOCAL AMENDMENTS)
HANDICAP ACCESSIBILITY:	ICC A117.1
LIFE SAFETY:	BUILDING CODE 2020 OF NEW YORK STATE (IBC 2018 WITH LOCAL AMENDMENTS)
ENERGY:	ENERGY CONSERVATION CONSTRUCTION CODE 2020 OF NEW YORK STATE (ECC 2018 WITH LOCAL AMENDMENTS)
GAS:	FUEL GAS CODE 2020 OF NEW YORK STATE (FGC 2018 WITH LOCAL AMENDMENTS)

BUILDING DESCRIPTION:

CONSTRUCTION TYPE:	B-B
ZONING INFORMATION:	C-1 GENERAL COMMERCIAL

TENANCY OCCUPANCY:

PREVIOUS USE:	BUSINESS - GROUP B - BANK
PROPOSED USE:	ASSEMBLY - GROUP A2 - RESTAURANT
FIRE SUPPRESSION SYSTEM:	NO FIRE SPRINKLER SYSTEM
FIRE ALARM:	NO FIRE ALARM SYSTEM

CONSTRUCTION:

FIRE RESISTANT RATINGS OF STRUCTURAL ELEMENTS

STRUCTURAL FRAME	0 HR
BEARING WALLS (EXT.)	0 HR
BEARING WALLS (INT.)	0 HR
NON-BEARING EXTERIOR WALLS	0 HR
NON-BEARING INTERIOR WALLS	0 HR
FLOOR CONSTRUCTION	0 HR
ROOF CONSTRUCTION	0 HR

SQUARE FOOTAGE (INTERIOR):

DINING AREA	938 SF
QUEUE AREA	83 SF
HALL	71 SF
TOILET ROOMS	164 SF
KITCHEN AREAS	1,207 SF
WALK IN COOLER	139 SF
TOTAL NET	2,604 SF
TOTAL GROSS	3,705 SF (VERIFY WITH LEASE AGREEMENT)

OCCUPANT LOAD:

SEE SHEET C1.3 FOR OCCUPANT LOAD CALCULATIONS INFORMATION
TOTAL OCCUPANT LOAD = 64 PERSONS

CODE REQUIREMENTS:

MAXIMUM TRAVEL DISTANCE TO EXIT ____ 200 FT.
(BUILDING IS FULLY SPRINKLED)
MAXIMUM DEAD END CORRIDOR LENGTH ____ 20 FT.
MINIMUM CORRIDOR / AISLE WIDTH ____ 36 IN.
MINIMUM EGRESS PATH WIDTH ____ 44 IN.
MINIMUM CLEAR OPENING OF EXIT DOORS ____ 32 IN.

TOTAL EGRESS WIDTH REQUIRED
0.30" PER PERSON 64 PERSONS = 12.8 IN.

EXIT WIDTH PROVIDED:
(1) DOUBLE SWING DOORS AT 72 IN.
(2) SINGLE SWING DOOR AT 36 IN.

REQUIRED NUMBER OF MEANS OF EGRESS ____ 2
PROVIDED NUMBER OF MEANS OF EGRESS ____ 3

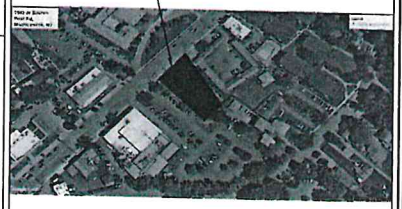
PLUMBING CODE:

22 MALE + 22 FEMALE = TOTAL OCCUPANTS: 64 PERSONS

REQUIRED:	CALCULATIONS:	PROVIDED:
MALE TOILETS 1 PER 75 REQUIRED:	22/75 = 0.43	1
FEMALE TOILETS 1 PER 75 REQUIRED:	22/75 = 0.43	1
MALE SINK 1 PER 200 REQUIRED:	22/200 = 0.16	1
FEMALE SINK 1 PER 200 REQUIRED:	22/200 = 0.16	1
SERVICE SINK:	1 REQUIRED	1

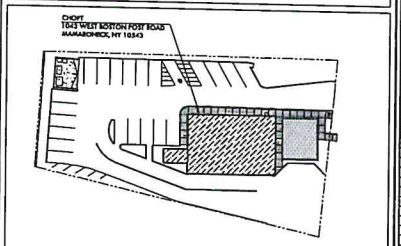
NOTE: THIS RESTAURANT WILL PROVIDE WATER IN A CONTAINER FREE OF CHARGE.

