AGENDA
Ardsley Village Board of Trustees

8:00 PM - Monday, December 18, 2023

507 Ashford Avenue & Zoom Platform

The members of the Board of Trustees of the Village of Ardsley will meet in person on Monday, December 18, 2023 at 8:00 p.m. at Village Hall-Court Facility located at 507 Ashford Avenue, Ardsley, New York.

The meetings are conducted using hybrid format and interested parties are invited to observe a meeting either in-person or virtually through the videoconferencing service Zoom which can accessed.

Join Zoom Meeting:

https://us02web.zoom.us/j/84707395258?pwd=SkZJa3NWcFdMMW1obndXZVBVMEZoUT09

Members of the public can listen to the meeting by dialing via phone+1 929 205 6099, Webinar ID: 847 0739 5258

Passcode: 290297

Please note that by dialing in, your phone number will be visible to the host, participants and attendees of the meeting

BROADCAST LIVE ON VERIZON 32/35 & CABLEVISION 75

CALL IN NUMBER (914) 693-6202

Page	
	1. CALL TO ORDER-PLEDGE OF ALLEGIANCE-ROLL CALL
	2. CONTINUATION OF PUBLIC HEARING In the Matter of the Proposed Development Located at 657 Saw Mill River Road in the Village of Ardsley
5 - 19	2.a Original submission from Applicant from September 18, 2023 Meeting
20 - 306	2.b Revised Submissions from Applicant for December 18, 2023 Meeting
	3. APPROVAL OF MINUTES:
307 - 317	3.a December 4, 2023 Board of Trustees Reorganization Meeting
318 - 323	

Street LLC. Section 6.50-Block 30 Lot 1, 6

384 - 392

6.e Consider a Resolution Ratifying a Stipulation of Agreement Between the Village of Ardsley Detective Anthony Vacca and the Ardsley PBA

393 - 394

6.f Consider a Resolution Modifying the 2022/2023 Budget by Enabling the Village Treasurer to Make Necessary Transfers within the General Fund

7. CORRESPONDENCE

8. VISITORS

9. CALL FOR EXECUTIVE SESSION

10. ADJOURNMENT OF MEETING

11. UPCOMING EVENTS & MEETINGS

- December 19th Board of Architectural Review Meeting 8:00 pm
- December 21st Library Board Meeting 7:30 pm
- December 22nd-ALL VILLAGE OFFICES CLOSING AT NOON-TIME
- December 23rd -ARDLSEY LIBRARY CLOSED
- December 25th -ALL VILLAGE OFFICES CLOSED
- December 28th-The Mighty Oak 2:00 pm @ Ardsley Public Library
- December 29th ALL VILLAGE OFFICES CLOSING AT NOON-TIME
- January 1st ALL VILLAGE OFFICES CLOSED
- January 2nd Board of Architectural Review Meeting 8:00 pm
- January 4th Ardsley Public Library Presents-Adult Book Club Wow, no thank you 6:00 pm
- January 8th MDI Committee Meeting 7:00 pm
- January 8th Planning Board Meeting 8:00 pm
- January 15th Martin Luther King Jr. Birthday-ALL VILLAGE OFFICES CLOSED
- January 17th Going Wild with Hedgerows, Meadows & Plants 7:30 pm
- January 24th Zoning Board Meeting 8:00 pm
- January 25th Library Board Meeting 7:30 pm

12. NEXT BOARD MEETING:

- January 2nd Board of Trustees Meeting 8:00 pm
- January 9th Board of Trustees Work Session 7:30 pm

NOTICE OF PUBLIC HEARING
FOR THE PROPOSED DEVELOPMENT AT 657 SAW MILL RIVER ROAD IN THE VILLAGE OF ARDSLEY

PLEASE TAKE NOTICE, that the Board of Trustees of the Village of Ardsley will hold a public hearing on Monday, September 18, 2023 at 8:00 p.m. or soon thereafter at Village Hall-Court Room, 507 Ashford Avenue, Ardsley, NY 10502 to discuss the proposed development at 657 Saw Mill River Road in the Village of Ardsley.

Please check the calendar on the village website for meeting details at: www.ardsleyvillage.com

Further details on this amendment is available at the Clerk's office, 507 Ashford Avenue, Ardsley, NY during normal office hours Monday through Friday 9:00 am-4:00 pm.

Written comments may be sent to the Village Clerk at arocco@ardsleyvillage.com or sent via regular mail to 507 Ashford Ave, Ardsley, NY 10502. All comments will be shared with the Board of Trustees and questions will be answered as quickly as possible.

All residents and taxpayers are invited to attend.

BY ORDER OF THE BOARD OF TRUSTEES OF THE
VILLAGE OF ARDSLEY, NEW YORK

Ann Marie Rocco
Village Clerk
Dated: September 8, 2023

MEMO FROM: **VILLAGE OF ARDSLEY PLANNING BOARD**
TO: **VILLAGE OF ARDSLEY BOARD OF TRUSTEES**
RE: **PROPOSED GAS STATION AT 657 SAW MILL RIVER ROAD**

GENERAL NOTES

PROPOSED GAS STATION

The proposed gas dispensing plan is for 3 diagonal islands, each island to have 1 pump for a total of 3 pumps, all dispensing on both sides, **for a total of 6 dispensers, with 6 drive-up lanes**. As noted below, the prior station had a total of 4 dispensers, and the neither the owner nor the applicant has the right to increase the non-conforming use.

The proposed building is 2210 square feet (35 x 63+/-), **nearly 50% larger than the existing Shell station; 15 feet deeper, and 15 feet wider).**

The proposed canopy is 30 x 75 (2250 square feet), **nearly 50% longer than the canopy** at the Shell Station, **a consequence of the increased non-conforming use.**

PRIOR GETTY STATION - *Applicant cannot intensify the non-conforming use; that use was as* follows: 1 long island with a small pedestrian break, 2 pumps at each island section with one-sided dispensing **for a total 4 dispensers**, with 2 drive-up lanes**. Those four dispensers would today be 2 pumps, with each dispensing on both sides, for the same total of 4 dispensers.**

SHELL STATION

2 islands (each with a small pedestrian break); all dispensing on both sides, with 4 drive-up lanes

Building 25 deep x 50 wide (1250 square feet)

Canopy 30 x 50 (1500 square feet)

Prior to stating its comments as to the proposed plan, it is important that the Village Board appreciate the extent to which the process has been delayed as a consequence of the applicant's repeated decision to forego appearing at Planning Board meetings, and then, when appearing, failing to incorporate comments made at their prior appearance. For example, the applicant appeared at the December 2021 meeting. The Board asked for alternate layouts, and the Chair stated that two islands and 4 dispensers) would be the limit since that was the extent of the prior non-conforming use which could not be expanded. The applicant did not appear again until May, 2022. At such time, the foregoing comments were ignored. The Building Inspector can detail the number of times the applicant appeared and the failed to carry out the Planning Board's requests. Late in 2022, the applicant appeared and offered plans that took into account at least a number of the Planning Board's comments. That began a discussion which, including a necessary recent follow-up call, resulted in the plan that is now before the Board.

The plan reflects much reduced general pavement areas. It now includes a pathway and green areas along the northerly and north-easterly boundaries of the property, an enlarged sidewalk

area at the front of the property, and other landscape features. In particular, the most recent plan, at the direction of the Board, includes an area with seating at the northerly exit from the property. This was included to soften the view at that property corner which abuts the existing park, and also to possibly provide an attractive pedestrian and/or cyclist meeting or stopping place, including those who might be continuing on to the South County Trailway. The area would also include a free air location for automobiles which, of course, cyclists could also use.

Planning Board member Susan Jainchill has provided separate comments discussing the overall layout of the site design that would locate the building near and parallel to Sawmill River Road. However, Ms. Jainchill has contributed comments to this memo as well assuming that the Board of Trustees would grant approval of the building at the rear of the property. While the other Board members generally agree with the overarching thrust of Susan's comments, they do not agree that locating the building in the front of the property is preferred given the specific location of the property, the neighboring properties, and the associate view sheds.

Notwithstanding the significant improvements in the plan presented, the following comments remain, the first two of which the applicant has thus far refused to incorporate:

1. The number of islands needs to be reduced to two islands with one pump at each for a total of 4 dispensing locations; as a matter of law, an increase in the non-conforming use beyond the foregoing is not permitted, and this would match what previously existed. Note that the size of the canopy is a function of the number of islands and pumps, and, especially lanes, and the proposed canopy which is 50% longer than that at the Shell station, would be reduced for the permitted number of dispensers under common law restriction against increased non-conforming use, also resulting in less light pollution. As for the canopy, whatever canopy is ultimately approved, it must be minimized, and it should have a proper slope and be shingled; a sample is shown in the attached photo.

2. The building should be reduced in size; it is 50% larger than the Shell Building, and while the Shell building is not necessarily limiting, and the applicant mentioned that some additional products would be sold at the proposed station, the much larger building impacts the entire site, including, ease of turning, parking, and visual impact, and, needless to say, could impact existing businesses in the vicinity. While the applicant may argue that the building size is as of right, the Board is entitled to consider the size and modify it based upon other site plan considerations, including increased parking.

3. The labeling of locations 'meditation area', 'dog park', and 'bird bath' were not directed by the Planning Board. Certain portions of these areas may better serve the Village as part of the stream buffer planting or as a location for a rain garden or other green infrastructure for stormwater management with some seating in all events.

4. All vegetation selected to be planted on the property should be native to the region, drought tolerant and resistant to deer. All areas that appear to be maintained lawn should utilize alternatives to lawn such as low groundcover species, low growing hedges, or maintained wild meadow seed mix (in the western most sloped area). These alternatives would add ecological services to the vegetated areas that lawn does not provide.

Retail Building Design/Canopy/Signage

As noted above, there are two proposed structures. The retail building and a canopy that extends over the pumps.

Retail Building

A traditionally styled building with a steep gable roofs 12:12 or steeper, utilizing "honest" exterior materials is preferred Honest materials do not imitate another material. For example, metal roofing that is trying to look like wood roof shingles is not honest. A maximum of 3 colors for all materials for both structures ought to be required .

Canopy

A shingled gable roof is desirable and ought to be required. Clutter must be minimized and the fire suppression tanks hidden if at all possible for a clean minimal look. See attached photo for an example of a gabled canopy.

Signage

Company signage and Price signs should be as small as possible and adhere to the Village Code without exception. The goal being a neat appearance.

Traffic

All traffic discussions regarding 9A are pending review by NY DOT. However, several studies of potential fuel truck delivery pathways were presented. The most troubling alternatives proposed that fuel trucks exiting the site turn left (southbound) on 9A thus blocking all lanes, both northbound and suthbound on 9A. The trucks are very long. The owner of the property agreed this was unacceptable and promised that the final design would have trucks exit right (northbound) only. The layout of curbs and driveways in the latest design still do not make a right turn possible for the fuel trucks.

Environmental Concerns

There is a stream adjacent to the site. Contaminants such as oil and even road salt used in snow removal on the Site will certainly kill life in this stream if allowed to enter. This stream is a tributary of the Sawmill River. Any contamination of this stream will have impacts on fish, birds and insects downstream. The Board asked the applicants for a detailed design of the stream bank that falls on their site. This was at our last meeting, and we have not seen a response. Both natural and engineered solutions that will protect the waterway should be presented by the applicant.

Susan Jainchill's supplemental comments to the Ardsley Village Board of Trustees

The Applicant is proposing a new gas station to be constructed on a site where, I understand, the use is permitted. However, the form of the gas station as well as its function, do not comply with the intent of the recently adopted Village Comprehensive Plan.

The Board of Trusties should note that the proposed site plan under consideration, with the building located at the far east part of the lot, would result in a continuous expanse of pavement from the face of Carvel, through 3 lanes of Sawmill River Road, over new sidewalk and through the fueling island and circulation area to the face of the new building. It will be 200+ feet of pavement broken only by a 8' wide planted island. This proposal perpetuates the patterns of Ardsley's development that has brought us to the current conditions of our Village; conditions which all agree need improvement.

The proposed site plan does not achieve any of the stated objectives in the Comprehensive Plan. The applicant has provided an alternative site plan, as requested by the Planning Board, that shows the building located closer to Sawmill River Road. I am in favor of this alternative plan and I believe it is a feasible alternative to fulfill the financial objectives of the applicant as well as objectives of the Comprehensive Plan.

A building closer to the roadway, with retail space accessed from the public sidewalk would contribute to achieving an active and comfortable pedestrian streetscape that the Village seeks to create. The new structure would form a 'street wall', beginning a new pattern for Ardsley's development. A defined street wall would signal to drivers that they are entering a village center and that they should slow down and be aware. In addition, the building in this position would begin to frame views and limit the vast expanse of asphalt pavement. The gas pumps/ islands located in the rear of the property, partially concealed by landscaping and the new structure.
I would like to take this opportunity to recognize that the Applicant is simply proposing what is expected.

Owners of properties in Ardsley's Business District are faced with a challenge. Naturally, any property owner's investment is geared toward private financial objectives. At the same time, owners recognize and welcome the potential for their private investment to add to the attraction of the Village and the economic strength of the community. The problem is that the owner of an individual parcel is not in a position to know what they can propose, what improvements can be made or how they can develop their property to benefit the Village and the community. Therefor an owner or an applicant can have only one objective – to achieve the greatest financially beneficial development within their single parcel. Their design, their vision, does not and cannot not extend beyond their property lines.

Ardsley needs a clear comprehensive vision, or Village Business District Master Plan.

With the Villages' 2021 Comprehensive Plan, a 'vison' has been put down *in words*. I would argue that it is not a 'vision', but rather a set of goals and objectives. The Comprehensive Plan organizes

the objectives into five categories: Provide, Strengthen, Connect, Build, Protect. The objectives are clarified *in words* as a walkable mixed-use neighborhood with a wide range of retail experience. The Village, according to the Comprehensive Plan, should be an attractive commercial environment with environmentally responsible and efficient buildings and connections to the natural resources. It is anticipated that *the words* of the Comprehensive Plan will be translated into a new zoning code in the near future.

A new ordinance, will codify restrictions and requirements for future development, but this will not get us any closer to a *future Ardsley,* as envisioned in the Comprehensive Plan. The owner of the individual parcel will still limit their vision to the property lines. The property owner can not consider public objectives without a Master Plan that clarifies how their parcel can fit into the whole picture of a future Village.

A Village Business District Master Plan will be a tool for development. It will communicate what the future of Ardsley can look like. A Master Plan will be a step forward, beyond regulation; it will provide inspiration. At the same time, it will provide owners and applicants clearer understanding of what the Village *wants* to see. This will make the application and approvals process more efficient and cost effective for both the Village and the applicant.


Draft Rendering

1 PROPOSED FRONT ELEVATION (SAW MILL RIVER ROAD - WEST)
1/4" = 1'-0"

Rev. #	Date	Description

Proto 2022-01

gk+a ARCHITECTS, PC
Gary Kliesch and Associate Architects
36 Ames Avenue
Rutherford, NJ 07070
Tel. 201.896.0333
Fax. 201.896.9469
E-Mail: EMail@gkanda.biz

PROPOSED

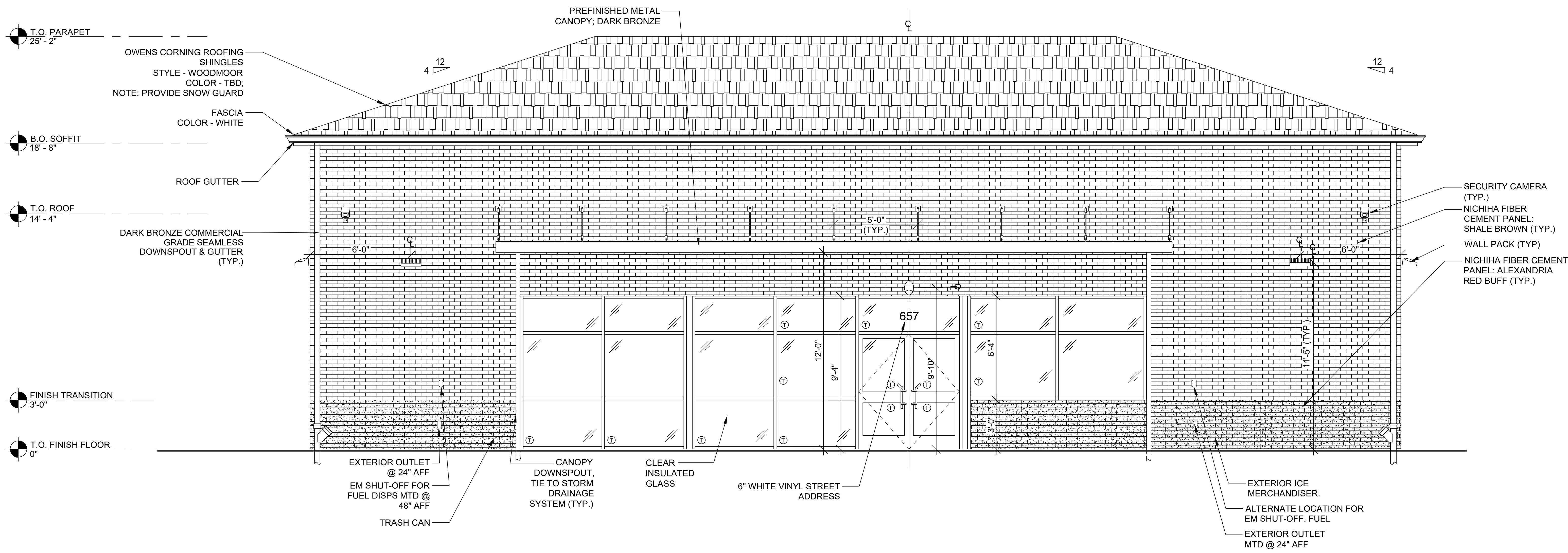
Fuelco.com
657 SAWMILL RIVER ROAD
VILLAGE OF ARDSLEY, NY

NJ: AI 13332 NJCID: 21ID00025000
NY: 025619 CT: ARI.0009367
FL: AR95782 DE: S5-0007765
WI: 11190-5 MD: 14129
PA: RA-015112-B SC: 8935
D.C.: ARC101938 MA:10610
GA: RA 013883 MI: 1301064135
VA: 401016373 IL: 001.023586
NC:11736 WV: 4569 NH:04487
Gary Kliesch
A.I.A., NCARB, NJCID

Job#:	22-028
Scale:	AS NOTED
Date:	09/12/22
Drawn By:	N.C.
Checked By:	A.M.

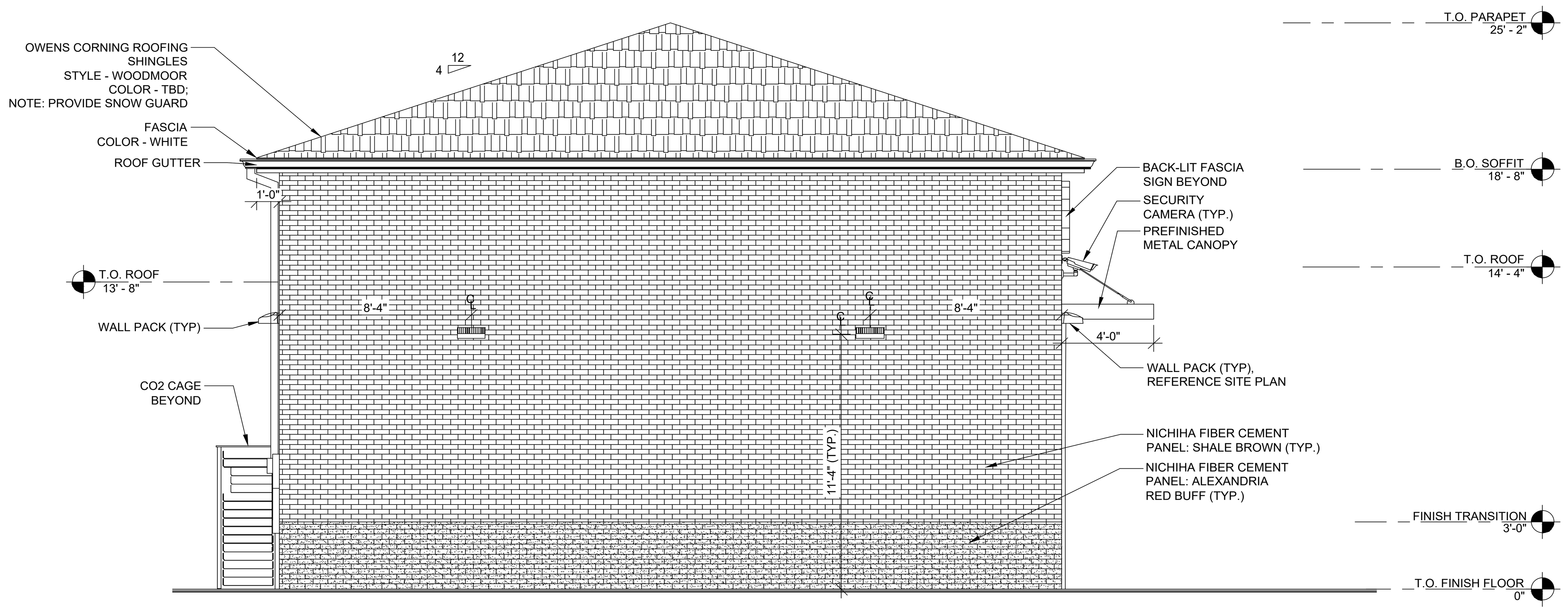
Drawing Title:
PROPOSED COLORED ELEVATIONS

Sheet:
R1.0
1 of 1



1 PROPOSED FRONT ELEVATION (SAW MILL RIVER ROAD - WEST)

1/4" = 1'-0"



2 PROPOSED SIDE ELEVATION (NORTH)

1/4" = 1'-0"

Rev. #	Date	Description

Proto 2022-01

36 Ames Avenue
Rutherford, NJ 07070
Tel. 201.896.0333
Fax. 201.896.9469
E-Mail: EMail@gkanda.biz

gk+a ARCHITECTS,PC
Gary Kliesch and Associate Architects

PROPOSED

Fuelco.com
657 SAWMILL RIVER ROAD
VILLAGE OF ARDSLEY, NY

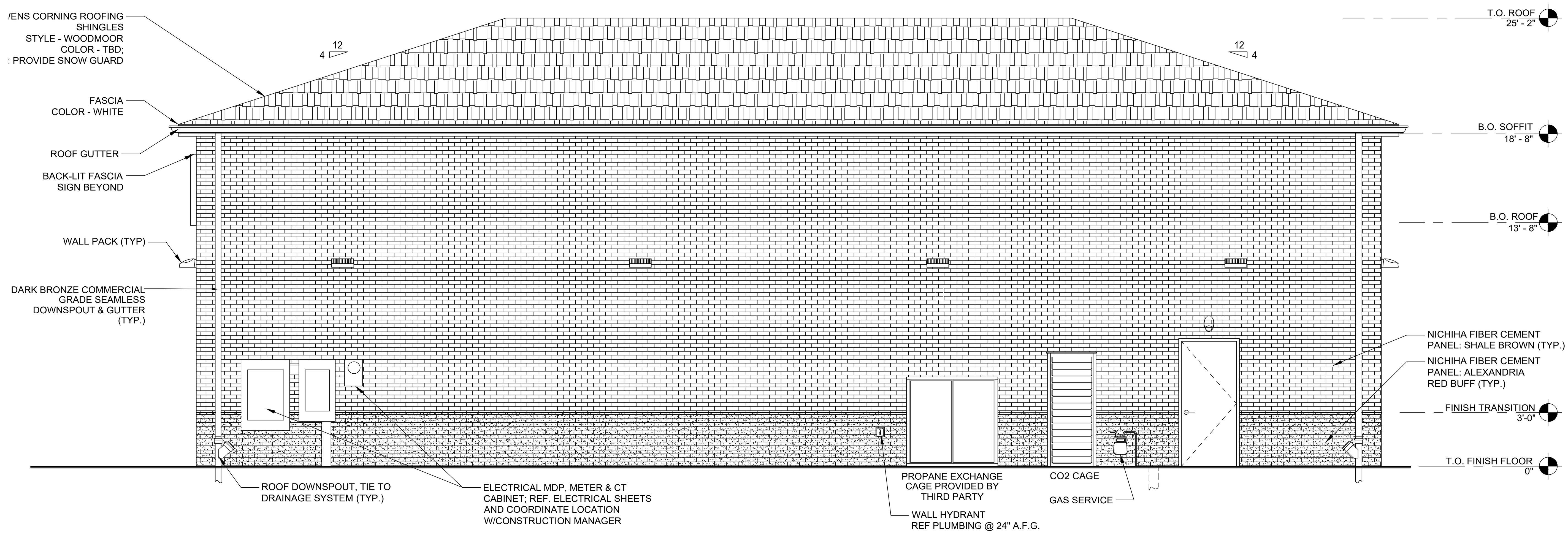
Gary Kliesch
A.I.A., NCARB, NJCID

Job#:	22-028
Scale:	AS NOTED
Date:	09/12/22
Drawn By:	N.C.
Checked By:	A.M.

