

## **A. INTRODUCTION**

This chapter describes the elements of the Modified Proposed Project that are **specific to the Bryant Avenue access option**. This access option would be identical to the MPP/North Street, except that the access would be from a new driveway intersecting with Bryant Avenue just east of Hathaway Lane. **Figure 1.3-1** shows the MPP/Bryant Avenue. **Figure 1.3-2** shows a detail of the Site entrance. The area of the Campus for the MPP/Bryant Avenue would be approximately 57 acres. The area of the Conservancy for the MPP/Bryant Avenue would be approximately 73 acres (see **Figure 1.0-3c**).

## **B. DESCRIPTION OF THE MPP/BRYANT AVENUE**

### **SITE ACCESS, PARKING, AND CIRCULATION**

A new driveway would be created that intersects with Bryant Avenue just east of Hathaway Lane. (See **Figure 1.3-2**) For the first 200 hundred feet, this driveway would take the form of a new public street that replaces the northern-most portion of Hathaway Lane north of Heatherbloom Road. This new public street would provide access to Bryant Avenue from Hathaway Lane and Heatherbloom Road at a new signalized intersection.

The FASNY driveway would continue south through Parcel D to provide access to the entire Campus (Lower School and Upper School). Pedestrian crossing signs and a speed table would be provided within the driveway where the East-West Pathway crosses the driveway to provide safety for Pathway users. All parking and Site circulation for this access option would be identical to the MPP/North Street. A gate house would be located just south of the extension of Heatherbloom Road and would operate in a similar fashion to the MPP/North Street (see Chapter 1.2).

### **ATHLETIC FIELDS**

The layout of athletic fields for this access option would be identical to the MPP/North Street with the exception that the baseball field on Parcel D would shift approximately 225 feet to the southeast to accommodate the new driveway.

### **TRAFFIC MITIGATION MEASURES**

The following traffic mitigation measures would be included in the MPP/Bryant Avenue:

- Mamaroneck Avenue and Bryant Avenue—Implement a new signal timing plan utilizing the existing traffic signal system. However, the westbound left-turn lane and southbound left-turn lane would still remain with delay values higher compared to No Build Conditions during the AM peak hour. An Adaptive Traffic Signal (ATS) could be installed to optimize operating conditions. As an alternative improvement measure, a northbound Mamaroneck

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Avenue right-turn lane could be installed coupled with signal retimings (utilizing the existing traffic signal system, without ATS) to mitigate the impacts.

- North Street and Bryant Avenue—Restripe the eastbound Bryant Avenue to provide a 100-foot long left-turn lane and implement a new signal timing plan (see **Figure 1.3-3**). \*