BUILDING CODE DATA



VICINITY MAP

SCALE: N.T.S.



SITE - PROPERTY PLAN

SCALE: N.T.S.

THE SCOPE OF WORK FOR THIS PROJECT INCLUDES THE FOLLOWING:

- EXTERIOR SITEWORK AND REVISED PARKING LOT FOR NEW RESTAURANT OCCUPANCY - SEE CIVIL SITE PLAN FOR MORE INFORMATION.

- INTERIOR CONSTRUCTION OF A NEW FOOD SERVICE TENANT "CHOPT CREATIVE SALAD COMPANY" AT EXISTING SPACE. NEW CONSTRUCTION IS TO INCLUDE: INTERIOR PARTITIONS, WALL FINISHES, CEILING FINISHES, TOILET ROOMS, KITCHEN EQUIPMENT, MECHANICAL, ELECTRICAL, PLUMBING AND GAS PIPING.

SCOPE OF WORK

NOTE:
THE GC AND ALL SUB CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL FIELD CONDITIONS AS WELL AS CONTACTING THE ARCHITECT IMMEDIATELY IF THERE ARE ANY DISCREPANCIES, ERRORS, DIMENSIONS, OR IF THERE ARE ANY ADDITIONAL DETAILS OR CLARIFICATIONS NEEDED. ANY CHANGE ORDER THAT THE GC OR SUB CONTRACTORS REQUIRE SHALL BE REVIEWED BY THE ARCHITECT SO THAT THE ARCHITECT CAN PROVIDE A POSSIBLE SOLUTION TO REDUCE COST. THE ARCHITECT WILL NOT BE RESPONSIBLE FOR ANY CHANGE ORDERS THAT ARE NOT SENT TO THE ARCHITECT FOR REVIEW PRIOR TO ANY WORK BEING PERFORMED.

SARGENTI
461 FROM ROAD, PARAMUS, NJ 07652
T:973.253.9393 • WWW.SARGENTI.COM

ARCHITECTURAL SEAL

Digitally signed by Manuel A. Velez
Organizational Unit: Licensed | am approving this document
Date: 2020.11.02 12:54:57-05'00'