Drawing Title:
EXTERIOR ELEVATIONS

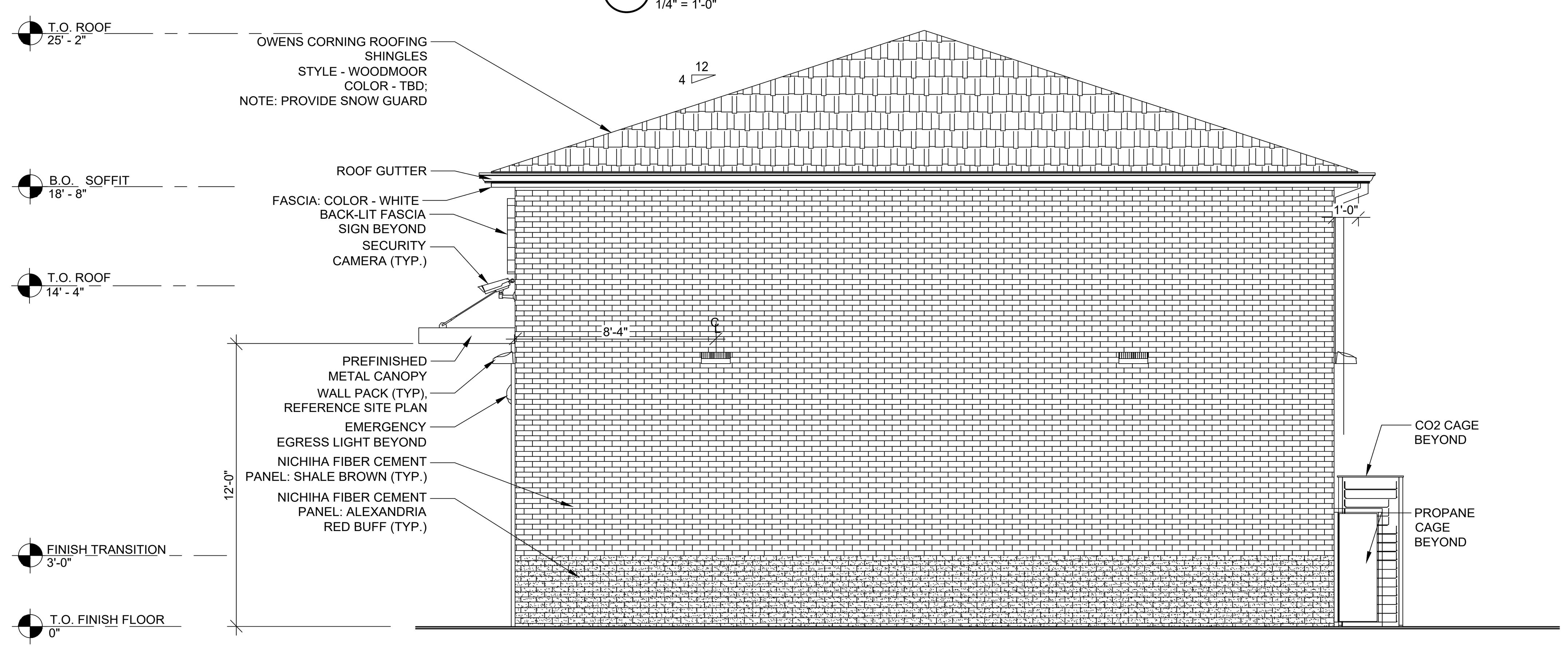
Sheet:
A2.0

2 of 4



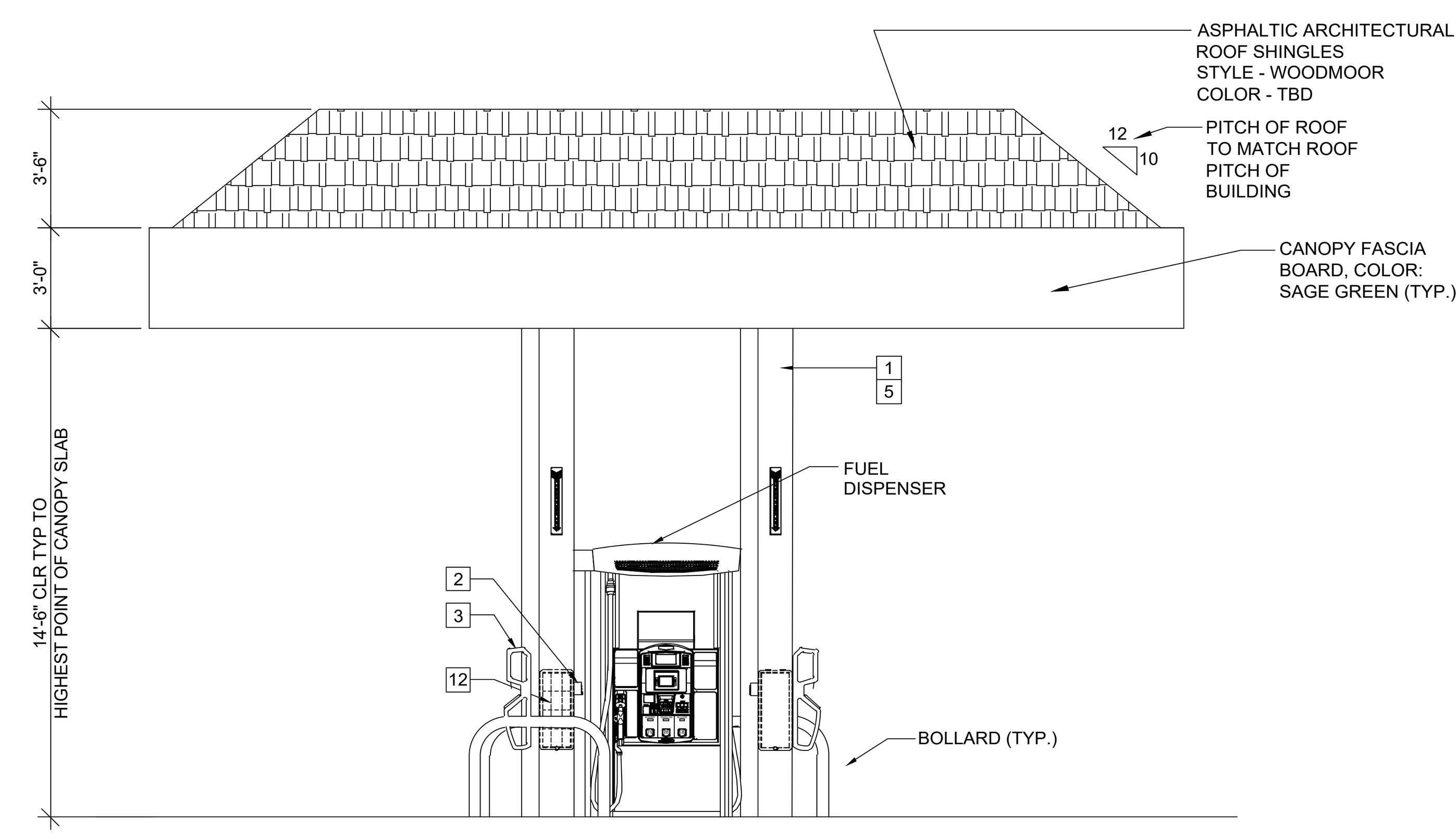
1 PROPOSED REAR ELEVATION (EAST)

1/4" = 1'-0"



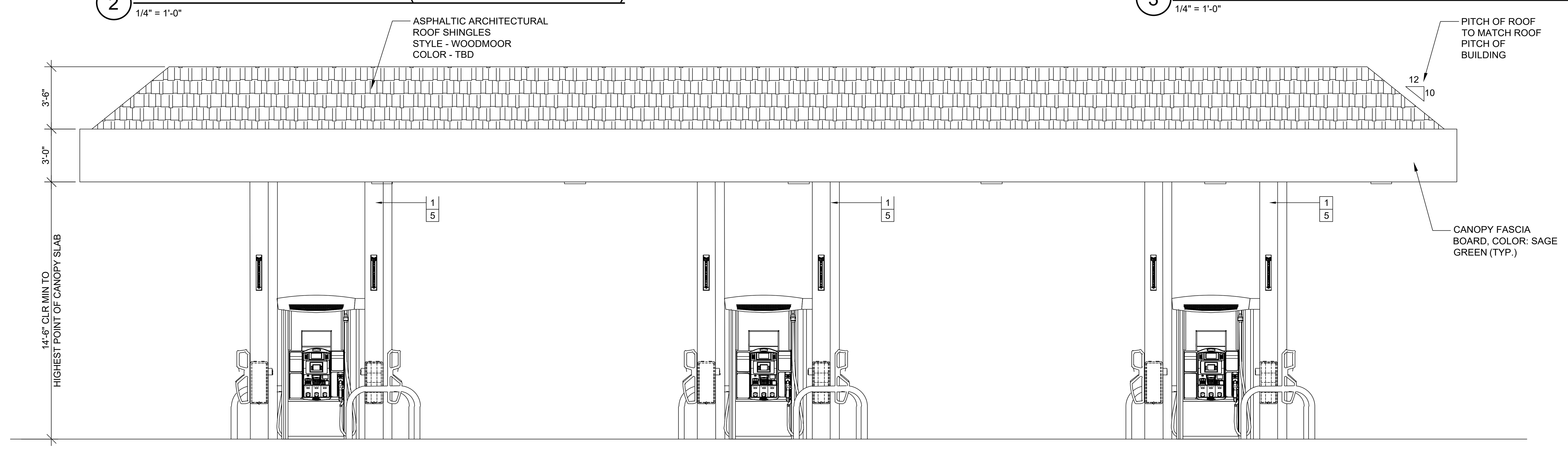
2 PROPOSED SIDE ELEVATION (RIDGE ROAD - SOUTH)

1/4" = 1'-0"



3 PROPOSED NORTH & SOUTH CANOPY ELEVATION

1/4" = 1'-0"



4 PROPOSED EAST & WEST CANOPY ELEVATION

1/4" = 1'-0"

CANOPY KEY NOTES

1	CANOPY COLUMN - PAINT "SEAL SKIN" SW7675.
2	~~INTERCOM CALL BOX: MECHANICALLY FASTENED TO COLUMN. MOUNT AT 46" MAX. ABOVE SLAB TO BUTTON.~~
3	~~WASH BUCKET - ADA MOUNTING HEIGHT TO BE MAX. 48" FROM GRADE TO PAPER TOWEL OPENING~~
4	FIRE EXTINGUISHER - ADA MOUNTING HEIGHT TO BE MAX. 48" FROM GRADE TO FIRE EXTINGUISHER
5	DOWNSPOUT FROM CANOPY (INSIDE THE COLUMN) TO TIE INTO STORM DRAIN
8	~~NOT USED.~~
9	~~ILLUMINATED LOGO SIGN~~
12	FIRE EXTINGUISHER CABINET MOUNTED ON SIDE OF COLUMN REF PLAN FOR LOCATION

SIGNAGE IS UNDER SEPARATE PERMIT. VERIFY QUANTITY AND LOCATION OF SIGNAGE ALLOWED

Rev. #	Date	Description

Proto 2022-01

gka ARCHITECTS,PC
Gary Kliesch and Associate Architects
36 Ames Avenue
Rutherford, NJ 07070
Tel. 201.896.0333
Fax. 201.896.9469
E-Mail: EMail@gkanda.biz

PROPOSED

Fuelco.com
657 SAWMILL RIVER ROAD
VILLAGE OF ARDSLEY, NY

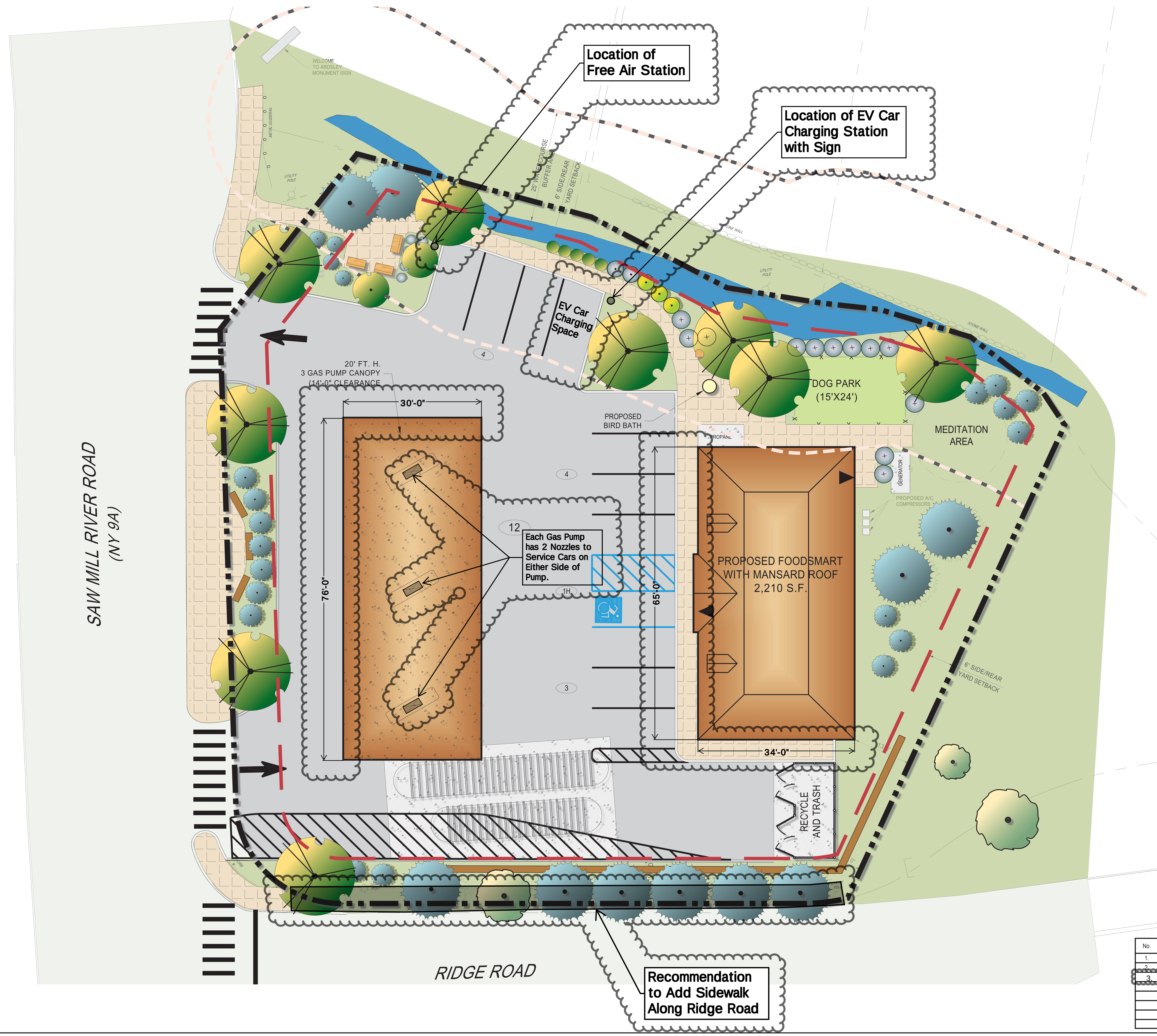
NJ: AI 13332 NJCID: 21ID00025000
NY: 025619 CT: ARI.0009367
FL: AR95782 DE: S5-0007765
WI: 11190-5 MD: 14129
PA: RA-015112-B SC: 8935
D.C.: ARC101938 MA:10610
GA: RA 013883 MI: 1301064135
VA: 401016373 IL: 001.023586
NC:11736 WV: 4569 NH:04487
Gary Kliesch
A.I.A., NCARB, NJCID

Job#:	22-028
Scale:	AS NOTED
Date:	09/12/22
Drawn By:	N.C.
Checked By:	A.M.

Drawing Title:
EXTERIOR ELEVATIONS

Sheet:
A2.1

3 of 4



PREFERRED

FUELCO.COM

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
MADISON INDUSTRIES
18000 STUDEBAKER ROAD, SUITE 305
CERRITOS, CA 90703

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

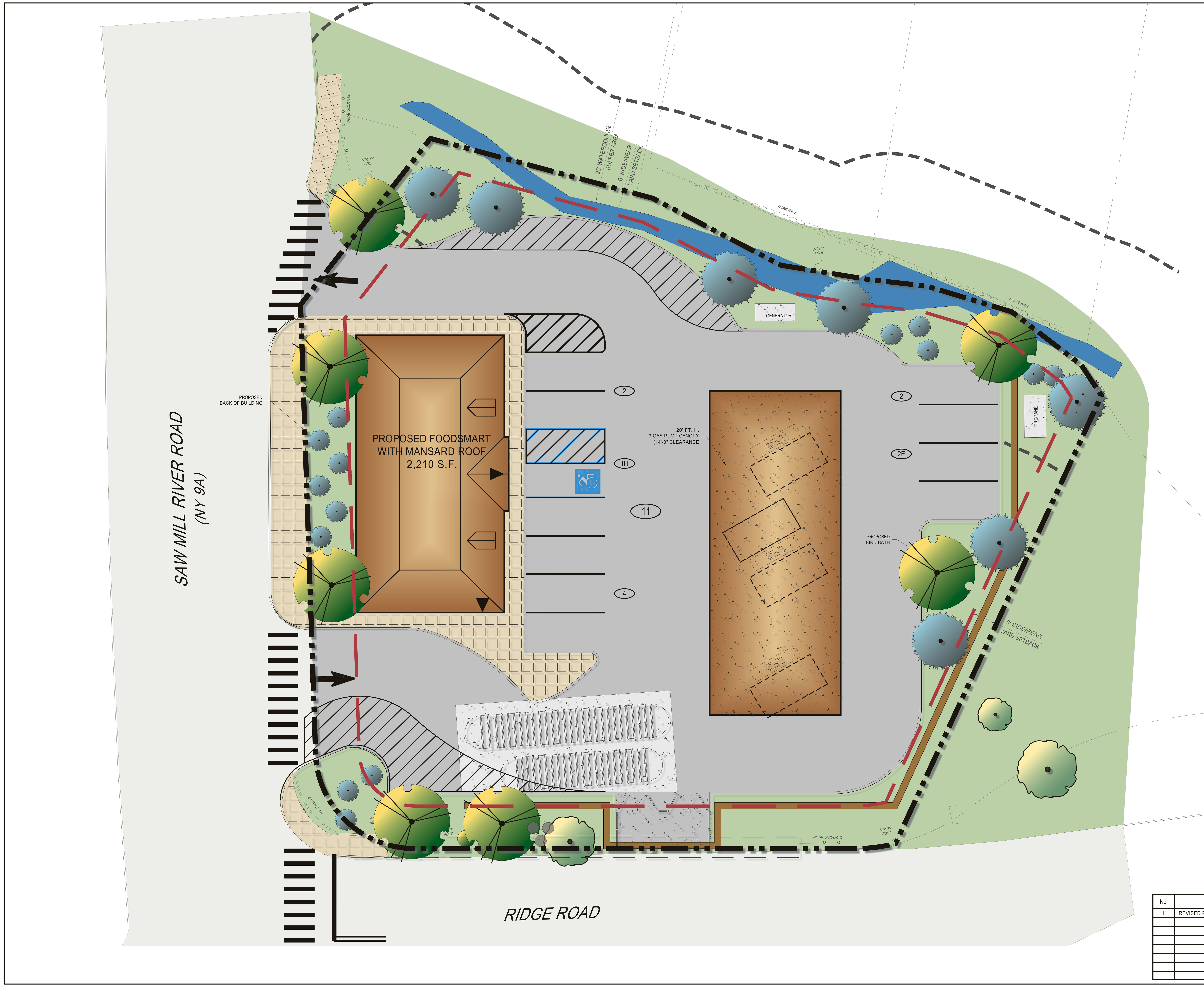
SKETCH PLAN NO.1
(WITH LANDSCAPING)

GAS STATION
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

No.	Revision	Date	By
1.	REVISED PER VILLAGE PLANNING BOARD COMMENTS	09/23/2022	EGK
2.	REV. TO ELIMINATE 3 PKG. SPACES PER PL. BD. COMMENTS	12/14/2022	DK
3.	Revised Per Pl. Bd. Chair Comments	02/28/2023	apn
	Previous Editions Obsolete		

Drawn:	KRM	Approved:	RJP
Scale:	1" = 10'		
Date:	08/30/2022		
Project No:	18175		
18175-LS-2 Mcolor	MCOLOR	LAY.scr	
Drawing No:	SK-1		

NOT FOR CONSTRUCTION



FUELCO.COM

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
MADISON INDUSTRIES
18000 STUDEBAKER ROAD, SUITE 305
CERRITOS, CA 90703

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

SKETCH PLAN NO.2
(WITH LANDSCAPING)

GAS STATION
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By
1.	REVISED PER VILLAGE PLANNING BOARD COMMENTS	09/23/2022	EGK
	Previous Editions Obsolete		

Drawn: KRM	Approved: RJP
Scale: 1" = 10'	
Date: 08/30/2022	
Project No: 18175	
18175-LS-3 Mcolor	MCOLOR / LAY.scr
Drawing No: SK-2	

VILLAGE OF ARDSLEY

507 Ashford Avenue
Ardsley, New York 10502
Telephone: 914-693-1550

Application for Board of Trustees Site Plan Approval

Submit application, plus 12 sets of plans signed and sealed by a licensed professional, and a check for $250 plus $25.00 per required parking space made out to the Village of Ardsley. Submit the documents to Village of Ardsley Board of Trustees, Village Hall, 507 Ashford Avenue, Ardsley, New York 10502

Name of Owner **The Thorpe-McCartney Family Limited Partnership**

Address **24026 Harvest Circle, Milton, DE 19968**

Phone **(914) 769-0366** Fax _____

Is owner of the property an individual, partnership, join venture, corporation _____ If so, list names, addresses and phone numbers _____

Name of Architect **gk+a (Gary Kliesch and Associate Architects)**

Address **36 Ames Avenue, Rutherford, NJ 07070**

Phone **(201) 896-0333** Fax **(201) 896-9469**

Name of Engineer **JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC**

Address **120 Bedford Road, Armonk, NY 10504**

Phone **(914) 273-5225** Fax **(914) 273-2102**

Name of Surveyor **Thomas C. Merritts Land Surveyors, P.C.**

Address **394 Bedford Road, Pleasantville, New York, 10570**

Phone **(914) 769-8899** Fax _____

Streets which property abuts **Saw Mill River Road**

Tax Map Section **650** Sheet _____ Block **35** Lot(s) **10**

Total area of property is **23,224** sq. ft. (acres) Zoning District **B-1 "General Business District"**

List of Variances or other modifications required._____

_____

Description of work: **Removal of an existing building, gas pumps with the construction of a new 2,210 square-foot convenience store, new gas pumps with a canopy and a total of 12 parking spaces with associated driveway modification and sidewalk.**

Signature of Owner Cynthia T. Carey *Date* 6/22/23

Signature of Applicant _____ *Date* 6/22/23

Site Planning
Civil Engineering
Landscape Architecture
Land Surveying
Transportation Engineering
Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

TRANSMITTAL

Date: **06/27/2023**

To: **Village of Ardsley**
507 Ashford Avenue
Ardsley, NY 10502

Attn: **Mr. Larry Tomasso**

Job No: **18175**
Project: **Gas Station**
657 Saw Mill River Road
Village of Ardsley, NY

Enclosed please find **(3)** copies of:

[X] Color Prints	**[X] Checks**	[ ] Map	[ ] Originals
[X] B/W Prints	[ ] Mylars	**[X] Applications**	[ ] Shop Drawings

Description		Revision No./Date
Enclosed please find the following items for placement on the next available Board of Trustees meeting:		
1. Village of Ardsley Application for Board of Trustees Site Plan Approval, dated 06/22/2023		
2. Thornwood Four Corners check #1061 made payable to the Village of Ardsley for $250.00 dated 6/26/2023 for the Application Fee.		
3. Thornwood Four Corners check #1062 made payable to the Village of Ardsley for $300.00 dated 6/26/2023 for twelve (12) Parking Space Fee.		
4. JMC dwg SK-1 "Sketch Plan No. 1 (with Landscaping)," Rev. #3, dated 02/28/2023		
5. JMC dwg. SK-2 "Sketch Plan No. 2 (with Landscaping)," Rev. #1, dated 09/23/2022		
6. GK+A Architects drawings:		
A2.0	**"Proposed Elevations"**	**09/12/2022**
A2.1	**"Proposed Elevations"**	**09/12/2022**
R1.0	**"Proposed Front Elevation (Colored)**	**09/12/2022**
7. Electronic copy on a flash drive.		
If you have any questions or require additional information with regard to the information provided above, please do not hesitate to contact our office at 914-273-5225. Thank you for your time and consideration.		