MEP ENGINEER

ENGINEER SEAL

STRUCTURAL ENGINEER

ENGINEER SEAL

DATE	ISSUE

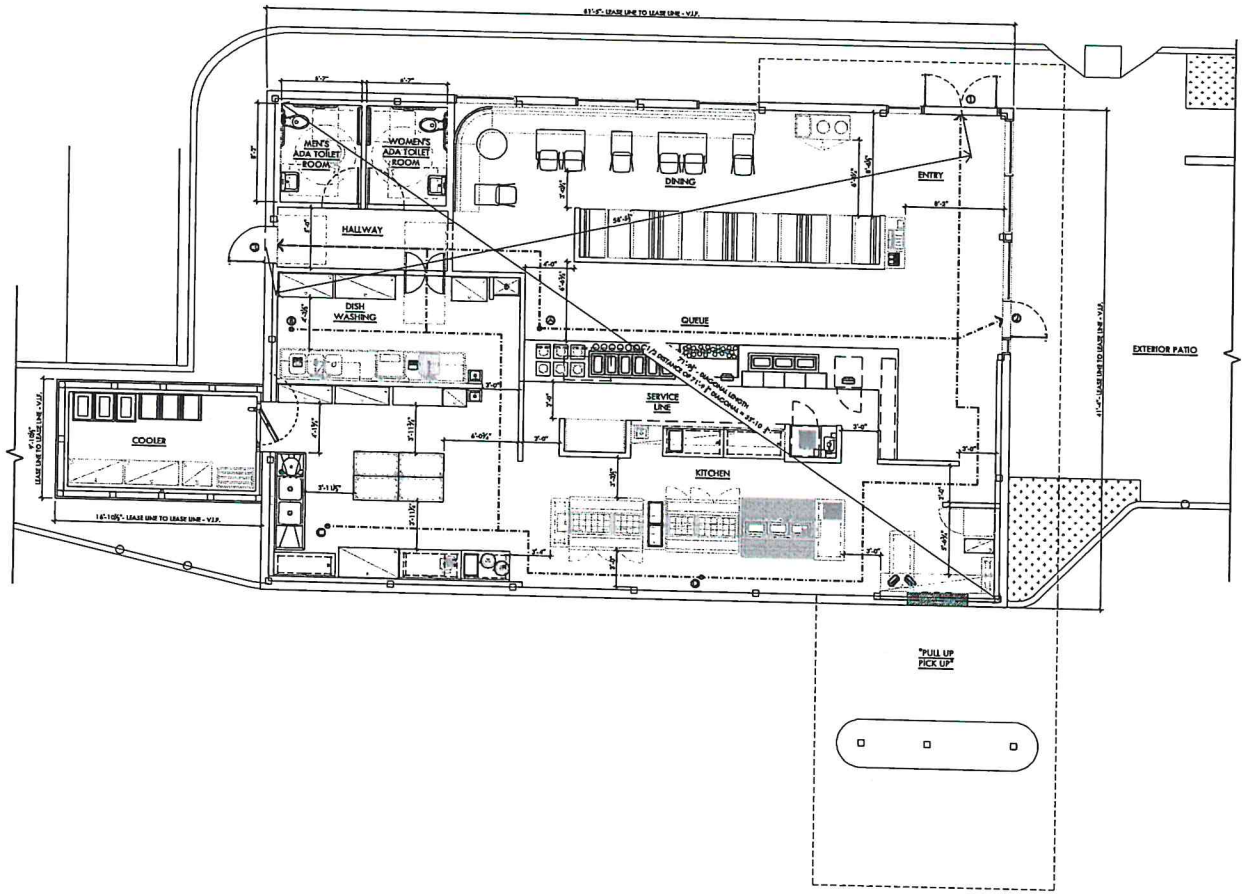
DATE	REVISION

PROJECT NAME / LOCATION

CHOPT
CREATIVE SALAD CO.
1043 WEST BOSTON POST ROAD
MAMARONECK, NY 10543

PROJECT INFORMATION
PROJECT START DATE: OCTOBER 30, 2020
PROJECT NO.: 2043-20
DRAWN BY: AV
REVIEWED BY: MV

SHEET TITLE / NUMBER
COVER SHEET
C1.0



1 EGRESS FLOOR PLAN

SCALE: 1/4" = 1'-0"

TRAVEL DISTANCE REQUIREMENTS:

MAXIMUM ALLOWED TRAVEL DISTANCE TO EXIT:
200 FEET (WITH FULLY SPRINKLED SYSTEM) PER
BUILDING CODE OF NY STATE 2020 - (TABLE 1017.2)

ACTUAL MAXIMUM TRAVEL DISTANCE TO EXIT: 97 FEET

LENGTH OF TRAVEL (SEE PLAN):
A TO 1 = 57'-0"
A TO 2 = 39'-6"
A TO 3 = 38'-0"
B TO 1 = 86'-8"
B TO 2 = 77'-3"
B TO 3 = 70'-2"
C TO 1 = 97'-3"
C TO 2 = 82'-11"
C TO 3 = 55'-7"

DISTANCE BETWEEN EXITS:

TWO EXITS SEPARATION REQUIREMENT
PER BUILDING CODE OF NY STATE 2020 (1007.1.1)

DIAGONAL LENGTH = 71'-9 ½"
MINIMUM DISTANCE BETWEEN EXITS (1/2 DIAGONAL) = 35'-10 ¾"
ACTUAL DISTANCE BETWEEN EXITS = 58'-3 ½"

EXIT REQUIREMENTS:

TOTAL EGRESS WIDTH REQUIRED (PER 1005.3.3)
0.3" PER PERSON 64 PERSONS = 12.8" IN.

EXIT WIDTH PROVIDED:
(1) DOUBLE SWING DOORS AT 72 IN.
(2) SINGLE SWING DOOR AT 36 IN.

REQUIRED NUMBER OF MEANS OF EGRESS ____ 2
PROVIDED NUMBER OF MEANS OF EGRESS ____ 3

(NOTE: ALL EXITS LEAD TO BUILDING EXTERIOR)

EGRESS REQUIREMENTS

SARGENTI

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TEL: 201.262.0202 • www.sargenti.com

ARCHITECTURAL SEAL

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Certificate: 1 on
Signing Alg: Sha256
Date: 2020.11.03 12:04:37-05'00'

MEP ENGINEER

ENGINEER SEAL

STRUCTURAL ENGINEER

ENGINEER SEAL

DATE	ISSUE

DATE	REVISION

PROJECT NAME / LOCATION

CHOPT
CREATIVE SALAD CO.

1043 WEST BOSTON POST ROAD
MAMARONECK, NY 10543

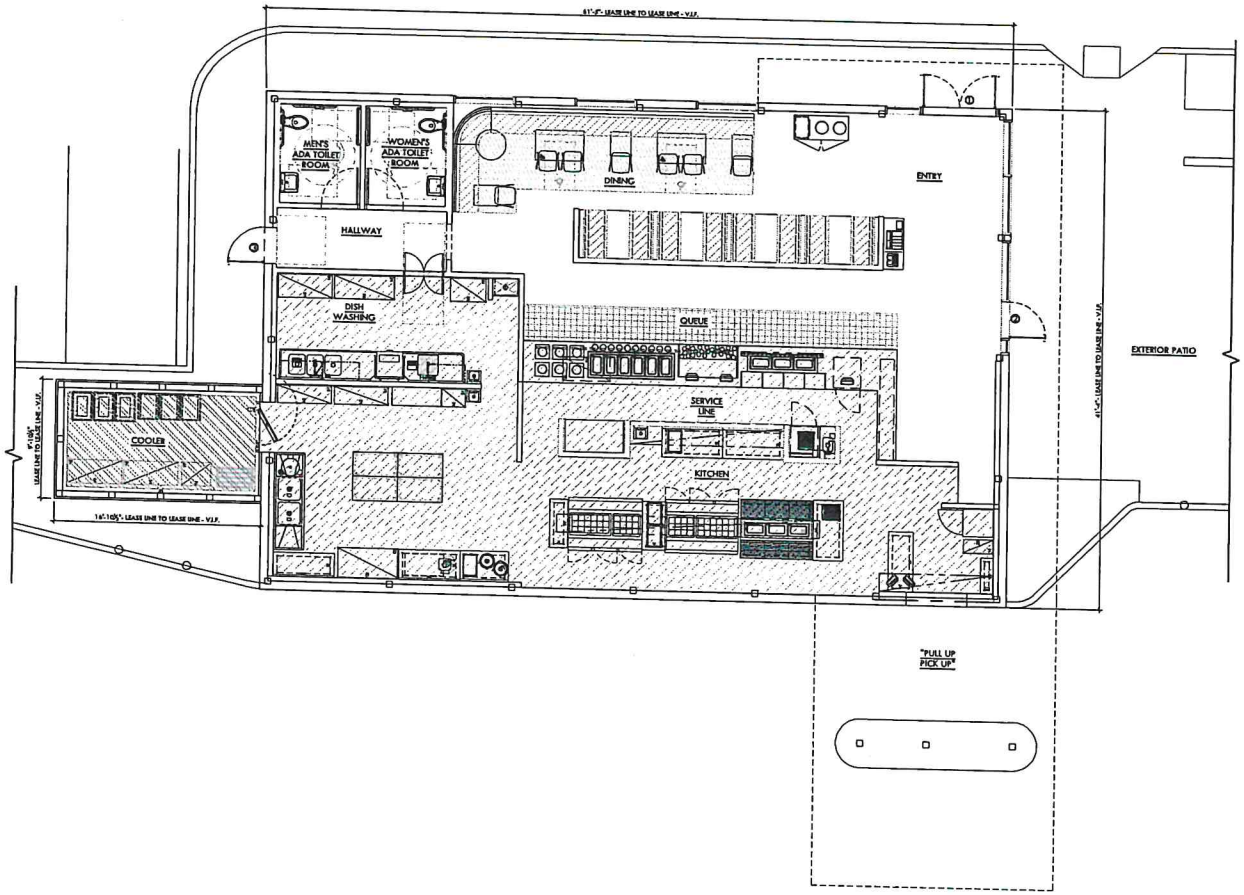
PROJECT INFORMATION

PROJECT START DATE: OCTOBER 30, 2020
PROJECT NO. SA-CS-20
DRAWN BY: AV
REVIEWED BY: RS