Sent Via:

[ ]	Our Messenger	[ ]	First Class Mail	[ ]	Overnight	[ ]	Fax:
[ ]	Your Messenger	**[X]**	**Hand Delivery**	[ ]	E-Mail	[ ]	No. of Pages

Copy to: **Mr. Sammy Eljamal**
Mr. Bryan Orser

Sincerely,

JMC

Anthony P. Nester

Per: Anthony P. Nester, RLA
Associate Principal

P:\2018\18175\ADMIN\trTomasso 2023-6-27.docx

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. 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; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Gas Station / Convenience Market		
Project Location (describe, and attach a general location map): 657 Saw Mill River Road, Ardsley, NY 10502		
Brief Description of Proposed Action (include purpose or need): Site work on this project includes demolition of the existing gas station convenience store building, installation of six new fueling locations under a 75'x36' canopy, and subsurface gas tanks and installation of stormwater mitigation systems that will be further detailed in this report. A 2,210 square foot convenience store building will be installed with a total of 12 proposed parking spaces (not including the six pump spaces) with associated driveway, sidewalk, landscape and stormwater modifications.		
Name of Applicant/Sponsor: Thornwood Four Corners LLC. (c/o Bryan Orser)	Telephone: (914) 769-0366 E-Mail: bryan@americantransit.us	
Address: 25 St. Charles Street		
City/PO: Thornwood	State: New York	Zip Code: 10594
Project Contact (if not same as sponsor; give name and title/role): Bryan Orser, General Manager	Telephone: 914-769-0366 E-Mail: bryan@americantransit.us	
Address: 25 St. Charles Street		
City/PO: Thornwood	State: New York	Zip Code: 10594
Property Owner (if not same as sponsor): The Thorpe-McCartney Family Limited Partnership	Telephone: E-Mail:	
Address: 19 Grandview Lane		
City/PO: Thornwood	State: New York	Zip Code: 10594

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Village Board of Trustees Site Plan Approval	
b. City, Town or Village Planning Board or Commission ☐Yes ☑No		
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☑Yes ☐No	Village of Ardsley Building Department: Building Permit	
e. County agencies ☑Yes ☐No	WCDOH: Petroleum Bulk Storage	
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No	NYSDOT: Highway Work Permit NYSDEC: Site Remediation	
h. Federal agencies ☐Yes ☑No		
i. Coastal Resources. *i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No *ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No *iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No		

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? • **If Yes,** complete sections C, F and G. • **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1	☐Yes ☑No
C.2. Adopted land use plans.	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located?	☑Yes ☐No
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	☑Yes ☐No
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) If Yes, identify the plan(s): _____ _____ _____	☐Yes ☑No
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? If Yes, identify the plan(s): _____ _____ _____	☐Yes ☑No

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
B-1 "General Business District"

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Ardsley School District

b. What police or other public protection forces serve the project site?
Ardsley Police Department

c. Which fire protection and emergency medical services serve the project site?
Ardsley Fire and EMS

d. What parks serve the project site?
VE Macy Park & Juhring Nature Preserve

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Commercial

b. a. Total acreage of the site of the proposed action? 0.53 acres
b. Total acreage to be physically disturbed? 0.53 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.53 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
_____
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 9 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐ Yes ☑ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 2

ii. Dimensions (in feet) of largest proposed structure: +/- 25 height; 34' width; and 65' length

iii. Approximate extent of building space to be heated or cooled: 2,210 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

i*v.* Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☑ Yes ☐ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): Disturbance only to the Bramble Brook buffer area

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☑ No
If Yes, describe:

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☑ No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No
If Yes:

i. Total anticipated water usage/demand per day: 400 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐ Yes ☐ No
If Yes:

- Name of district or service area: United Water New Rochelle - West (Veolia)
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

v. If a public water supply will not be used, describe plans to provide water supply for the project:

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No
If Yes:

i. Total anticipated liquid waste generation per day: 400 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
Sanitary Wastewater

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No
If Yes:

- Name of wastewater treatment plant to be used: Yonkers Treatment Plant
- Name of district: Saw Mill
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

  If Yes:
  - Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:
- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐ Yes ☑ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

35,000 kWh (not including additional demand for 2-level 3 duel car charging ports)

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Consolidated Edison

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7:00 am - 6:00 pm
- Saturday: 7:00 am - 6:00 pm
- Sunday: 7:00 am - 6:00 pm
- Holidays: N/A

ii. During Operations:

- Monday - Friday: 24 hours
- Saturday: 24 hours
- Sunday: 24 hours
- Holidays: 24 hours

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐ Yes ☑ No

If yes:

i. Provide details including sources, time of day and duration:

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☐ No

Describe:

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Proposed lighting will include downward facing directed light fixtures as well as building mounted lighting.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☑ Yes ☐ No

Describe: A portion of the existing vegetation in the rear of the property is proposed to be removed.

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☑ Yes ☐ No

If Yes:

i. Product(s) to be stored gasoline and diesel fuel for the existing filling station which will be compliance with applicable regulations

ii. Volume(s) 60,000 per unit time month (e.g., month, year)

iii. Generally, describe the proposed storage facilities:

Underground fuel storage tanks

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☑ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

Limited use to maintain landscaping in accordance with state and local requirements

ii. Will the proposed action use Integrated Pest Management Practices? ☑ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: +/- 1.0 tons per construction debris (unit of time)
- Operation : +/- 0.7 tons per month (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Debris recycling will be in accordance with all applicable local requirements
- Operation: Recycling will be in accordance with county requirements

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Solid construction waste will be disposed of in accordance with all applicable local requirements
- Operation: Solid waste and recyclable materials will be collected and disposed of by private carting company.

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.43	0.38	-0.05
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0.08	0.13	+0.05
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)	0.02	0.02	No Change
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

☑ Yes – Spills Incidents database — Provide DEC ID number(s): (Please see attached information from the

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): NYSDEC database)

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

(Please see attached information from the NYSDEC database)_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? >6 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

Uf - Urban Land	100 %
	%
	%

d. What is the average depth to the water table on the project site? Average: >5.5 feet

e. Drainage status of project site soils:

☐	Well Drained:	% of site
☐	Moderately Well Drained:	% of site
☑	Poorly Drained	100 % of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	76.9 % of site
☑	10-15%:	6.1 % of site
☑	15% or greater:	17.0 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Locally Regulated Watercourse (Bramble Brook) Classification Not Classified
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☑ Yes ☐ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____
Typical suburban wildlife species _____ _____ _____
_____ _____ _____

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
_____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:
i. Species and listing (endangered or threatened):_____
_____
_____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
i. Species and listing:_____
_____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____
_____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____
_____
_____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. 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? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. 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? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Taconic Parkway and Bronx River Parkway

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: 2.0 and 2.5 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

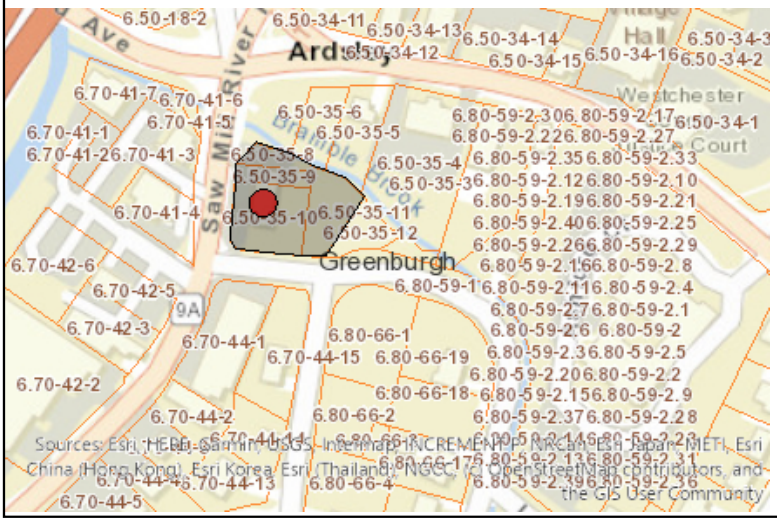
Applicant/Sponsor Name JMC, PLLC - Rick Bohlander Date 12/04/2023

Signature _____ Title Engineer

PRINT FORM

EAF Mapper Summary Report

Monday, November 20, 2023 2:16 PM



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.

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	Yes
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No

E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

SITE PLAN APPROVAL DRAWINGS

GAS STATION / CONVENIENCE MARKET

TAX MAP SECTION 650 | BLOCK 35 | LOT 10
WESTCHESTER COUNTY
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Applicant:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

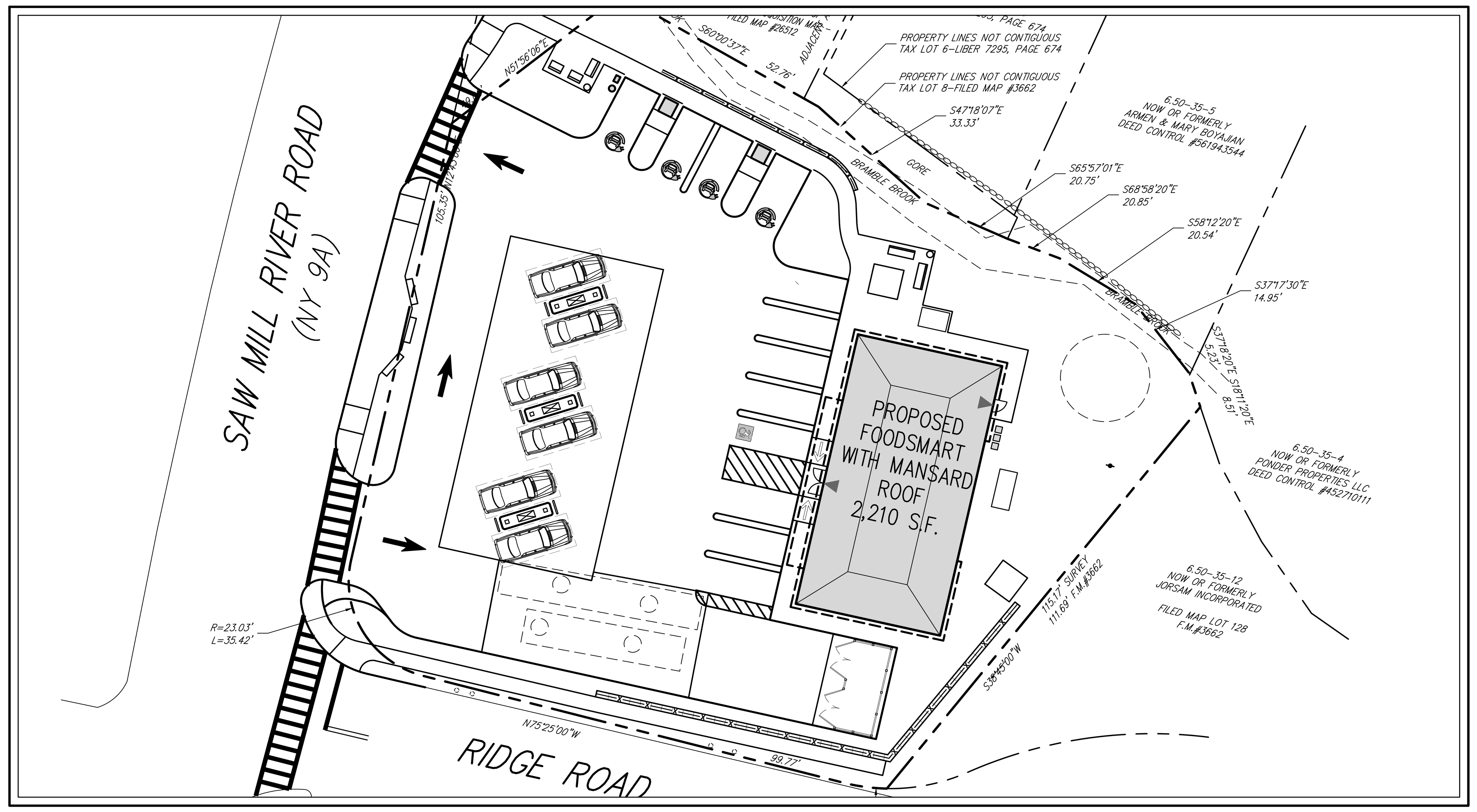
Site Planner, Civil & Traffic Engineer and Landscape Architect:
JMC
120 BEDFORD ROAD
ARMONK, NY 10504
(914) 273-5225

Attorney:
DELBELLO DONNELLAN WEINGARTEN WISE & WIEDERKEHR, LLP
1 NORTH LEXINGTON AVENUE
WHITE PLAINS, NEW YORK, 10601
(914) 681-0200

Surveyor:
THOMAS C. MERRITTS LAND SURVEYORS, P.C.
394 BEDFORD ROAD
PLEASANTVILLE, NEW YORK, 10570
(914) 769-8899

Architect:
gk+a Architects, P.C.
36 AMES AVENUE,
RUTHERFORD, NJ 07070
(201) 896-9469

JMC Drawing List:



AREA MAP
SCALE: 1" = 20'

TABLE OF LAND USE

SECTION 6.50, BLOCK 35, LOT 10
ZONE "B-1" – "GENERAL BUSINESS DISTRICT"
PROPOSED USE: GAS STATION WITH CONVENIENCE STORE
FIRE DISTRICT: ARDSLEY FIRE DISTRICT
SEWER DISTRICT: SAW MILL SEWER DISTRICT

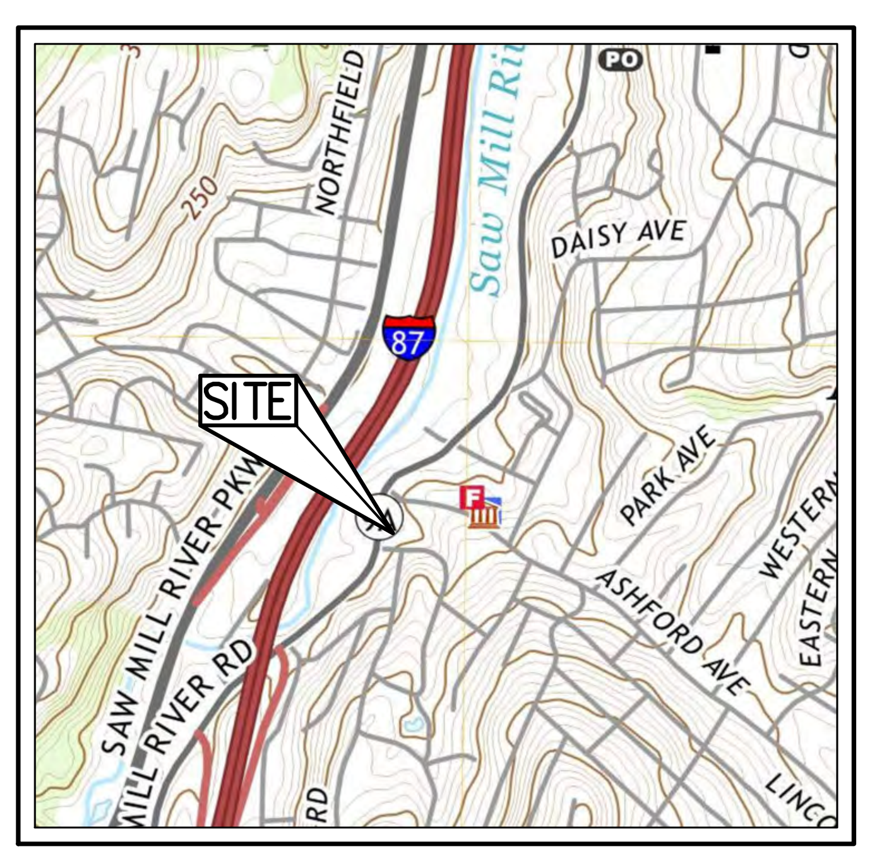
DESCRIPTION		REQUIRED	EXISTING	PROPOSED
LOT AREA	(SQUARE FEET)	5,000 MIN.	22,732(5)	22,732(5)
LOT COVERAGE BY BUILDING	(PERCENT)	65 MAX.	10.3	21.6
BUILDING HEIGHT	(FEET / STORIES)	45/4 MAX.	–/–	25.17/1 (4)
YARDS				
FRONT BUILDING SETBACK	(FEET)	10 MIN.	±39.6	±36.3' (7)
SIDE/REAR BUILDING SETBACK	(FEET)	0(3)	±44.2	±13.0
SIDE/REAR BUILDING SETBACK	(FEET)	0(3)	±30.7	±28.4'
PARKING				
TOTAL SPACES		12	–	12 (2)(6)
STANDARD SPACES		11	–	11
ACCESSIBLE SPACES		1	–	1

TABLE OF LAND USE NOTES:

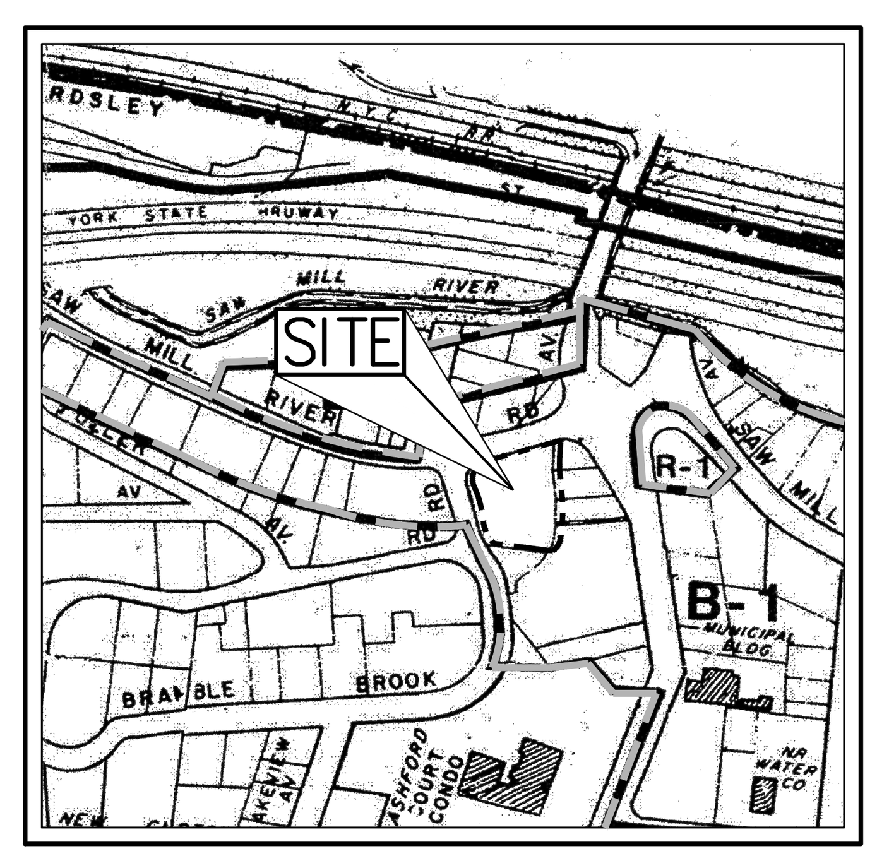
1. LOT COVERAGE AREA INCLUDES 2,210 S.F. PROPOSED CONVENIENCE STORE AND 2,700 S.F. PROPOSED GASOLINE PUMP CANOPY.
2. THE 6 FUELING SPACES LOCATED UNDER THE PROPOSED CANOPY ARE NOT INCLUDED AS PART OF THE 12 SPACES REQUIRED/ PROVIDED.
3. VILLAGE CODE SECTION 200–70 STATES THAT NO SIDE OR REAR YARD SHALL BE REQUIRED; HOWEVER, IF EITHER IS PROVIDED, ITS LEAST DIMENSION SHALL NOT BE LESS THAN SIX FEET.
4. THE MAXIMUM ROOF HEIGHT WAS TAKEN FROM FINISHED SIDEWALK TO TOP OF MANSARD PARAPET.
5. THE LOT AREA WAS CALCULATED BY THE SURVEYED LOT AREA OF 23,224 LESS 75% OF THE WATERCOURSE AREA, 492 S.F. = 22,732.
6. THE BREAKDOWN OF REQUIRED/ PROVIDED SPACES IS: 1 ACCESSIBLE SPACE, 4 EV CHARGING SPACES & 7 STANDARD SPACES.
7. MEASURED FROM RIDGE ROAD.

GENERAL CONSTRUCTION NOTES APPLY TO ALL WORK HEREIN:

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL 811 "DIG SAFELY" (1–800–962–7962) TO HAVE UNDERGROUND UTILITIES LOCATED. EXPLORATORY EXCAVATIONS SHALL COMPLY WITH CODE 753 REQUIREMENTS. NO WORK SHALL COMMENCE UNTIL ALL THE OPERATORS HAVE NOTIFIED THE CONTRACTOR THAT THEIR UTILITIES HAVE BEEN LOCATED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL PUBLIC AND PRIVATE UNDERGROUND AND SURFACE UTILITIES AND STRUCTURES AT OR ADJACENT TO THE SITE OF CONSTRUCTION, INSOFAR AS THEY MAY BE ENDANGERED BY THE CONTRACTOR'S OPERATIONS. THIS SHALL HOLD TRUE WHETHER OR NOT THEY ARE SHOWN ON THE CONTRACT DRAWINGS. IF THEY ARE SHOWN ON THE DRAWINGS, THEIR LOCATIONS ARE NOT GUARANTEED EVEN THOUGH THE INFORMATION WAS OBTAINED FROM THE BEST AVAILABLE SOURCES, AND IN ANY EVENT, OTHER UTILITIES ON THESE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, IMMEDIATELY REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION OF UTILITY SERVICE.
2. CONTRACTOR SHALL HAND DIG TEST PITS TO VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL VERIFY EXISTING UTILITIES DEPTHS AND ADVISE OF ANY CONFLICTS WITH PROPOSED UTILITIES. IF CONFLICTS ARE PRESENT. THE OWNER'S FIELD REPRESENTATIVE, JMC, PLLC AND THE APPLICABLE MUNICIPALITY OR AGENCY SHALL BE NOTIFIED IN WRITING. THE EXISTING/PROPOSED UTILITIES RELOCATION SHALL BE DESIGNED BY JMC, PLLC.
3. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY AND ALL LOCAL PERMITS REQUIRED.
4. ALL WORK SHALL BE DONE IN STRICT COMPLIANCE WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES, STANDARDS, ORDINANCES, RULES, AND REGULATIONS. ALL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL SAFETY CODES. APPLICABLE SAFETY CODES MEAN THE LATEST EDITION INCLUDING ANY AND ALL AMENDMENTS, REVISIONS, AND ADDITIONS THERETO, TO THE FEDERAL DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION'S OCCUPATIONAL SAFETY AND HEALTH STANDARDS (OSHA); AND APPLICABLE SAFETY, HEALTH REGULATIONS AND BUILDING CODES FOR CONSTRUCTION IN THE STATE OF NEW YORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GUARDING AND PROTECTING ALL OPEN EXCAVATIONS IN ACCORDANCE WITH THE PROVISION OF SECTION 107–05 (SAFETY AND HEALTH REQUIREMENTS) OF THE NYSDOT STANDARD SPECIFICATIONS. IF THE CONTRACTOR PERFORMS ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THE AFFECTED AREA SHALL BE DISCONTINUED AND IMMEDIATE ACTION SHALL BE TAKEN TO CORRECT THE SITUATION TO THE SATISFACTION OF THE APPROVAL AUTHORITY HAVING JURISDICTION.
5. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AFFECTED BY THE SCOPE OF WORK SHOWN HEREON AT ALL TIMES TO THE SATISFACTION OF THE OWNERS REPRESENTATIVE. RAMPING CONSTRUCTION TO PROVIDE ACCESS MAY BE CONSTRUCTED WITH SUBBASE MATERIAL EXCEPT THAT TEMPORARY ASPHALT CONCRETE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE PEDESTRIAN ACCESS AT ALL TIMES.
6. CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING PAVEMENT TO REMAIN.



VICINITY MAP
SCALE: 1" = 1,000'
SOURCE: USGS / 2019



ZONING MAP
SCALE: 1" = 1,000'
SOURCE: VILLAGE OF ARDSLEY / 2013

ZONING MAP LEGEND

▬ ▬ ▬	SITE PROPERTY LINE
▬ ▬ ▬ ▬	ZONING BOUNDARY
R-1	RESIDENTIAL ZONE
B-1	GENERAL BUSINESS ZONE

SUBSURFACE UTILITY LOCATIONS ARE BASED ON A COMPILATION OF FIELD EVIDENCE, AVAILABLE RECORD PLANS AND/OR UTILITY MARK-OUTS. THE LOCATION OR COMPLETENESS OF UNDERGROUND INFORMATION CANNOT BE GUARANTEED. VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO EXCAVATION OR CONSTRUCTION.

811 Know what's below. Call before you dig.

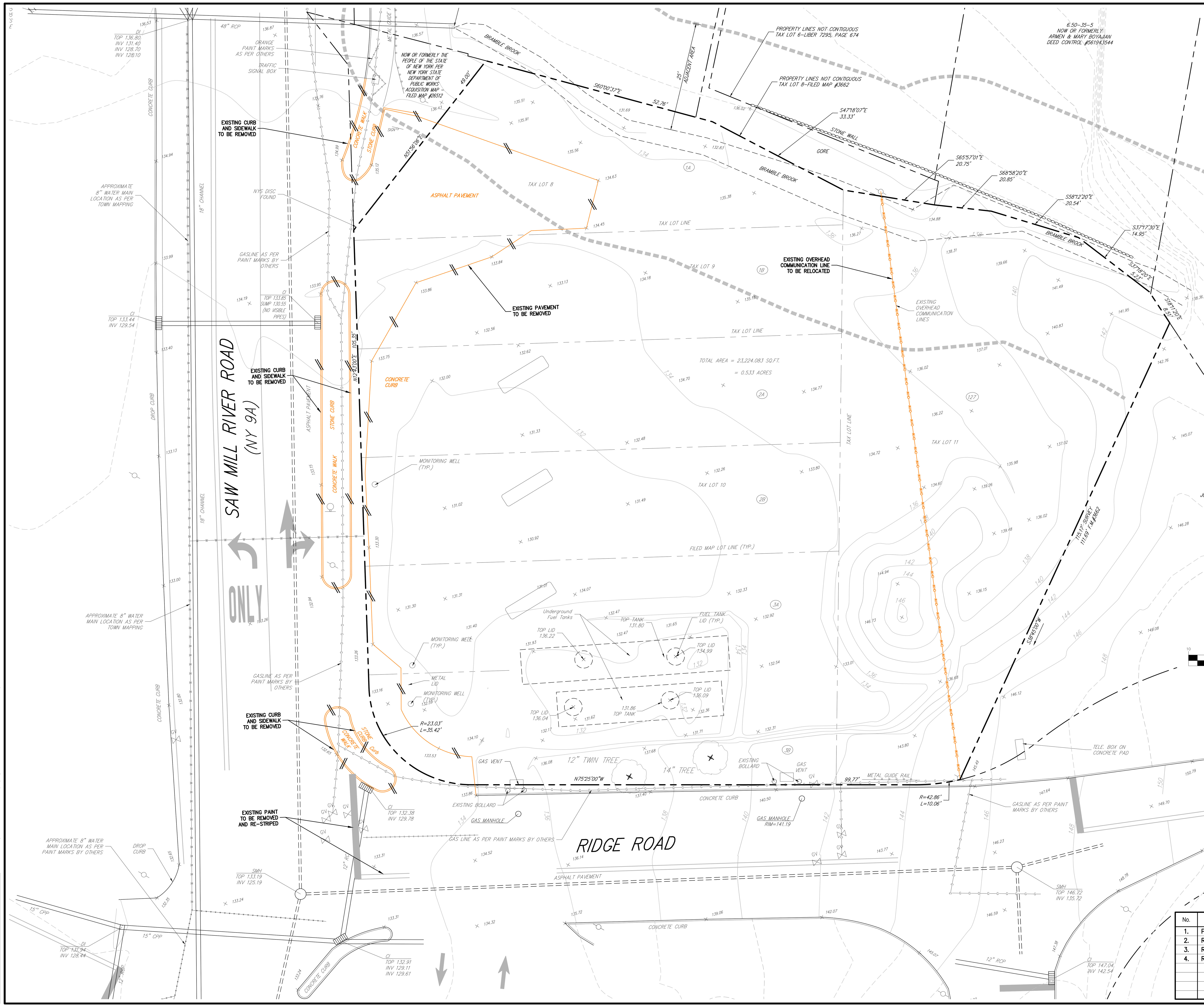
ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By
1.	PLANNING BOARD & BAR SUBMISSION	03/30/2021	MTP
2.	RESPOND TO VILLAGE COMMENTS	12/01/2021	SPG
3.	REVISED PER TOWN COMMENTS	01/13/2022	CDF
4.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN
	Previous Editions Obsolete		

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

Drawn:	KRM
Approved:	RJP
Scale:	NOT TO SCALE
Date:	05/26/2020
Project No:	18175
18175-SITE	C-000-COVER
	COVER.scr
Drawing No:	C-000

NOT FOR CONSTRUCTION



NOT FOR CONSTRUCTION

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE
- EXISTING ADJACENT AREA
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING TREE AND DESIGNATION
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PEDESTRIAN CROSSING
- EXISTING STORM DRAIN LINE AND SIZE
- EXISTING SANITARY LINE AND SIZE
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD WIRES
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING BOLLARD
- EXISTING FIRE HYDRANT
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING FEATURE TO BE REMOVED

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM A SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/01/2016.

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

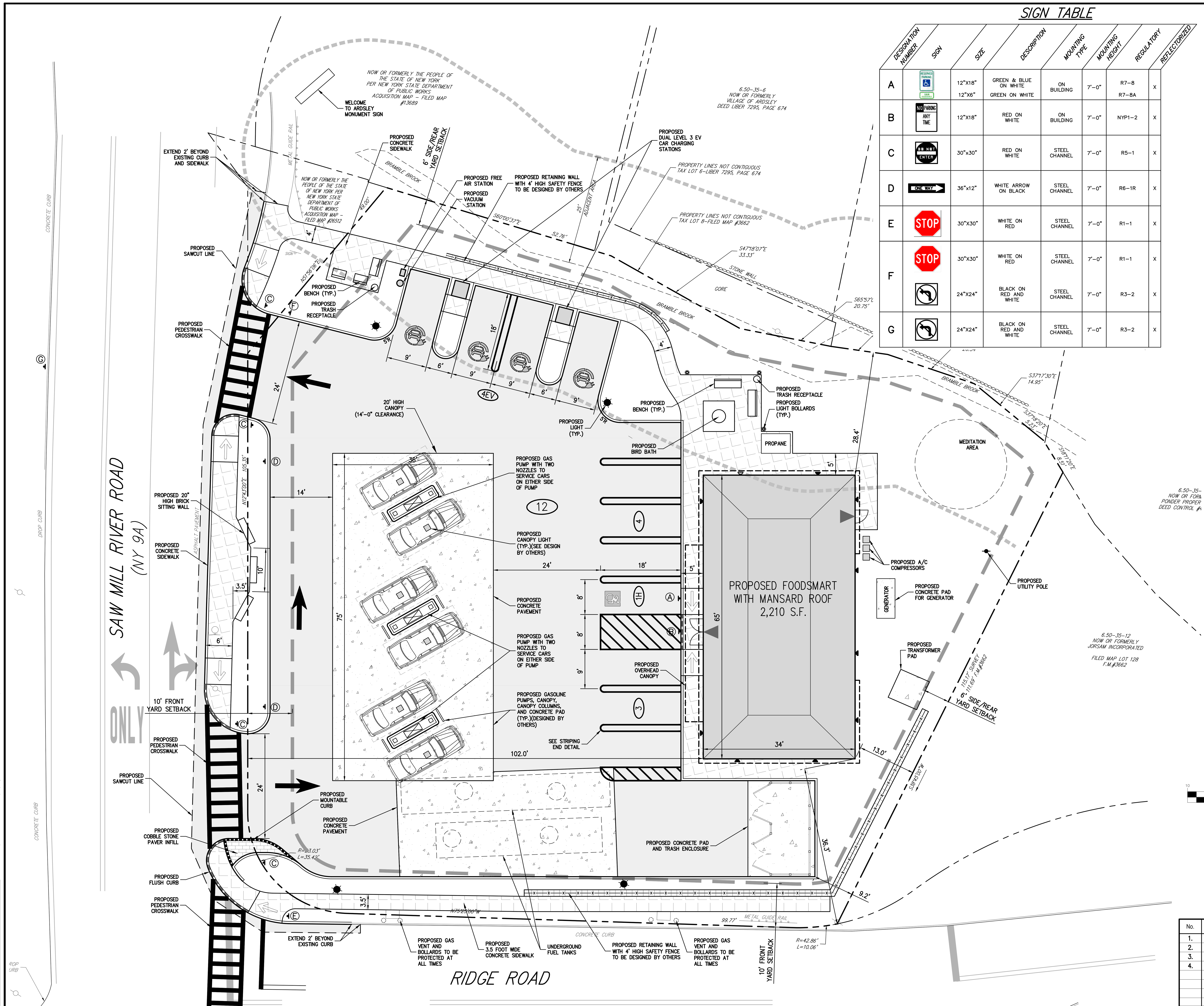
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

EXISTING CONDITIONS MAP AND SITE REMOVALS PLAN

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

No.	Revision	Date	By
1.	PLANNING BOARD & BAR SUBMISSION	03/30/2021	MTP
2.	RESPOND TO VILLAGE COMMENTS	12/01/2021	SPG
3.	REVISED PER TOWN COMMENTS	01/13/2022	CDF
4.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN
	Previous Editions Obsolete		

Drawn: KRM Approved: RJP
Scale: 1" = 10'
Date: 05/26/2020
Project No: 18175
18175-SITE | C-010-EXIST | EXIST.scr
Drawing No: C-010



SIGN TABLE

DESIGNATION NUMBER	SIGN	SIZE	DESCRIPTION	MOUNTING TYPE	MOUNTING HEIGHT	REGULATORY	REFLECTORIZED
A	RESERVED PARKING / VAN ACCESSIBLE	12"X18" 12"X6"	GREEN & BLUE ON WHITE GREEN ON WHITE	ON BUILDING	7'–0"	R7–8 R7–8A	X
B	NO PARKING ANY TIME	12"X18"	RED ON WHITE	ON BUILDING	7'–0"	NYP1–2	X
C	DO NOT ENTER	30"x30"	RED ON WHITE	STEEL CHANNEL	7'–0"	R5–1	X
D	ONE WAY	36"x12"	WHITE ARROW ON BLACK	STEEL CHANNEL	7'–0"	R6–1R	X
E	STOP	30"X30"	WHITE ON RED	STEEL CHANNEL	7'–0"	R1–1	X
F	STOP	30"X30"	WHITE ON RED	STEEL CHANNEL	7'–0"	R1–1	X
	(no left turn)	24"X24"	BLACK ON RED AND WHITE	STEEL CHANNEL	7'–0"	R3–2	X
G	(no left turn)	24"X24"	BLACK ON RED AND WHITE	STEEL CHANNEL	7'–0"	R3–2	X

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- FORMER TAX LOT LINE
- EXISTING SETBACK LINE
- EXISTING WATERCOURSE
- EXISTING WATERCOURSE BUFFER
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING TREE AND DESIGNATION (T10 M)
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING BOLLARD
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED FLUSH CONCRETE CURB
- PROPOSED T4 MOUNTABLE CURB
- PROPOSED DROP CURB & RAMP
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS) (2H)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS) (5)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE PAVEMENT/PAD
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED FENCE
- PROPOSED ARROW MARKING ON PAVEMENT
- PROPOSED TRAFFIC SIGN LOCATION & DESIGNATION
- PROPOSED POLE MOUNTED LIGHT
- PROPOSED BOLLARD LIGHT
- PROPOSED BUILDING LIGHT
- PROPOSED "U" TYPE BOLLARD

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM A SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/01/2016.

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By
1.	REVISED PER VILLAGE PLANNING BOARD COMMENTS	09/23/2022	EGK
2.	REV. TO ELIMINATE 3 PARKING SPACES PER PL. BD. COMMENTS	12/14/2022	DK
3.	REVISED PER PL .BD CHAIR COMMENTS	02/28/2023	APN
4.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN
	Previous Editions Obsolete		

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

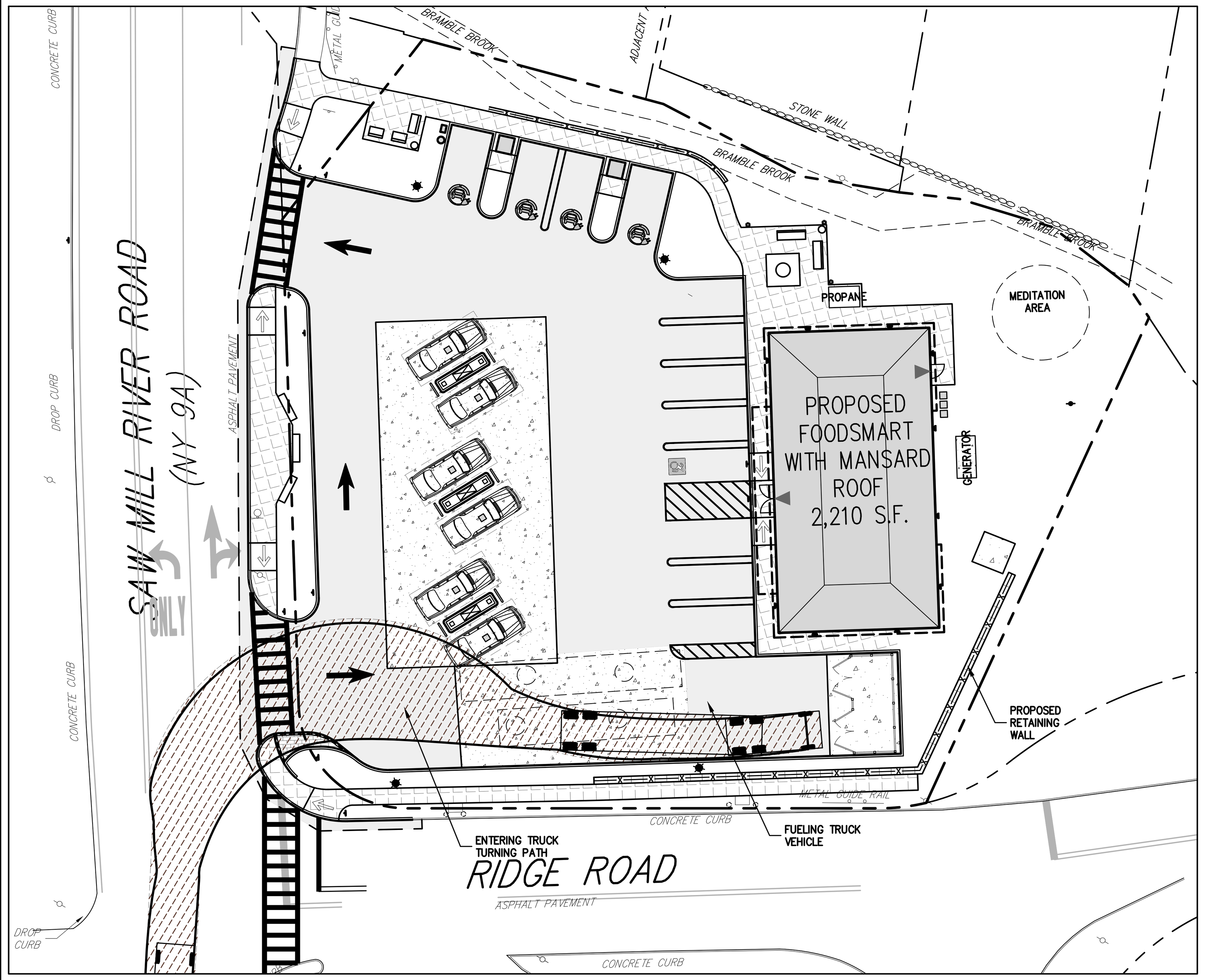
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

LAYOUT PLAN

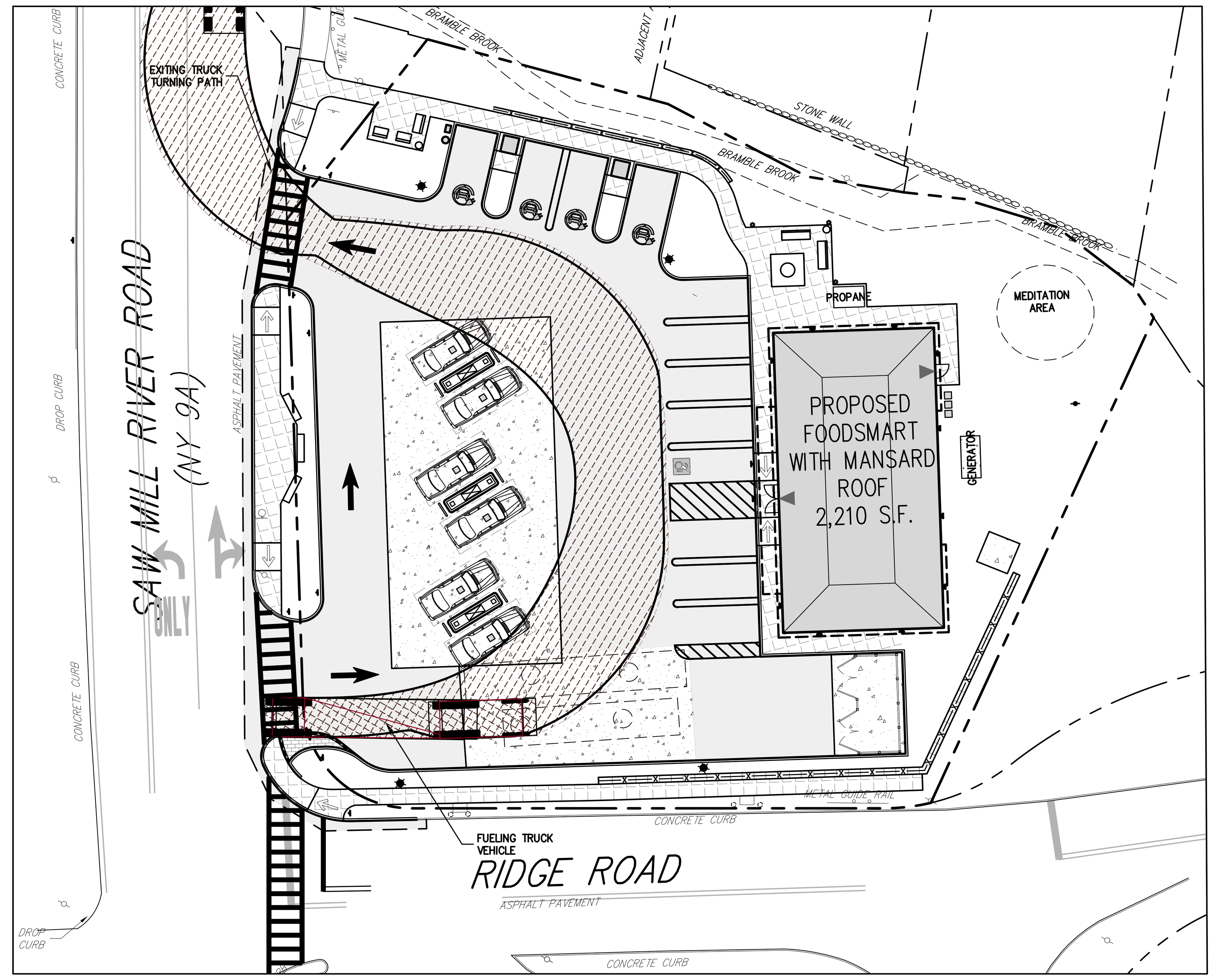
GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM	Approved: RJP
Scale:	1" = 10'
Date:	05/26/2020
Project No:	18175
18175-SITE	C-100-LAY / 1_LAY.scr
Drawing No:	C-100