SHEET TITLE / NUMBER

EGRESS
FLOOR PLAN

C1.1



1 OCCUPANCY PLAN

CALCULATED BY SQUARE FOOTAGE (BUILDING CODE OF NY STATE 2020 - (TABLE 1004.5)

MATCH	SPACE DESCRIPTION	S.F.	OCCUPANCY
NO MATCH	CIRCULATION / TOILETS / MECHANICAL (NOT OCCUPIED)	-	0
	QUEING - 1 PERSON PER 5 S.F.	93 S.F.	18
	KITCHEN / FOOD PREP / SERVING - 1 PERSON PER 200 S.F.	1,193 S.F.	6
	DINING AREA (SEATING NOT FIXED) - 1 PERSON PER 15 S.F.	110 S.F.	7
	DINING AREA (BOOTH FIXED SEATING) - 1 PERSON PER 24 LINEAR FT.	736 LINEAR FT.	32
	STORAGE AREA - 1 PERSON PER 300 S.F.	121 S.F.	1
	TOTAL INDOOR OCCUPANCY		64

NOTE: THIS TABLE SHOWS THE DESIGN OCCUPANT LOAD CALCULATED BY MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT. THIS OCCUPANT TOTAL IS BEING USED TO DETERMINE EGRESS OCCUPANT LOAD, EXITING REQUIREMENTS, TOILET FIXTURE REQUIREMENTS, AND HVAC REQUIREMENTS.