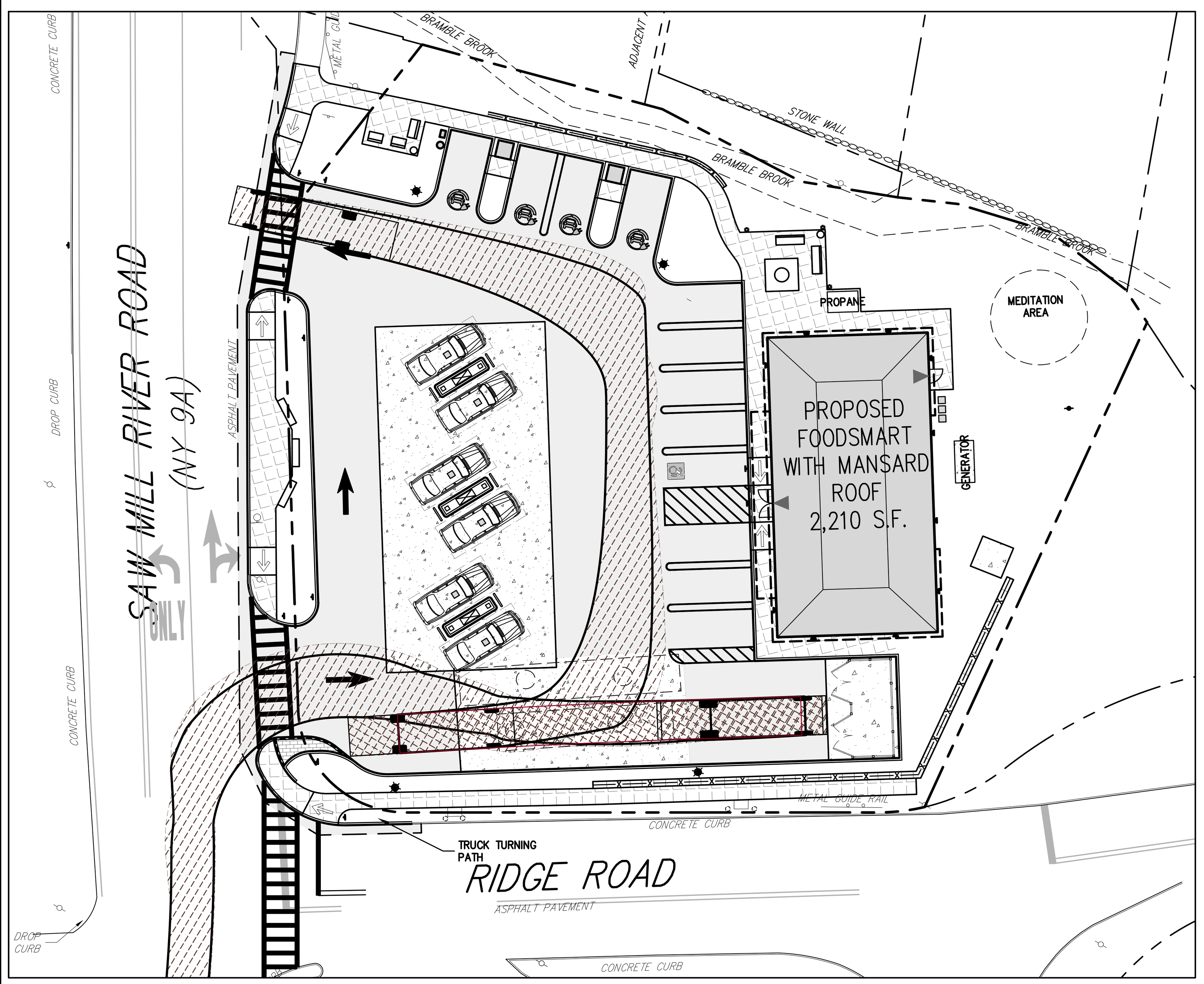
NOT FOR CONSTRUCTION



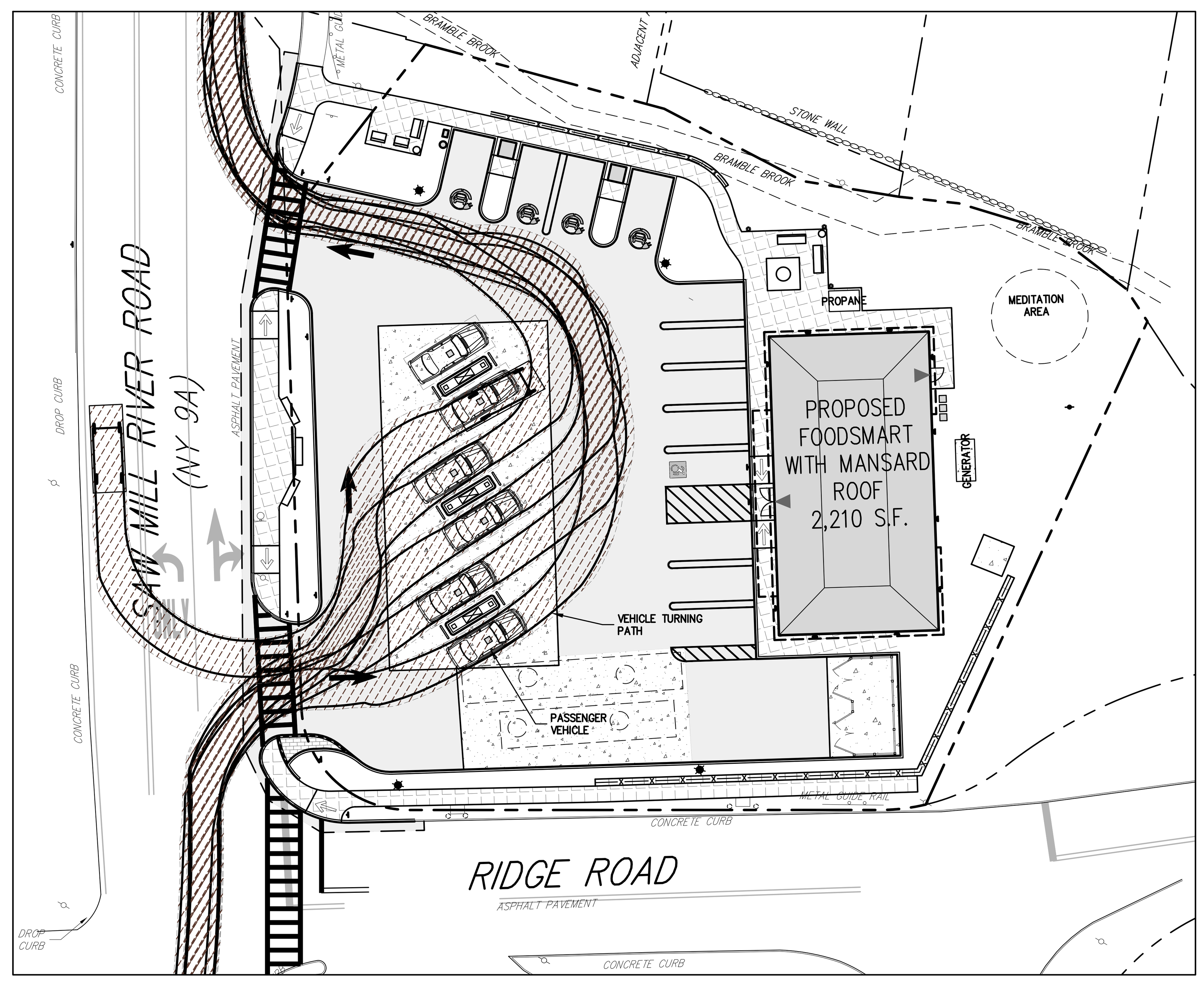
FUELING TRUCK ENTERING TURNING ANALYSIS



FUELING TRUCK EXITING TURNING ANALYSIS

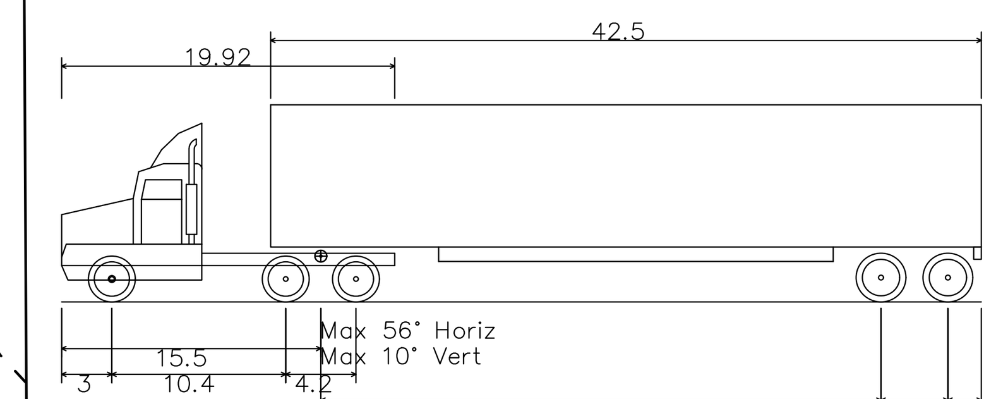


GARBAGE TRUCK TURNING ANALYSIS



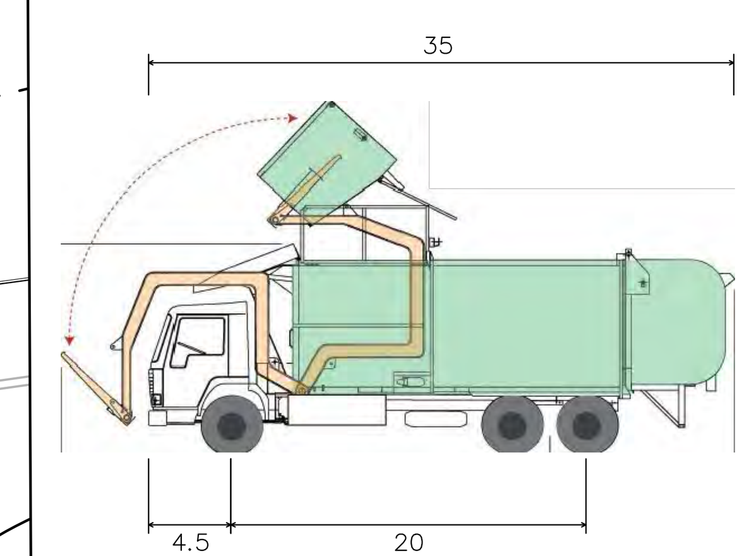
PASSENGER VEHICLE TURNING ANALYSIS

VEHICLE PROFILES



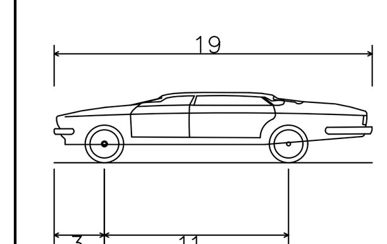
WB-50 - Intermediate Semi-Trailer

Overall Length	55.000ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	17.90°



Front-Load Garbage Truck

Overall Length	35.00
Overall Width	8.375
Overall Body Height	10.546
Min Body Ground Clearance	1.000
Track Width	8.375
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.30



P - Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By
1.	PLANNING BOARD & BAR SUBMISSION	03/30/2021	MTP
2.	RESPOND TO VILLAGE COMMENTS	12/01/2021	SPG
3.	REVISED PER TOWN COMMENTS	01/13/2022	CDF
4.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN

Previous Editions Obsolete

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

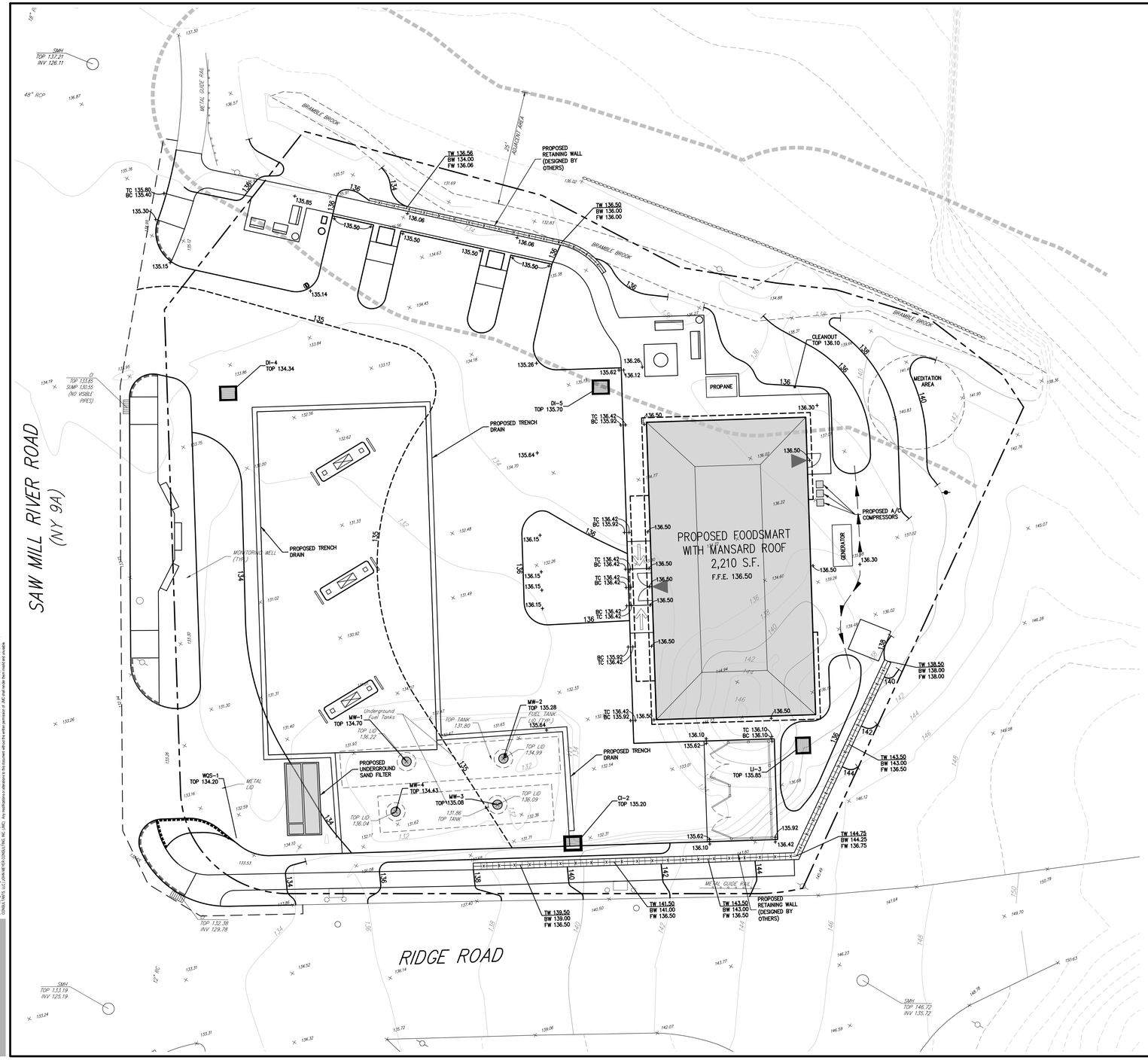
JMC

TURNING ANALYSIS PLAN

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM Approved: RJP
Scale: 1" = 20'
Date: 05/26/2020
Project No: 18175
18175-SITE C-110-MOVE TA-VEH.dwg
Drawing No: C-110

NOT FOR CONSTRUCTION



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- FORMER PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WATERCOURSE
- EXISTING WATERCOURSE BUFFER
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- 172 EXISTING CONTOUR
- 170 EXISTING INDEX CONTOUR
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING DRAIN INLET
- ○ EXISTING MANHOLE
- EXISTING UTILITY POLE
- EXISTING SIGN
- ● PROPOSED FUEL MANWAY
- PROPOSED TYPE CI DRAIN INLET
- PROPOSED TYPE DI OR LI DRAIN INLET
- PROPOSED BUILDING LINE
- PROPOSED EDGE OF PAVEMENT/CURB LINE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- 200 PROPOSED MAJOR CONTOUR
- 201 PROPOSED MINOR CONTOUR
- 191.00 + PROPOSED SPOT GRADE
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/1/2016.
4. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.

RETAINING WALL SPOT GRADE LEGEND

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By
1.	PLANNING BOARD & BAR SUBMISSION	03/30/2021	MTP
2.	RESPOND TO VILLAGE COMMENTS	12/01/2021	SPG
3.	REVISED PER TOWN COMMENTS	01/13/2022	CDF
4.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN
	Previous Editions Obsolete		

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

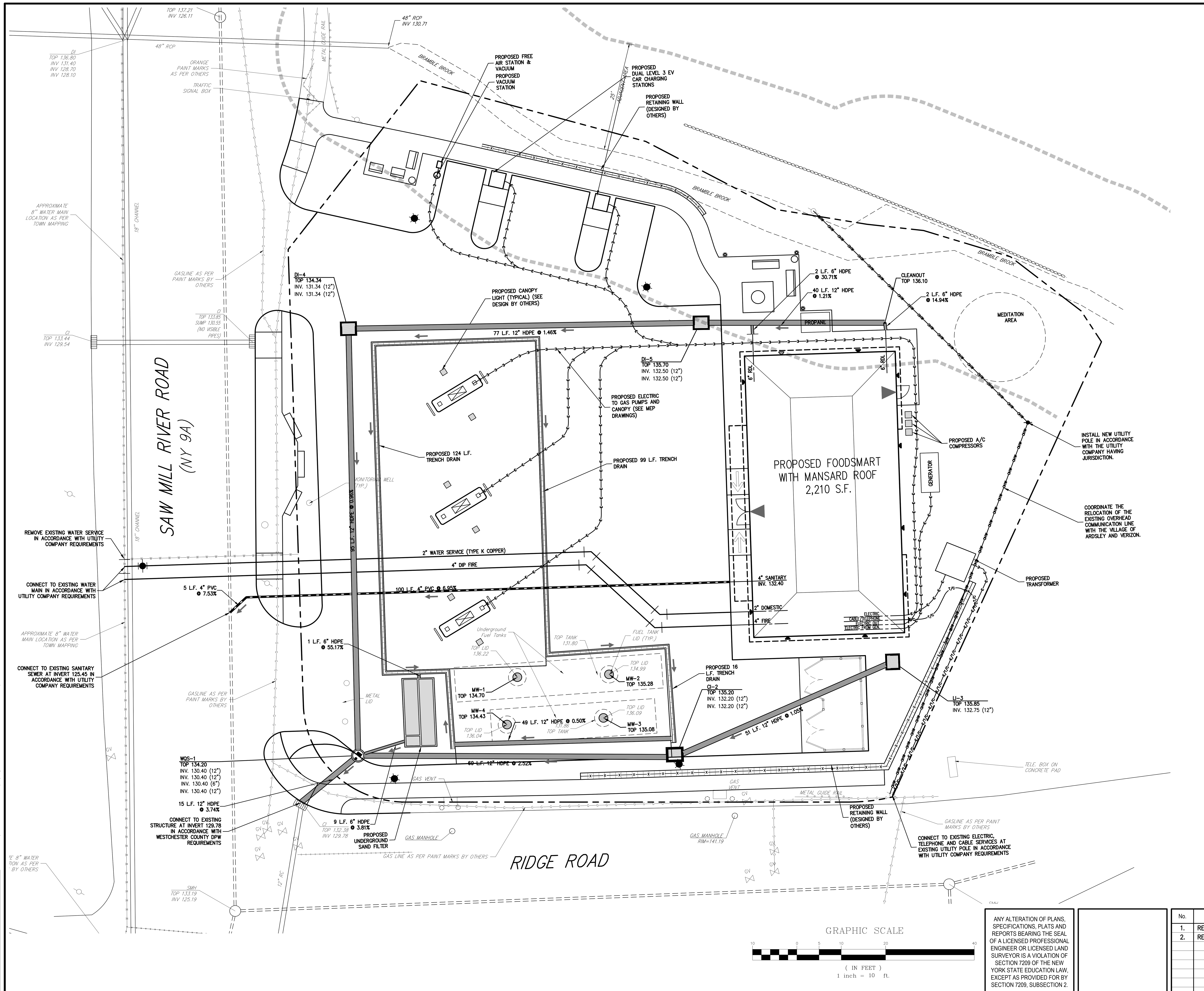
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

GRADING PLAN

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM		Approved: RJP	
Scale: 1" = 10'			
Date: 05/26/2020			
Project No: 18175			
18175-SITE	C-200-GRAD	GRAD.scr	
Drawing No: C-200			

NOT FOR CONSTRUCTION



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- FORMER PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WATERCOURSE
- EXISTING WATERCOURSE BUFFER
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING STORM DRAIN LINE AND SIZE
- EXISTING SANITARY LINE AND SIZE
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD WIRES
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING BOLLARD
- EXISTING FIRE HYDRANT
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING UTILITY POLE
- PROPOSED BUILDING LINE
- PROPOSED EDGE OF PAVEMENT/CURB LINE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED FUEL MANWAY
- PROPOSED WATER QUALITY STRUCTURE
- PROPOSED TYPE CI DRAIN INLET
- PROPOSED TYPE DI OR LI DRAIN INLET
- PROPOSED TRENCH DRAIN
- 12" HDPE — PROPOSED STORM DRAIN LINE AND SIZE
- 4" PVC — PROPOSED SANITARY SEWER LINE & SIZE
- 4" WATER — PROPOSED WATER LINE & SIZE
- —E—E—E— PROPOSED ELECTRIC LINE
- —T/C—T/C— PROPOSED TELEPHONE/CABLE LINE
- —E/T/C—E/T/C— PROPOSED ELECTRIC/TELEPHONE/CABLE
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/01/2016.
4. UNLESS OTHERWISE SPECIFIED, PIPE FOR SANITARY SEWER GRAVITY LINES SHALL BE POLYVINYL CHLORIDE PIPE (PVCP), SDR-35, WITH PUSH-ON JOINTS IN ACCORDANCE WITH ASTM D-3034 AND D-3212.
5. UNLESS OTHERWISE SPECIFIED, PIPE FOR WATER LINES SHALL BE DOUBLE CEMENT-LINED DUCTILE IRON PIPE (DIP), CLASS 54, WITH PUSH-ON JOINTS AND FIELD-LOK GASKETS IN ACCORDANCE WITH AWWA C-150, C-151, C-104 AND C-111.
6. ALL COPPER SERVICE LINES SHALL BE SEAMLESS TYPE "K" COPPER IN ACCORDANCE WITH ASTM-88 WITH COMPRESSION OR FLARED JOINTS.
7. ELECTRIC, TELEPHONE, AND CABLE TELEVISION LINES SHALL BE INSTALLED UNDERGROUND IN CONDUIT IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.
8. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 4 FEET OF COVER OVER ALL WATER MAINS.
9. CONTRACTOR SHALL MAINTAIN MINIMUM HORIZONTAL AND VERTICAL CROSSING DISTANCES PER THE WESTCHESTER COUNTY DEPARTMENT OF HEALTH REQUIREMENTS. IF MINIMUM DISTANCES CANNOT BE MAINTAINED, THE CONTRACTOR SHALL USE CONTROLLED LOW STRENGTH MATERIAL FOR BACKFILL AROUND CROSSINGS.
10. ALL UTILITY CONNECTIONS AT BUILDING SHALL BE COORDINATED WITH THE PLUMBING, MECHANICAL AND ELECTRICAL BUILDING CONTRACTORS.
11. SEE DRAWINGS FROM OTHERS FOR DESIGN OF UTILITY CONNECTIONS, CONDUITS, WIRING, ETC. FOR SITE LIGHTING PYLON SIGN, OTHER ILLUMINATED SIGNAGE, AIR/VACUUM MACHINE, PROPANE FUELING, AND GENERATOR CONNECTIONS.
12. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ALL UTILITY CONNECTIONS/EXTENSIONS/RELOCATIONS WITH APPROPRIATE UTILITY COMPANIES AS REQUIRED. INSTALLATION OF ALL UTILITIES SHALL CONFORM TO UTILITY COMPANY REQUIREMENTS.
13. ALL FUELING RELATED FACILITIES/EQUIPMENT TO BE DESIGNED AND PERMITTED BY OTHERS. CONTRACTOR SHALL BE RESPONSIBLE TO INSPECT ALL PETROLEUM DISPENSING AND STORAGE SYSTEMS TO ENSURE THAT CONSTRUCTION IS IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL LAWS, CODES, RULES AND ORDINANCES.

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

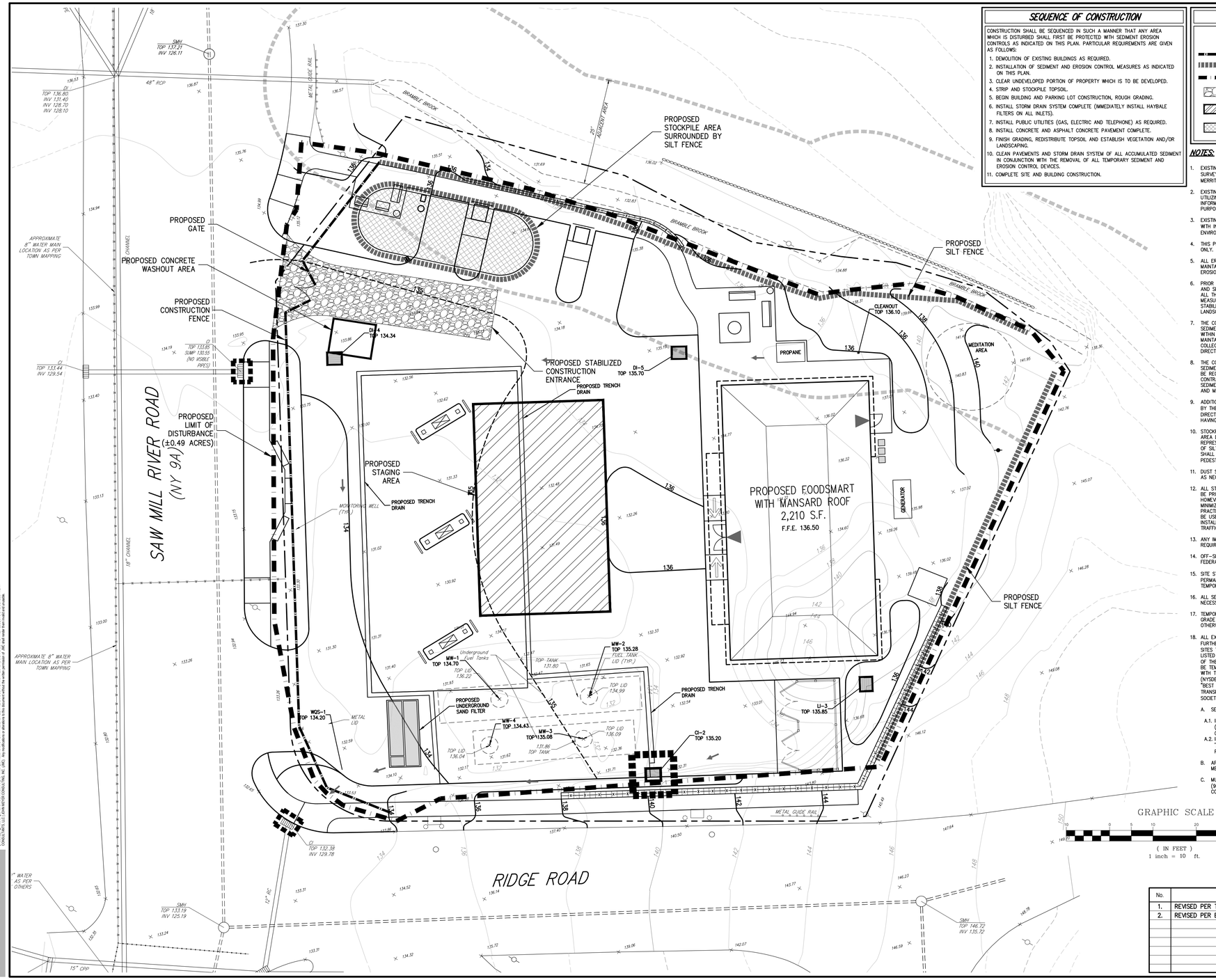
UTILITIES PLAN

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

No.	Revision	Date	By
1.	REVISED PER TOWN COMMENTS	01/13/2022	CDF
2.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN

Previous Editions Obsolete

Drawn:	KRM
Approved:	RJP
Scale:	1" = 10'
Date:	05/26/2020
Project No:	18175
18175-SITE	C-300-UTIL
UTIL.scr	
Drawing No:	C-300



SEQUENCE OF CONSTRUCTION

CONSTRUCTION SHALL BE SEQUENCED IN SUCH A MANNER THAT ANY AREA WHICH IS DISTURBED SHALL FIRST BE PROTECTED WITH SEDIMENT EROSION CONTROLS AS INDICATED ON THIS PLAN. PARTICULAR REQUIREMENTS ARE GIVEN AS FOLLOWS:

1. DEMOLITION OF EXISTING BUILDINGS AS REQUIRED.
2. INSTALLATION OF SEDIMENT AND EROSION CONTROL MEASURES AS INDICATED ON THIS PLAN.
3. CLEAR UNDEVELOPED PORTION OF PROPERTY WHICH IS TO BE DEVELOPED.
4. STRIP AND STOCKPILE TOPSOIL.
5. BEGIN BUILDING AND PARKING LOT CONSTRUCTION, ROUGH GRADING.
6. INSTALL STORM DRAIN SYSTEM COMPLETE (IMMEDIATELY INSTALL HAYBALE FILTERS ON ALL INLETS).
7. INSTALL PUBLIC UTILITIES (GAS, ELECTRIC AND TELEPHONE) AS REQUIRED.
8. INSTALL CONCRETE AND ASPHALT CONCRETE PAVEMENT COMPLETE.
9. FINISH GRADING, REDISTRIBUTE TOPSOIL AND ESTABLISH VEGETATION AND/OR LANDSCAPING.
10. CLEAN PAVEMENTS AND STORM DRAIN SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES.
11. COMPLETE SITE AND BUILDING CONSTRUCTION.

LEGEND

- PROPOSED INLET PROTECTION
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED EQUIPMENT STAGING AREA
- PROPOSED STOCKPILE AREA

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/01/2016.
4. THIS PLAN IS FOR TEMPORARY EROSION AND SEDIMENT CONTROL INFORMATION ONLY.
5. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED PER NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL, DATED NOVEMBER 2016.
6. PRIOR TO BEGINNING ANY CLEARING, GRUBBING OR EXCAVATION, ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE PLANS AND SPECIFICATIONS. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED. FINAL STABILIZATION OF LANDSCAPED AREAS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE PLAN.
7. THE CONTRACTOR SHALL INSPECT AND MAINTAIN ON-SITE EROSION AND SEDIMENT CONTROL MEASURES ON A DAILY BASIS. ALL COLLECTED SEDIMENT WITHIN SEDIMENT BARRIERS SHALL BE REMOVED PERIODICALLY AS REQUIRED TO MAINTAIN THE FUNCTION OF THE SEDIMENT BARRIERS. ALL SEDIMENT COLLECTED SHALL BE RESPREAD ON-SITE WITHIN STABILIZED AREAS AS DIRECTED BY THE OWNERS REPRESENTATIVE.
8. THE CONTRACTOR SHALL INSPECT DOWNSTREAM CONDITIONS FOR EVIDENCE OF SEDIMENTATION ON A WEEKLY BASIS, AFTER EACH RAINSTORM, AND AS MAY BE REQUIRED OR DIRECTED BY ALL APPLICABLE APPROVALS AND PERMITS. THE CONTRACTOR SHALL IMMEDIATELY PROVIDE A WRITTEN REPORT ON FINDINGS OF SEDIMENT IN DOWNSTREAM AREAS TO ALL AUTHORITIES HAVING JURISDICTION AND MAKE REPAIRS AS REQUIRED OR DIRECTED.
9. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED BY THE CONTRACTOR AS REQUIRED/WARRANTED BY FIELD CONDITIONS AND AS DIRECTED BY THE OWNERS REPRESENTATIVE, JMC, AND/OR ANY AUTHORITY HAVING JURISDICTION.
10. STOCKPILING OF CONSTRUCTION MATERIAL SHALL BE PLACED ON-SITE IN THE AREA DESIGNATED ON THIS PLAN OR AS APPROVED BY THE OWNERS REPRESENTATIVE. STOCKPILED EXCAVATED MATERIAL SHALL HAVE TWO ROWS OF SILT FENCE LOCATED AROUND ITS PERIMETER. ALL STOCKPILED MATERIAL SHALL BE MAINTAINED IN AN ORDERLY MANNER SO AS NOT TO IMPEDE ON PEDESTRIAN AND/OR VEHICULAR TRAFFIC CIRCULATION ROUTES.
11. DUST SHALL BE CONTROLLED BY SPRINKLING OR OTHER APPROVED METHODS AS NECESSARY, OR AS DIRECTED BY THE OWNERS REPRESENTATIVE.
12. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
13. ANY IMPORTED TOPSOIL SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS FOR QUALITY AND USE.
14. OFF-SITE DISPOSAL OF EXCESS CUT SHALL BE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS.
15. SITE STABILIZATION (80% UNIFORM DENSITY OF PERMANENT VEGETATION OR PERMANENT MULCH/STONE) MUST BE ACHIEVED PRIOR TO REMOVING TEMPORARY EROSION CONTROL MEASURES.
16. ALL SEEDED AREAS SHALL BE FERTILIZED, RESEEDED, AND MULCHED AS NECESSARY TO MAINTAIN VIGOROUS, DENSE VEGETATIVE COVER.
17. TEMPORARY SEED MIXTURES SHALL NOT BE PLACED ON AREAS WHERE FINAL GRADE HAS BEEN ESTABLISHED AND TOPSOIL HAS BEEN PLACED UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT.
18. ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS, THAT WILL NOT BE FURTHER DISTURBED WITHIN 14 CALENDAR DAYS (7 DAYS FOR CONSTRUCTION SITES THAT EITHER DIRECTLY DISCHARGE TO ONE OF THE 303(d) SEGMENTS LISTED IN APPENDIX E OF THE GENERAL PERMIT OR ARE LOCATED WITHIN ONE OF THE WATERSHEDS LISTED IN APPENDIX C OF THE GENERAL PERMIT), SHALL BE TEMPORARILY SEEDED WITHIN 24 HOURS OF DISTURBANCE, IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) "EROSION AND SEDIMENT CONTROL GUIDELINES" AND THE ANSI A300 "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPLANTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITIONS, AS FOLLOWS:
    - A. SEED MIXTURE AND RATE OF APPLICATION:
        - A.1. IN SPRING, SUMMER OR EARLY FALL, SEED THE AREA WITH RYEGRASS (ANNUAL OR PERENNIAL) AT 30 POUNDS PER ACRES (APPROXIMATELY 0.7 POUNDS/1000 SQUARE FEET OR USE 1 POUND/1000 SQUARE FEET).
        - A.2. IN LATE FALL OR EARLY WINTER, SEED THE AREA WITH CERTIFIED "ARDOSTOOK" WINTER RYE (CEREAL RYE) AT 100 POUNDS PER ACRE (2.5 POUNDS/1000 SQUARE FEET).
    - B. APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS.
    - C. MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (90 POUNDS PER 1,000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.

No.	Revision	Date	By
1.	REVISED PER TOWN COMMENTS	01/13/2022	CDF
2.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN
	Previous Editions Obsolete		

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcplic.com

EROSION AND SEDIMENT CONTROL PLAN

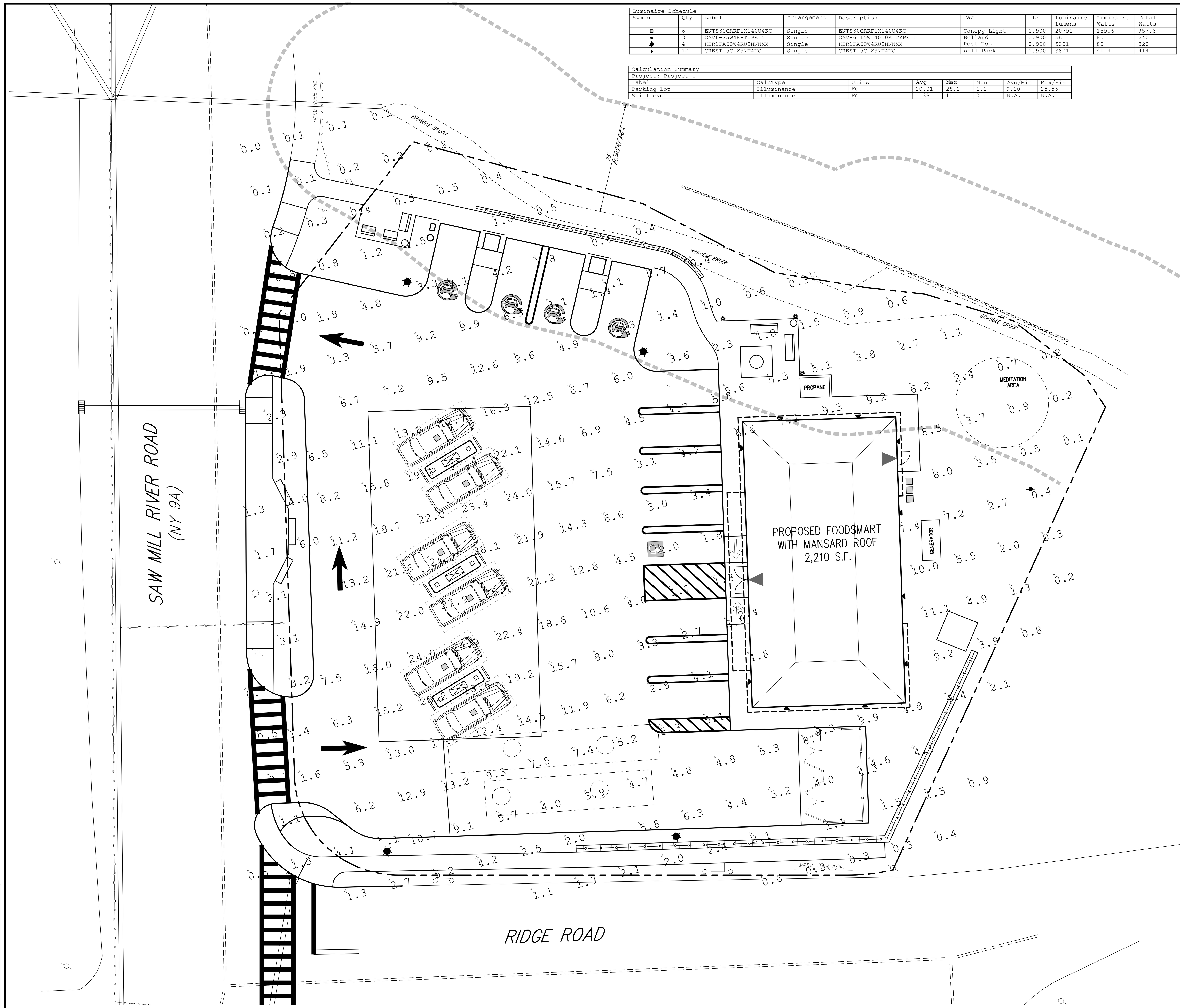
GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn:	KRM	Approved:	RJP
Scale:	1" = 10'		
Date:	05/26/2020		
Project No:	18175		
18175-SITE	C-400-SE	SE.scr	

Drawing No: C-400

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
□	6	ENTS30GARF1X140U4KC	Single	ENTS30GARF1X140U4KC	Canopy Light	0.900	20791	159.6	957.6
●	3	CAV6-25W4K-TYPE 5	Single	CAV-6_15W 4000K_TYPE 5	Bollard	0.900	56	80	240
✹	4	HER1FA60W4KU3NNNXX	Single	HER1FA60W4KU3NNNXX	Post Top	0.900	5301	80	320
◗	10	CREST15C1X37U4KC	Single	CREST15C1X37U4KC	Wall Pack	0.900	3801	41.4	414

Calculation Summary							
Project: Project_1							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	10.01	28.1	1.1	9.10	25.55
Spill over	Illuminance	Fc	1.39	11.1	0.0	N.A.	N.A.



LIGHTING LEGEND

Symbol	Description
—○—	EXISTING UTILITY POLE
☼	EXISTING LIGHT POLE
□	GAS CANOPY LIGHTING (DESIGN BY OTHERS)
◗	WALL MOUNTED LIGHTING (MOUNTING HT. 12')
✹	POLE MOUNTED LIGHT
◉	BOLLARD LIGHTING
+0.1	NEW ILLUMINANCE IN FOOT-CANDLES

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM A SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/01/2016.
4. THE LIGHTING DESIGN SHOWN HEREON WAS PROVIDED BY SYNERGY LIGHTING AND DATED 11/10/2023.

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By
1.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN
	Previous Editions Obsolete		

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

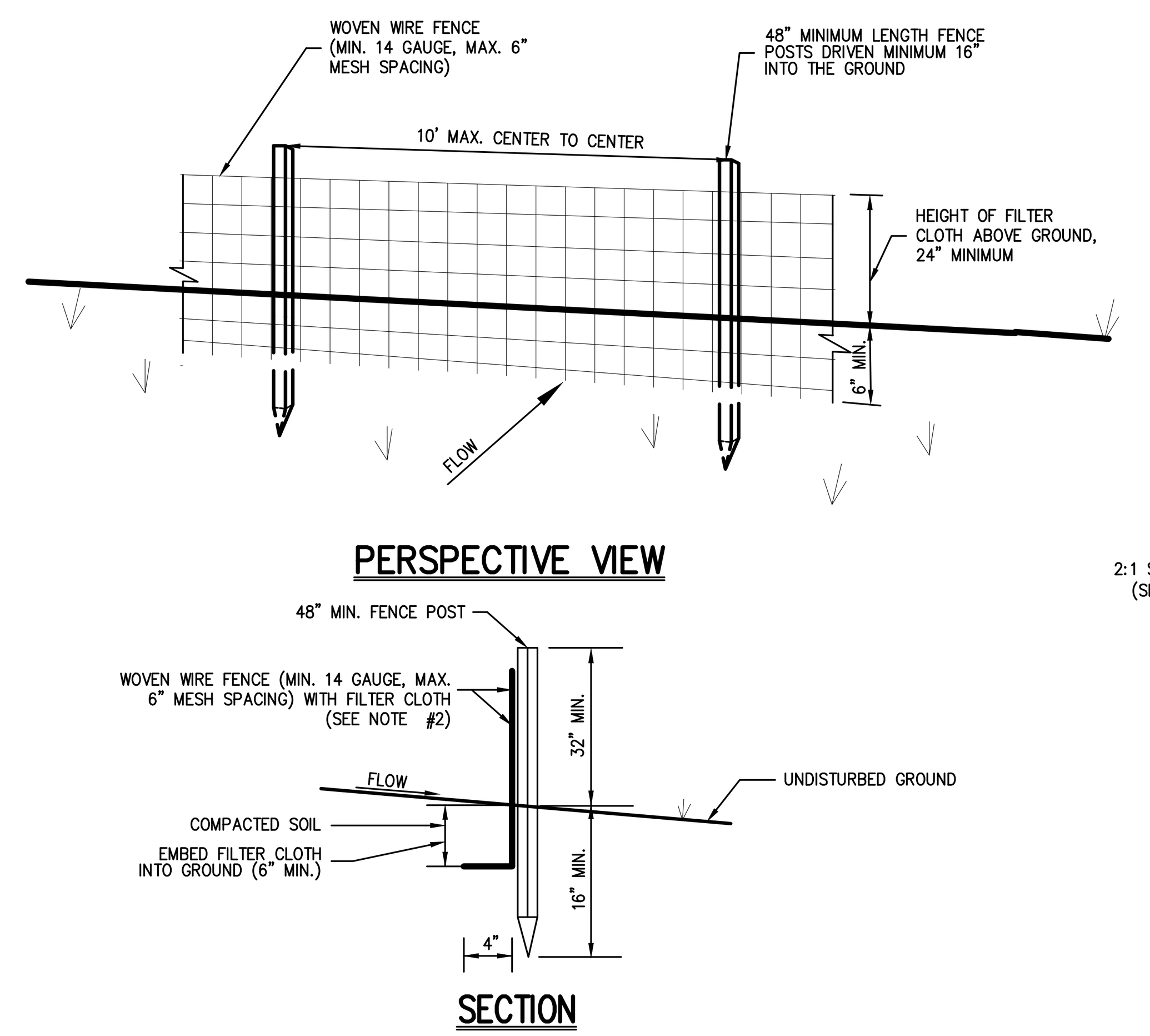
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

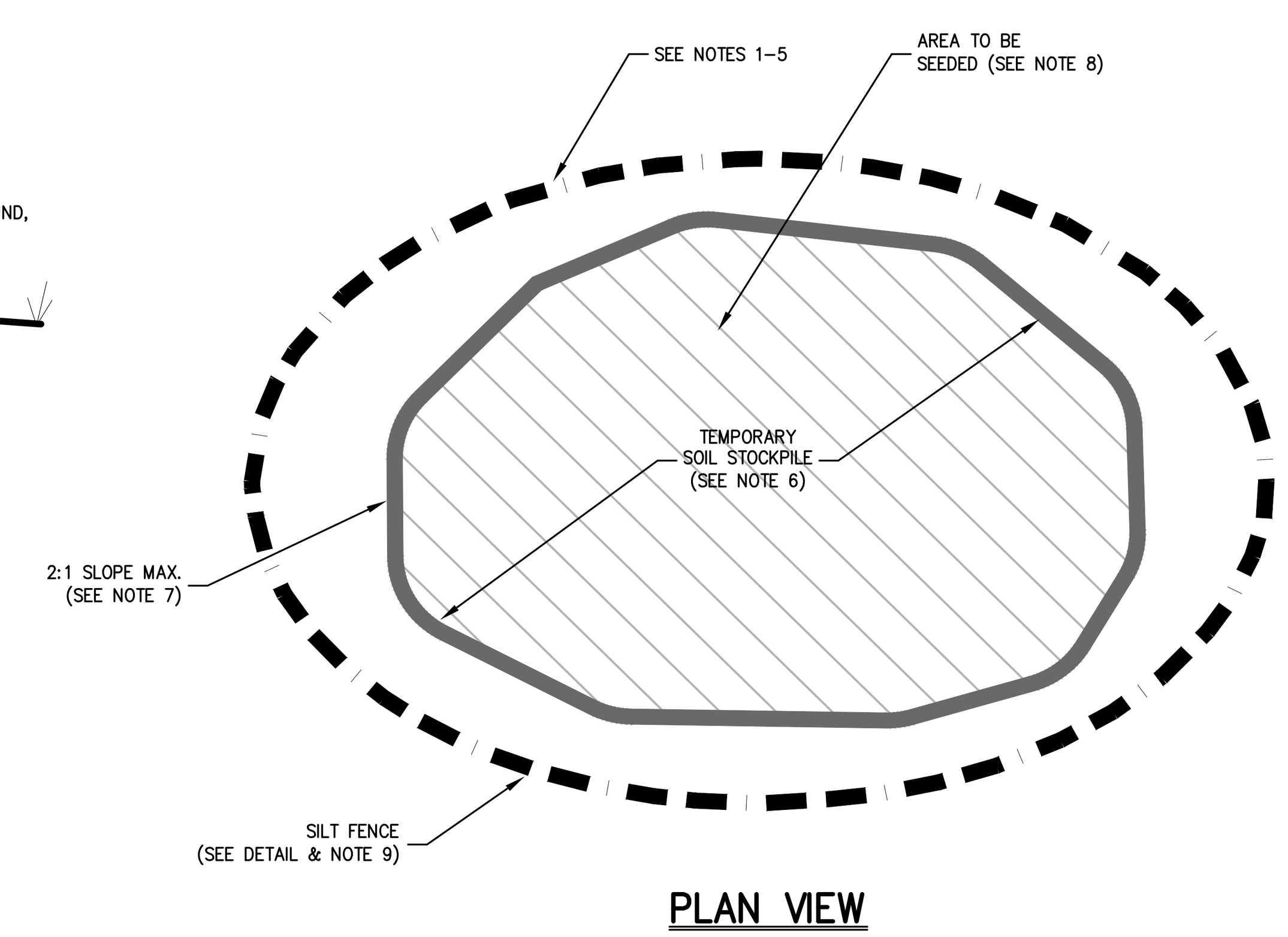
LIGHTING PLAN

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM	Approved: RJP
Scale: 1" = 10'	
Date: 05/26/2020	
Project No: 18175	
18175-SITE / C-600-LIGHT / LIGHT.scr	
Drawing No: C-600	