HANDICAP REQUIRED (INTERIOR): 29 TOTAL SEATING X 3% = 2 SEATS

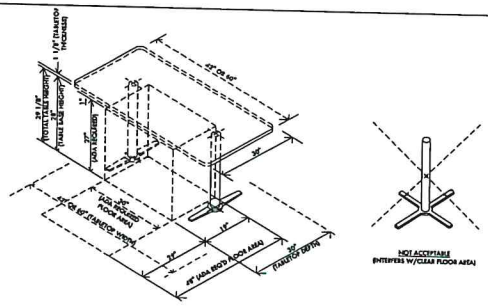
OCCUPANCY LOAD CALCULATIONS

GENERAL TACTILE SIGNAGE NOTES

1. VISUAL CHARACTERS SHALL BE UPPERCASE, STANDARD SANS SERIF FONT. THE HEIGHT OF VISUAL CHARACTERS SHALL BE A MINIMUM 5/8" PLUS 1/8" PER FOOT OF VIEWING DISTANCE OVER 35 FEET. CHARACTER WIDTH SHALL BE 55% MINIMUM AND 110% MAXIMUM OF THE HEIGHT OF THE CHARACTER. CHARACTER STROKE WIDTH OF VISUAL ONLY CHARACTERS SHALL BE A MINIMUM OF 10% OF THE CHARACTER HEIGHT, AND A MAXIMUM OF 30%. TACTILE SIGNAGE DUPLICATING THE INFORMATION SHALL BE PROVIDED, EITHER AS PART OF THE VISUAL SIGN OR A SEPARATE TACTILE SIGN PROVIDED.
2. TACTILE CHARACTERS SHALL BE UPPERCASE, STANDARD SANS SERIF FONT, RAISED 1/32" OFF THE BACKGROUND. THE HEIGHT OF TACTILE CHARACTERS SHALL BE BETWEEN 2/3" AND 2". CHARACTER WIDTH SHALL BE 55% MINIMUM AND 110% MAXIMUM OF THE HEIGHT OF THE CHARACTER. CHARACTER STROKE WIDTH SHALL BE A MINIMUM OF 10% OF THE CHARACTER HEIGHT, AND A MAXIMUM OF 15%. CHARACTERS SHALL BE ACCOMPANIED BY GRADE 2 BRAILLE.
3. GRADE 2 BRAILLE SHALL BE DOTTED OR ROUNDED DOTS RAISED 1/40" OFF THE BACKGROUND, WITH DOTS SPACED 1/10" WITHIN CELLS, AND 1/4" BETWEEN CELLS.
4. TACTILE SIGNS SHALL BE MOUNTED 48" MINIMUM TO THE BOTTOM OF BRAILLE, AND 60" MAXIMUM ABOVE FLOOR TO THE TOP OF LETTERING OR SYMBOLS. AN 18" X 18" CLEAR SPACE IS REQUIRED IN FRONT OF THE TACTILE SIGN, BEYOND THE ARC OF ANY DOOR SWING. WHERE SIGNS ARE MOUNTED AT DOORS, THE SIGN SHALL BE ON THE LATCH SIDE OF THE DOOR. WHERE SIGNS ARE MOUNTED AT THE DOUBLE DOORS, OR WHERE THERE IS NO WALL SPACE, THE SIGN SHALL BE MOUNTED ON THE NEAREST ADJACENT WALL, PREFERABLY THE RIGHT SIDE. SIGNS WITH TACTILE CHARACTERS SHALL BE PERMITTED ON THE PUSH SIDE OF THE DOORS WITH CLOSERS AND WITHOUT HOLD-OPEN DEVICES.
5. CHARACTERS AND SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND. CHARACTERS, SYMBOLS AND BACKGROUNDS SHALL HAVE A NON-GLARE FINISH.

ADA STANDARD TABLE

SCALE: N.T.S.



NOT ACCEPTABLE (INTERFERES W/CLEAR FLOOR AREA)

NOT USED

SCALE: N.T.S.

SCALES 1/4" = 1'-0"

SARGENTI

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ARCHITECTURAL SEAL

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Reason: I am approving this document
Date: 2020.11.23 12:04:33-05'00'

MEP ENGINEER

ENGINEER SEAL

STRUCTURAL ENGINEER

ENGINEER SEAL

DATE ISSUE

Δ	DATE	REVISION

PROJECT NAME / LOCATION

CHOPT
CREATIVE SALAD CO.