NOT FOR CONSTRUCTION

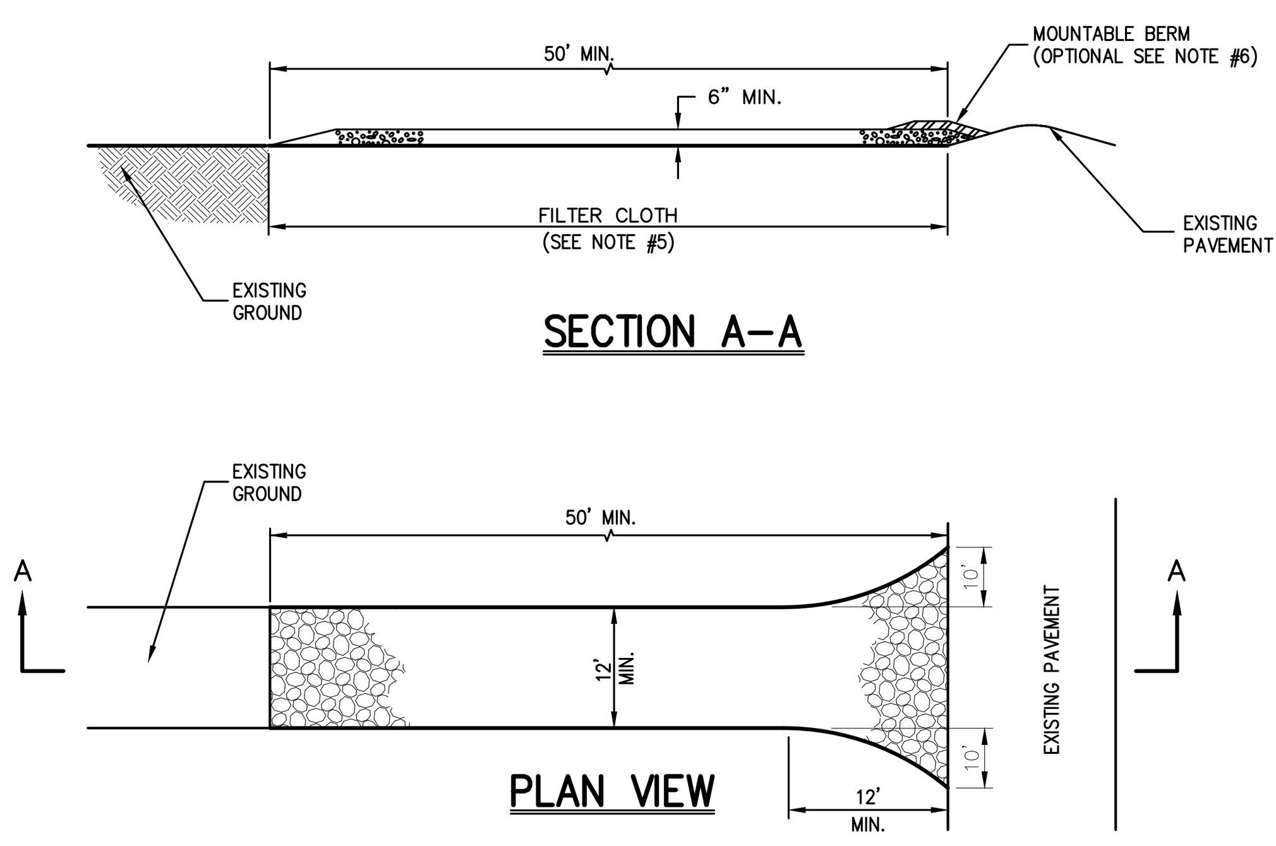




NOTES:

1. WOVEN WIRE FENCE SHALL BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL, EITHER T OR U TYPE OR HARDWOOD.
2. FILTER CLOTH SHALL BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 6" MAXIMUM MESH OPENING.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABLINKA T140N, OR APPROVED EQUAL.
4. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE, OR APPROVED EQUAL.
5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN "BULGES" DEVELOP IN THE SILT FENCE.
6. THE AREA CHOSEN FOR ALL TEMPORARY SOIL STOCKPILES SHALL BE DRY AND STABLE.
7. ALL STOCKPILED SOIL SHALL NOT CONTAIN SLOPES GREATER THAN 2:1.
8. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SEEDED WITHIN 24 HOURS. PERENNIAL OR ANNUAL RYEGRASS SHALL BE PLANTED DURING SPRING, SUMMER OR EARLY FALL. WINTER RYE (CEREAL RYE) SHALL BE PLANTED DURING LATE FALL OR EARLY WINTER.
9. ALL STOCKPILES SHALL BE PROTECTED WITH SILT FENCING INSTALLED AROUND THE PERIMETER.

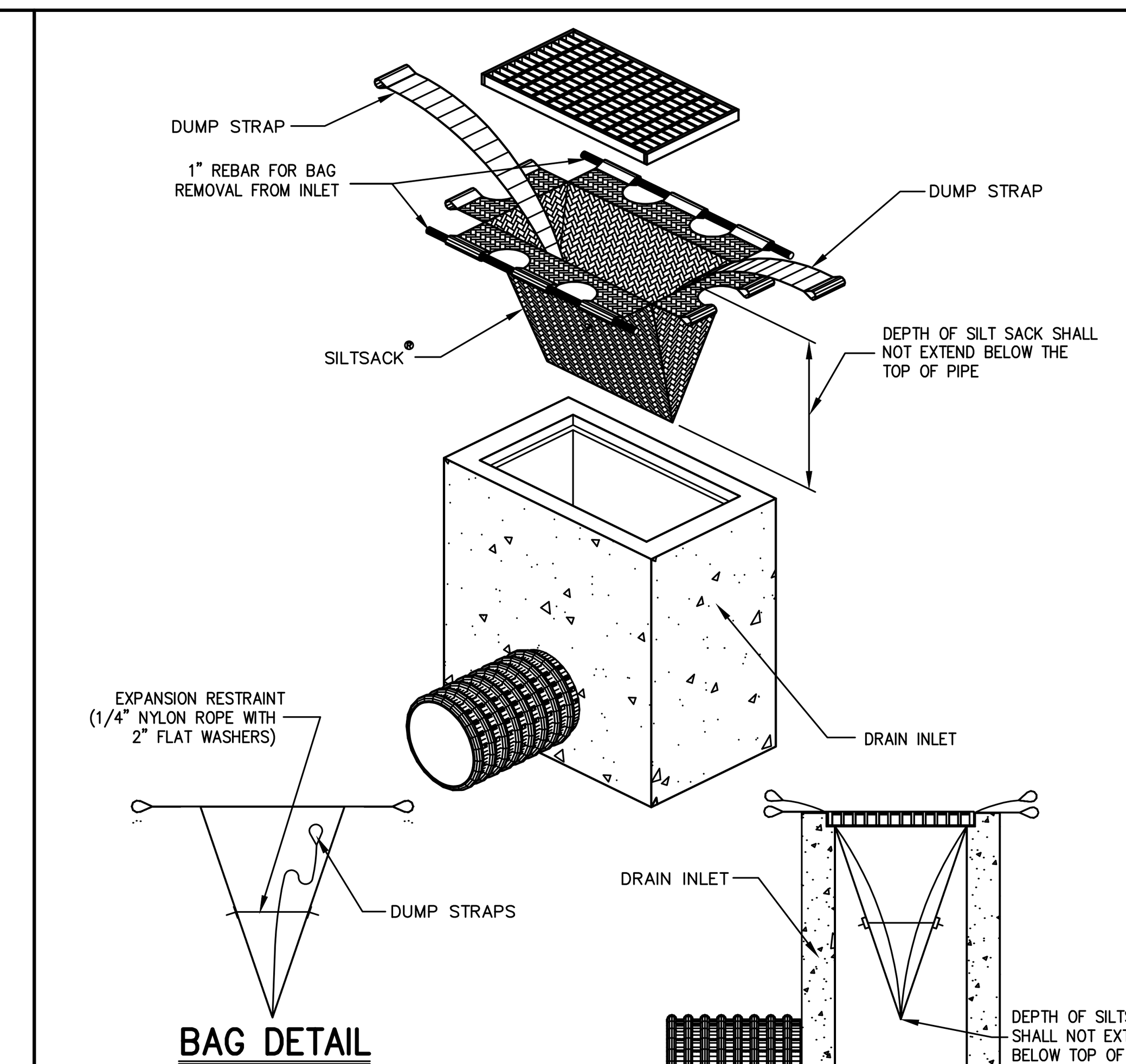
TEMPORARY SOIL STOCKPILE WITH SILT FENCE — 1



NOTES

1. STONE SIZE – USE 1" TO 4" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH – AS REQUIRED, BUT NOT LESS THAN 50 FEET.
3. THICKNESS – NOT LESS THAN SIX (6) INCHES.
4. WIDTH – 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24 FOOT MINIMUM IF SINGLE ENTRANCE TO SITE.
5. FILTER CLOTH TO BE PLACED OVER THE ENTIRE WIDTH AND LENGTH OF AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WASHING – WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE — 2



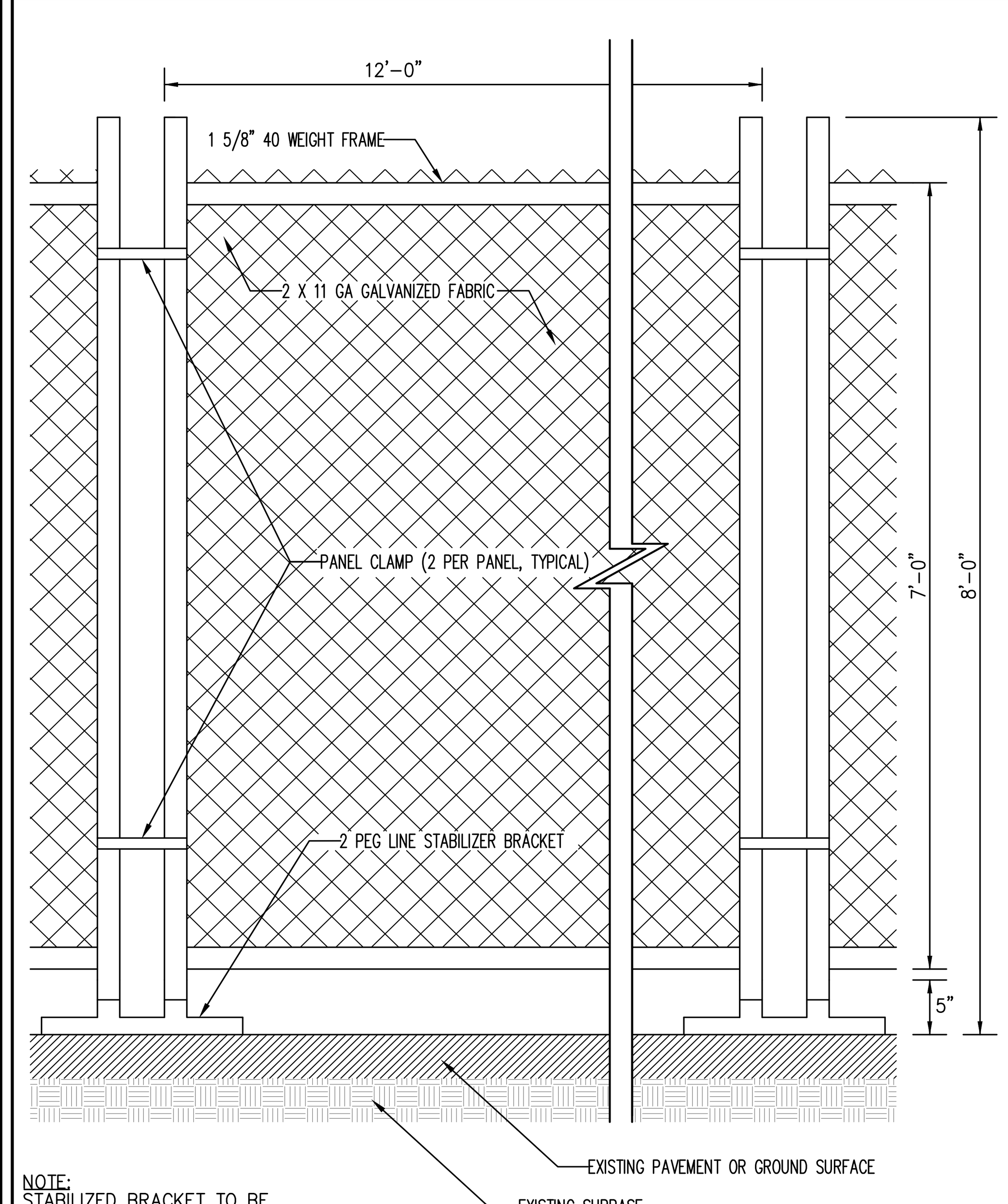
HI-FLOW SILT SACK AS MANUFACTURED BY ACF ENVIRONMENTAL OR APPROVED EQUAL®

(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1

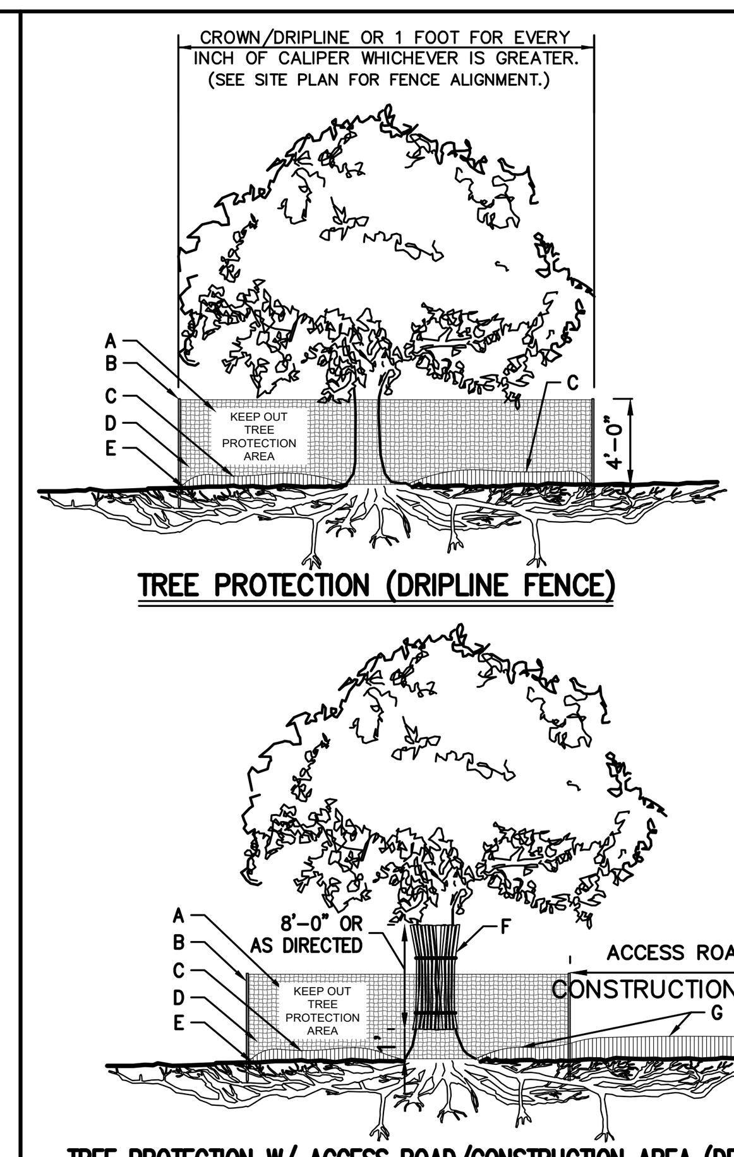
NOTE:
CURB INLETS SHALL BE TYPE B WITH CURB DEFLECTOR.

SILT SACK — 3



NOTE:
STABILIZED BRACKET TO BE HOT DIPPED GALVANIZED STEEL PIPE.

TEMPORARY CHAIN LINK CONSTRUCTION FENCE — 4



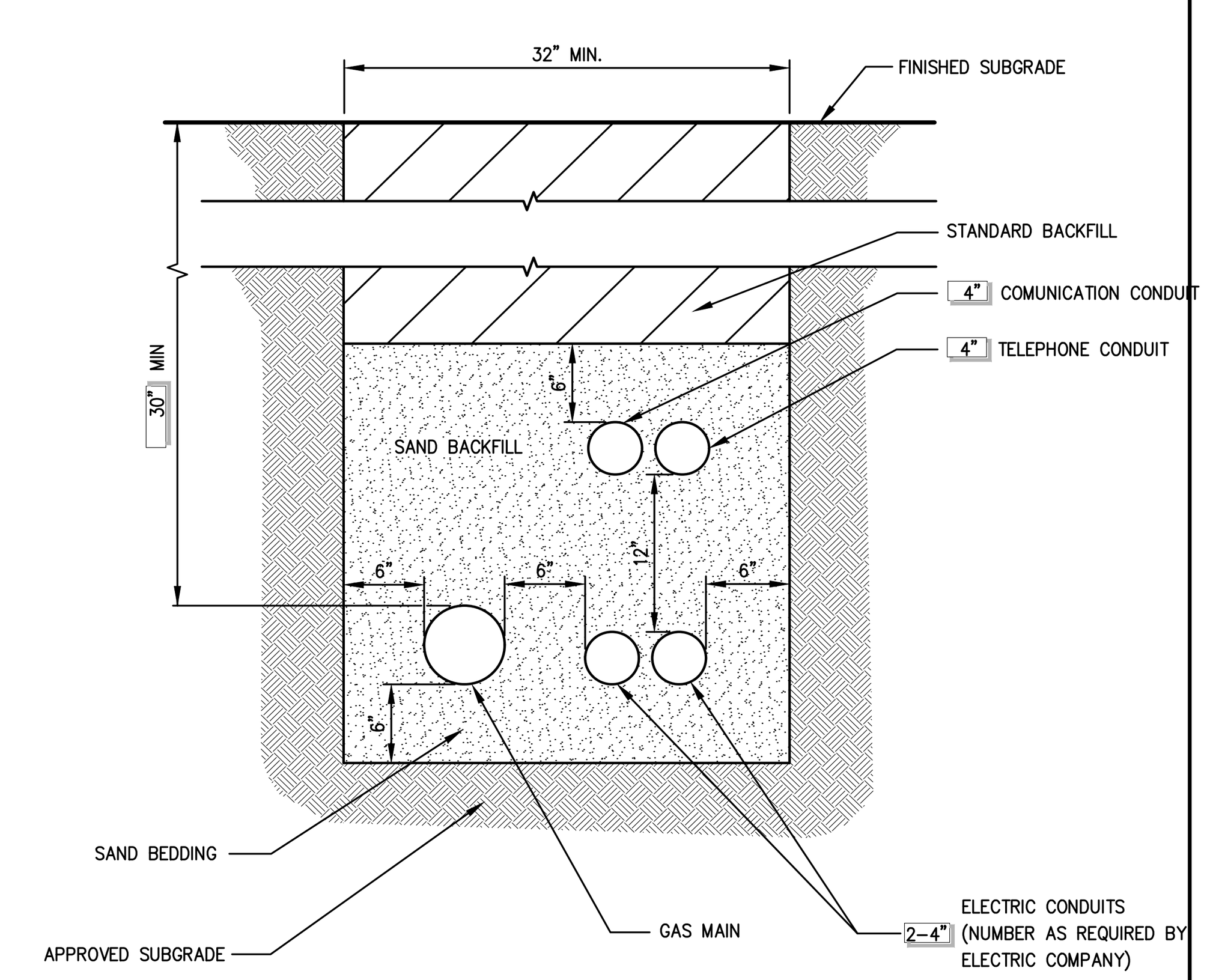
A	8.5"X11" SIGN LAMINATED IN PLASTIC SPACED EVERY 50' ALONG FENCE
B	2"X6' STEEL POSTS OR APPROVED EQUAL.
C	5" THICK LAYER OF MULCH.
D	TREE PROTECTION FENCE: HIGH DENSITY POLYETHYLENE FENCING WITH 3.5" X 1.5" OPENINGS; COLOR ORANGE. STEEL POSTS INSTALLED AT 8' O.C.
E	MAINTAIN EXISTING GRADE WITHIN THE TREE PROTECTION FENCE UNLESS OTHERWISE INDICATED ON THE PLANS.
F	INSTALL ROUGH SAWN WOOD WHERE AND AS DIRECTED BY PROJECT LANDSCAPE ARCHITECT OR PROFESSIONAL ARBORIST. SEE CHART FOR WOOD SIZE BOUND WITH 9 GAUGE WIRE.
G	8"-12" THICK LAYER OF MULCH ON MAINTENANCE ROAD. 5" THICK LAYER INSIDE TREE PROTECTION AREA.

TREE DIAMETER	ROUGH SAWN WOOD SIZE
<12"	2"X2"
13"-24"	2"X4"
>25"	2"X6"

NOTES:

1. SEE SPECIFICATIONS FOR ADDITIONAL TREE PROTECTION REQUIREMENTS.
2. IF THERE IS NO EXISTING IRRIGATION, SEE SPECIFICATIONS FOR WATERING REQUIREMENTS.
3. NO PRUNING SHALL BE PERFORMED EXCEPT BY APPROVED ARBORIST.
4. NO EQUIPMENT SHALL OPERATE INSIDE THE PROTECTIVE FENCING INCLUDING DURING FENCE INSTALLATION AND REMOVAL.
5. SEE SITE PLANS FOR IDENTIFICATIONS/LOCATIONS OF INDIVIDUAL TREES TO BE PROTECTED.
6. ALL EXCAVATION WITHIN THE CROWN/DRIPLINE OF ANY TREE SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF THE PROJECT LANDSCAPE ARCHITECT OR PROFESSIONAL ARBORIST. SPECIAL MEASURES, SUCH AS THE USE OF AN AIR SPADE MAY BE REQUIRED.
7. THE CONTRACTOR MAY PROPOSE THE USE OF ENGINEERED MATTING OR OTHER ENGINEERED PRODUCTS IN LIEU OF MULCH, WHICH SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF ALL AUTHORITIES HAVING JURISDICTION.