1043 WEST BOSTON POST ROAD
MAMARONECK, NY 10543

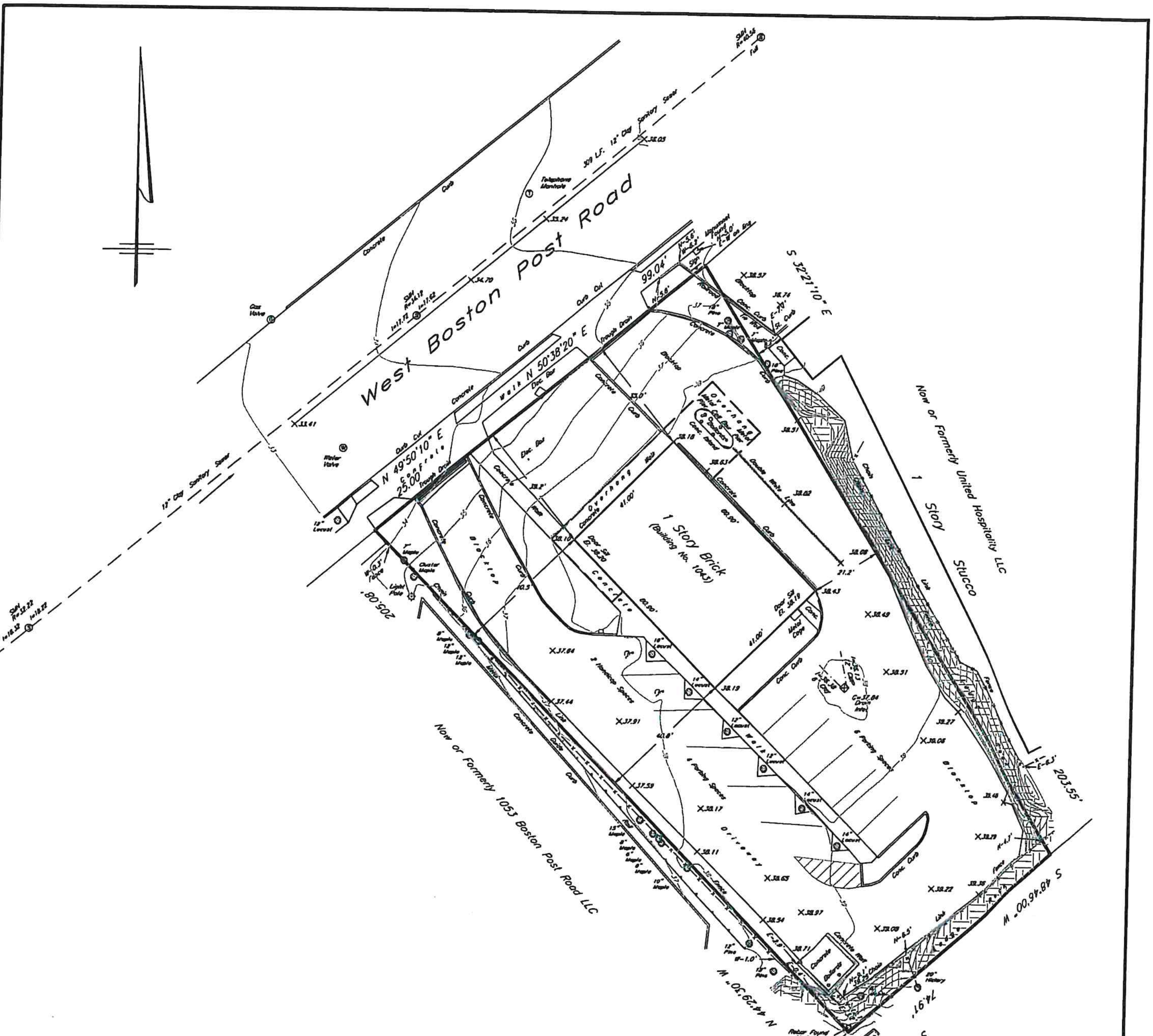
PROJECT INFORMATION

PROJECT START DATE: OCTOBER 30, 2020
PROJECT NO.: SM3.20
DRAWN BY: RJS
REVIEWED BY: RJS

SHEET TITLE / NUMBER

OCCUPANCY PLAN

C1.2



Survey of Property
prepared for
Chop't Creative Salad Co., LLC
in the Town/Village of
Mamaroneck
Westchester County, N.Y.
Scale 1"=20' Oct. 7, 2020

The premises being Tax Lot 183, Block 921 as shown on the official Tax Assessment Maps for the Town/Village of Mamaroneck.

Vertical Datum: NAVD88

Lot Area = 20,829 sq. ft. or 0.4782 acres

Subsurface structures and their encroachments, if any exist, are not shown hereon.

"Unauthorized alterations or additions to a survey map is a violation of section 7209, sub-division 2, of the New York State Education Law."

"Only copies of the original survey marked with the land surveyor's inked or embossed seal shall be considered a true and valid copy."

"Certifications indicated hereon signify that this survey was prepared in accordance with the existing code of practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors. Said certifications shall run to the person for whom the survey is prepared only, and on his behalf to the Title Company, governmental agency and lending institution listed hereon, and to the assignees of the lending institution. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS."

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State of New York — Licensed Land Surveyor — 050054

Ward Carpenter Engineers Inc.
76 Mamaroneck Avenue
White Plains, N.Y. 10601

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