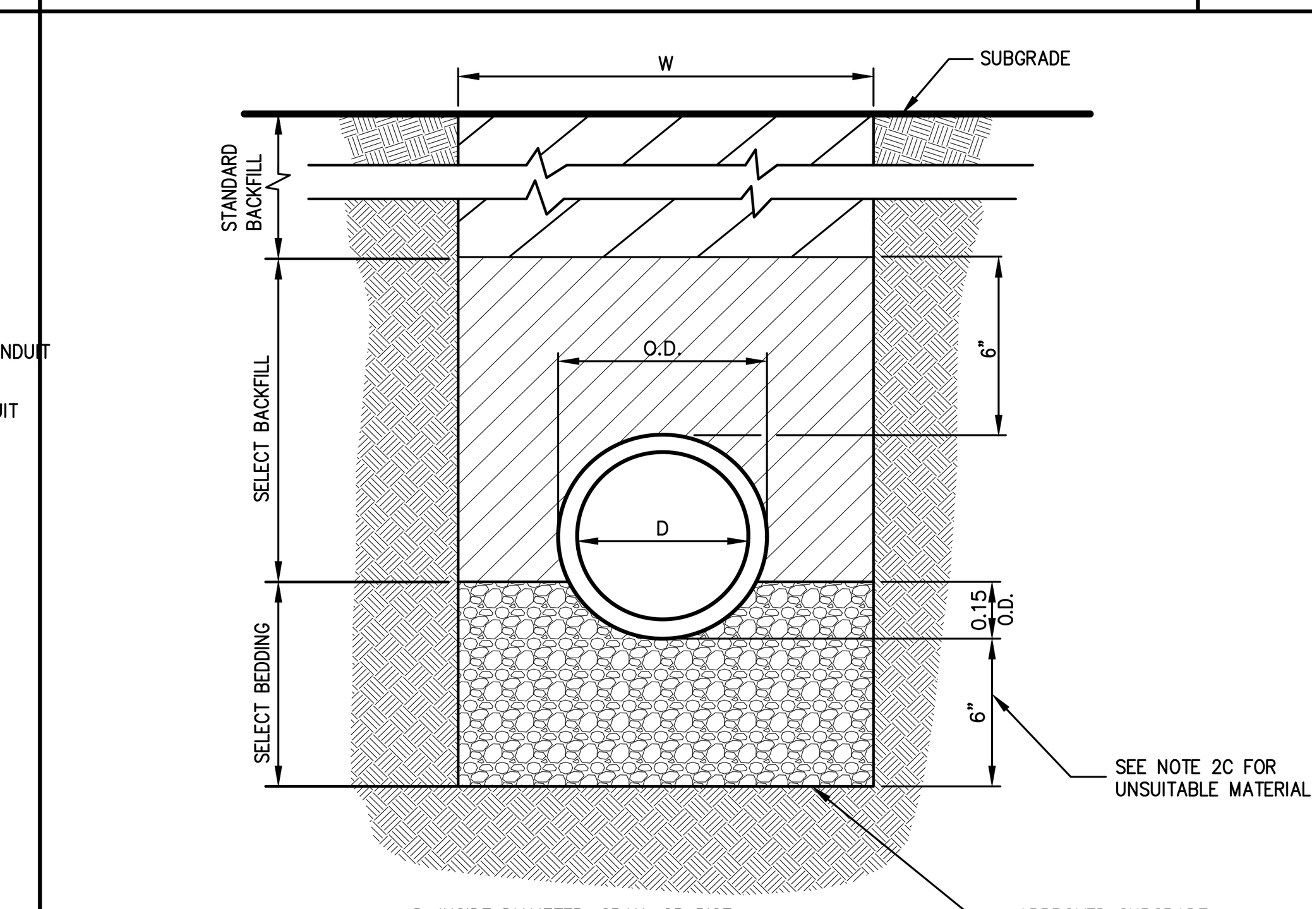
TREE PROTECTION — 5



NOTES:

1. UTILITIES TO BE INSTALLED IN ACCORDANCE WITH THE REGULATIONS AND REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.
2. BACKFILL FOR PIPE AND CONDUIT SHALL BE PLACED EVENLY AND CAREFULLY AROUND AND OVER THE PIPE OR CONDUIT IN SIX (6) INCH MAXIMUM LAYERS. EACH LAYER SHALL BE THOROUGHLY AND CAREFULLY COMPACTED UNTIL TWELVE (12) INCHES OF COVER EXISTS OVER THE PIPE OR CONDUIT. THE REMAINDER OF THE BACKFILL MAY THEN BE PLACED AND COMPACTED IN A MAXIMUM OF TWELVE (12) INCH LAYERS. EACH LAYER SHALL BE COMPACTED BY APPROVED MECHANICAL TAMPING MACHINES. UNLESS OTHERWISE SPESIFIED BACKFILL SHALL BE COMPACTED TO NOT LESS THAN 92% MAXIMUM MODIFIED DENSITY IN ACCORDANCE WITH ASTM DESIGNATION D-1557 IN THE MANNER HEREIN DESCRIBED. BACKFILL SHALL PROCEED UP TO THE LINES AND GRADES AS SHOWN ON THE DRAWINGS.

UTILITY TRENCH DETAIL — 6



D=INSIDE DIAMETER, SPAN, OR RISE
O.D.=OUTSIDE BARREL DIAMETER, SPAN OR RISE
H.D.=OUTSIDE DIAMETER, SPAN, OR RISE @ BELL OR BAND
W=H.D. + 2.0' – FOR 48" OR SMALLER DIAMETER, SPAN, OR RISE
W=H.D. + 2.5' – FOR GREATER THAN 48" DIAMETER, SPAN, OR RISE

NOTES:

1. FOR TYPE II TRENCH, MATERIAL FOR SELECT BEDDING AND SELECT BACKFILL SHALL BE:
   A. EITHER SAND OR CRUSHED STONE IF NO WATER IS ENCOUNTERED IN TRENCH.
   B. 3/4"CRUSHED STONE IF WATER IS ENCOUNTERED IN TRENCH.
2. TYPE II TRENCH SHALL BE USED IN ALL OF THE FOLLOWING CASES:
   A. FOR ALL CORRUGATED POLYETHYLENE DRAIN PIPE (CPDP) AND PVC PIPE AND CONDUIT INSTALLATION.
   B. WHEN ROCK OR HARDPAN IS ENCOUNTERED IN BOTTOM OF TRENCH.
   C. WHEN UNSUITABLE MATERIAL IS ENCOUNTERED IN BOTTOM OF TRENCH. IN SUCH CASE DEPTH OF UNDERCUTTING SHALL BE AS DIRECTED BY THE ENGINEER WITH 6" MINIMUM.
3. FOR ALL TRENCH EXCAVATION IN FILL AREAS, ALL EMBANKMENTS SHALL BE CONSTRUCTED TO A MINIMUM OF 2 FEET ABOVE THE OUTSIDE TOP (AT THE BELL) OF THE PIPE PRIOR TO BEGINNING ANY TRENCH EXCAVATION.
4. BACKFILL FOR PIPE AND CONDUIT SHALL BE PLACED EVENLY AND CAREFULLY AROUND AND OVER THE PIPE OR CONDUIT IN SIX (6) INCH MAXIMUM LAYERS. EACH LAYER SHALL BE THOROUGHLY AND CAREFULLY COMPACTED UNTIL TWELVE (12) INCHES OF COVER EXISTS OVER THE PIPE OR CONDUIT. THE REMAINDER OF THE BACKFILL MAY THEN BE PLACED AND COMPACTED IN A MAXIMUM OF TWELVE (12) INCH LAYERS. EACH LAYER SHALL BE COMPACTED BY APPROVED MECHANICAL TAMPING MACHINES. UNLESS OTHERWISE SPECIFIED BACKFILL SHALL BE COMPACTED TO NOT LESS THAN 92% MAXIMUM MODIFIED DENSITY IN ACCORDANCE WITH ASTM DESIGNATION D-1557 IN THE MANNER HEREIN DESCRIBED. BACKFILL SHALL PROCEED UP TO THE LINES AND GRADES AS SHOWN ON THE DRAWINGS.

TYPE II TRENCH — 7

No.	Revision	Date
1.	REVISED PER TOWN COMMENTS	01/13/2022
2.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023

Previous Editions Obsolete

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

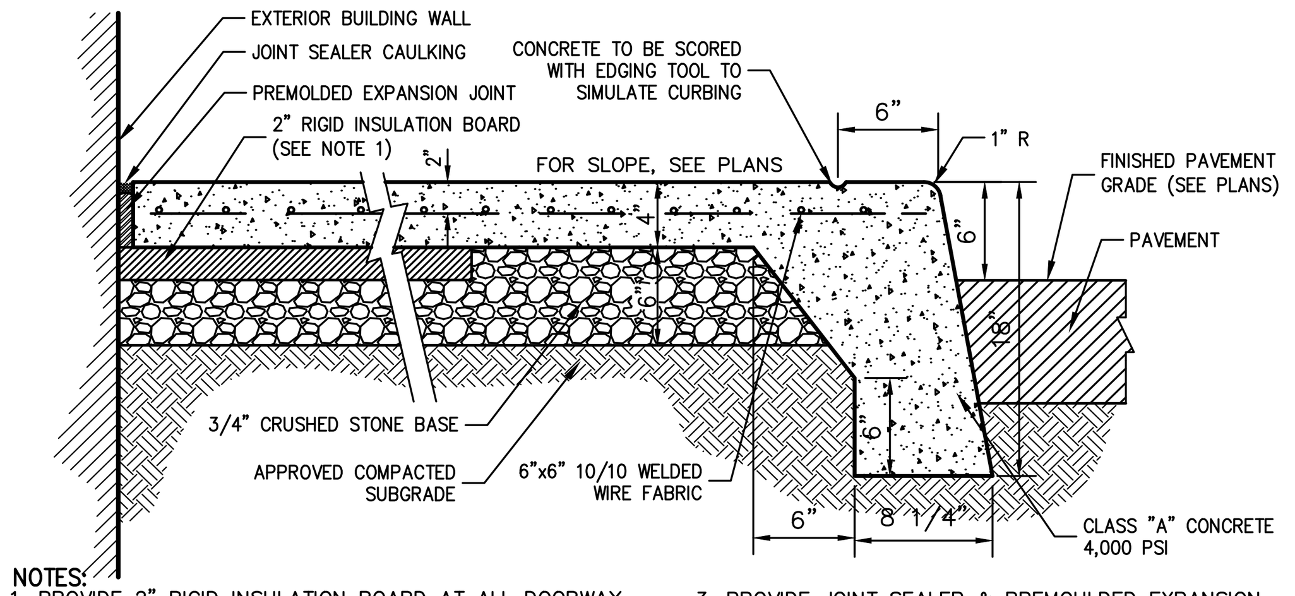
JMC

SITE DETAILS

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM Approved: RJP
Scale: NOT TO SCALE
Date: 05/26/2020
Project No: 18175
18175-DETAILS C-900 –
Drawing No: C-900

NOT FOR CONSTRUCTION



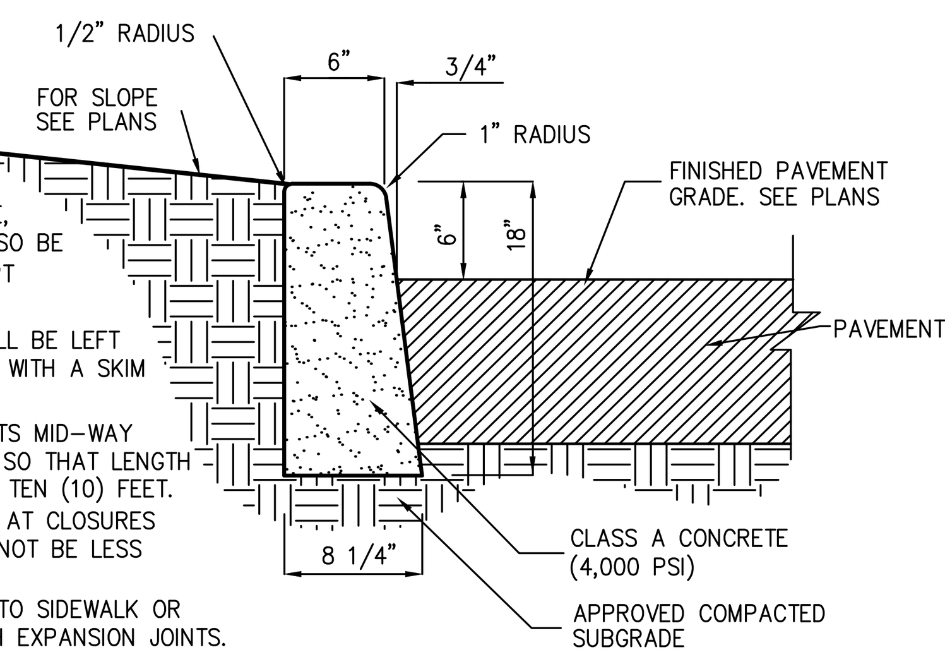
NOTES:

1. PROVIDE 2" RIGID INSULATION BOARD AT ALL DOORWAY OPENINGS AND EXTEND 8' MIN. IN ALL DIRECTIONS OR TO CONSTRUCTION/CONTRACTION JOINT, WHICHEVER IS GREATER.
2. JOINT SEALER CAULKING SHALL BE PSI-641 LOW MODULUS SILICONE SEALANT, BY POLYMERIC SYSTEMS INC. OR APPROVED EQUAL. PREMOULDED EXPANSION JOINT SHALL BE FLEXCELL OR APPROVED EQUAL.
3. PROVIDE JOINT SEALER & PREMOULDED EXPANSION JOINT AT ALL BLDG. WALLS, CONSTRUCTION JOINTS AND OTHER FIXED OBJECTS (HYDRANTS, LIGHT POLES, ETC.)
4. SIDEWALK SHALL HAVE LIGHT BROOM FINISH
5. SIDEWALK CROSS SLOPE SHALL BE 1% MIN. 2% MAX.
6. FOR SIDEWALK WIDTH SEE PLAN. SIDEWALK SHALL HAVE A 3' MIN. WIDTH CLEAR FROM BACK OF CURBING.

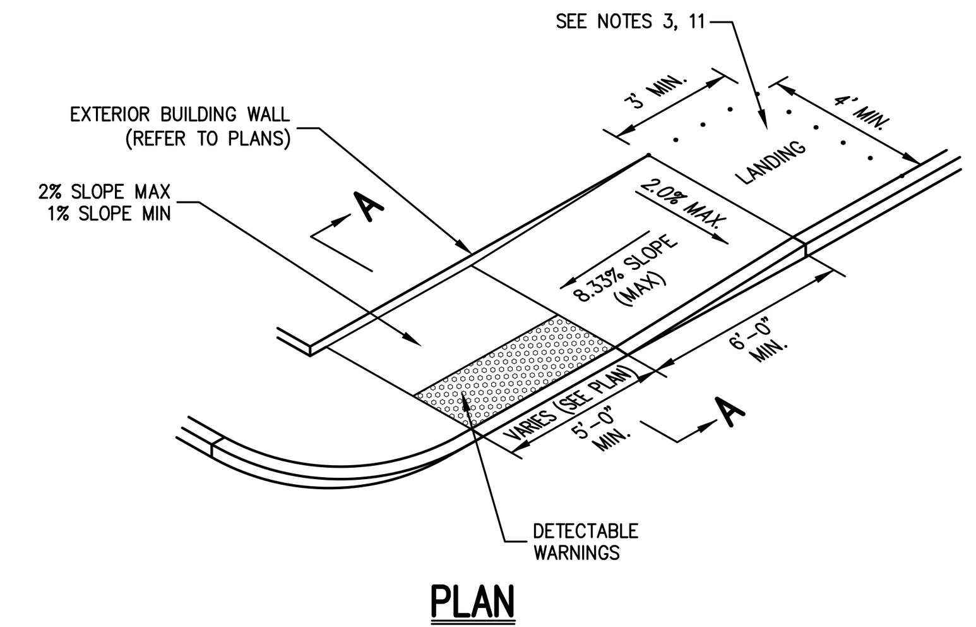
BUILDING PERIMETER MONOLITHIC CURB & SIDEWALK — 8

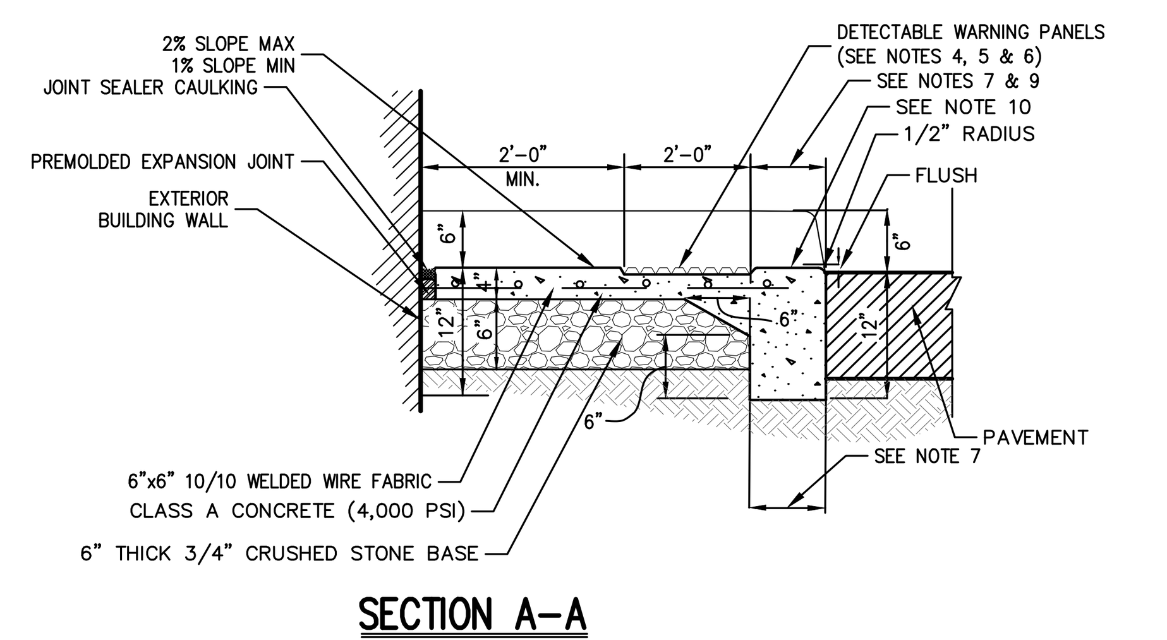
NOTES:

1. INSTALL 1/2" PREMOLDED BITUMINOUS EXPANSION JOINT EVER 20 FEET.
2. UNLESS DIRECTED OTHERWISE, EXPANSION JOINTS SHALL ALSO BE INSTALLED AT THE PC AND PT OF ALL RADIUS CURB.
3. EACH EXPANSION JOINT SHALL BE LEFT EXPOSED AND NOT COVERED WITH A SKIM COAT OF CONCRETE.
4. INSTALL CONSTRUCTION JOINTS MID-WAY BETWEEN EXPANSION JOINTS SO THAT LENGTH OF CURB SEGMENTS WILL BE TEN (10) FEET.
5. LENGTH OF CURB SEGMENTS AT CLOSURES MAY BE VARIED BUT SHALL NOT BE LESS THAN FOUR (4) FEET.
6. WHEN INSTALLED ADJACENT TO SIDEWALK OR CONCRETE PAVEMENT, MATCH EXPANSION JOINTS.



CAST-IN-PLACE CONCRETE CURB — 9

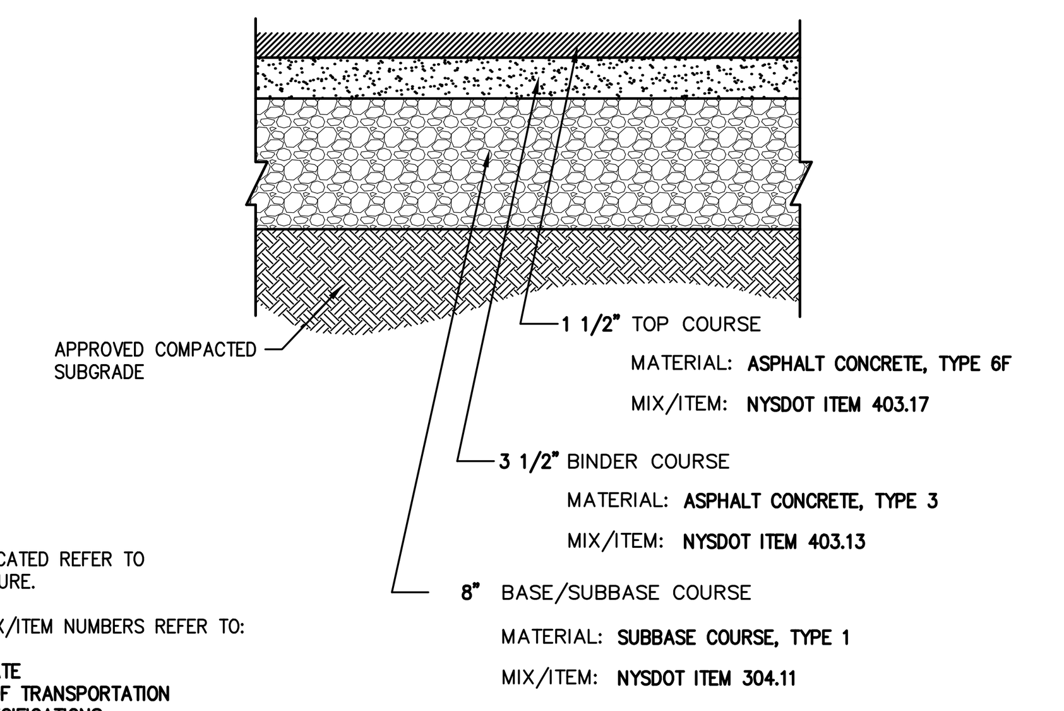




NOTES:

1. THE MAXIMUM RUNNING SLOPE OF A CURB RAMP SHALL BE 8.33%, AND THE MAXIMUM CROSS SLOPE SHALL BE 2.0% MEASURED WITH A 2 FOOT SMART LEVEL AS SPECIFIED IN "DIMENSIONAL TOLERANCES IN CONSTRUCTION AND FOR SURFACE ACCESSIBILITY", BY UNITED STATES ACCESS BOARD, LATEST EDITION.
2. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT BE STEEPER THAN 5%. THE ADJACENT SURFACES AT TRANSITIONS AT CURB RAMPS TO WALKS, GUTTERS AND STREETS SHALL BE AT THE SAME LEVEL.
3. LANDINGS SHALL BE PROVIDED AT THE TOP OF CURB RAMPS. THE CLEAR LENGTH OF THE LANDING SHALL BE THIRTY-SIX (36) INCHES MINIMUM. THE CLEAR WIDTH OF THE LANDING SHALL BE AT LEAST AS WIDE AS THE CURB RAMP, LEADING TO THE LANDING. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 2% IN ANY DIRECTION MEASURED WITH A 2 FOOT SMART LEVEL AS SPECIFIED IN "DIMENSIONAL TOLERANCES IN CONSTRUCTION AND FOR SURFACE ACCESSIBILITY", BY UNITED STATES ACCESS BOARD, LATEST EDITION.
4. RAMPS SHALL HAVE CAST IN PLACE DETECTABLE WARNINGS AS MANUFACTURED BY ARMOR-TILE (OR APPROVED EQUAL) AND SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A BASE DIAMETER OF NOMINAL 0.9 INCHES, A HEIGHT OF NOMINAL 0.2 INCHES AND A CENTER TO CENTER SPACING OF NOMINAL 1.6 INCHES.
5. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT IN ACCORDANCE WITH THE ADA STANDARDS FOR ACCESSIBLE DESIGN, THE BUILDING CODE, AND APPLICABLE LOCAL LAWS AND REGULATIONS, LATEST EDITIONS.
6. 24" WIDTH OF PANELS TO BE INSTALLED DIRECTLY BEHIND CURB AND IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
7. SEE PLANS AND DETAILS FOR CURB TYPE AND DIMENSIONS.
8. RAMP, CURB AND ADJACENT PAVEMENTS SHALL BE GRADED TO PREVENT PONDING.
9. CURB RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES.
10. CONTRACTOR TO ENSURE TOP OF CURB MATCHES SLOPE OF RAMP.
11. CURB RAMPS SHALL NOT BE LOCATED IN AN AREA THAT INTERFERES WITH MINIMUM MANEUVERING CLEARANCES AT DOORS AND GATES.
12. CURB RAMP SHALL HAVE LIGHT BROOM FINISH.

SITE PARALLEL CURB RAMP (WITH DETECTABLE WARNING) — 10

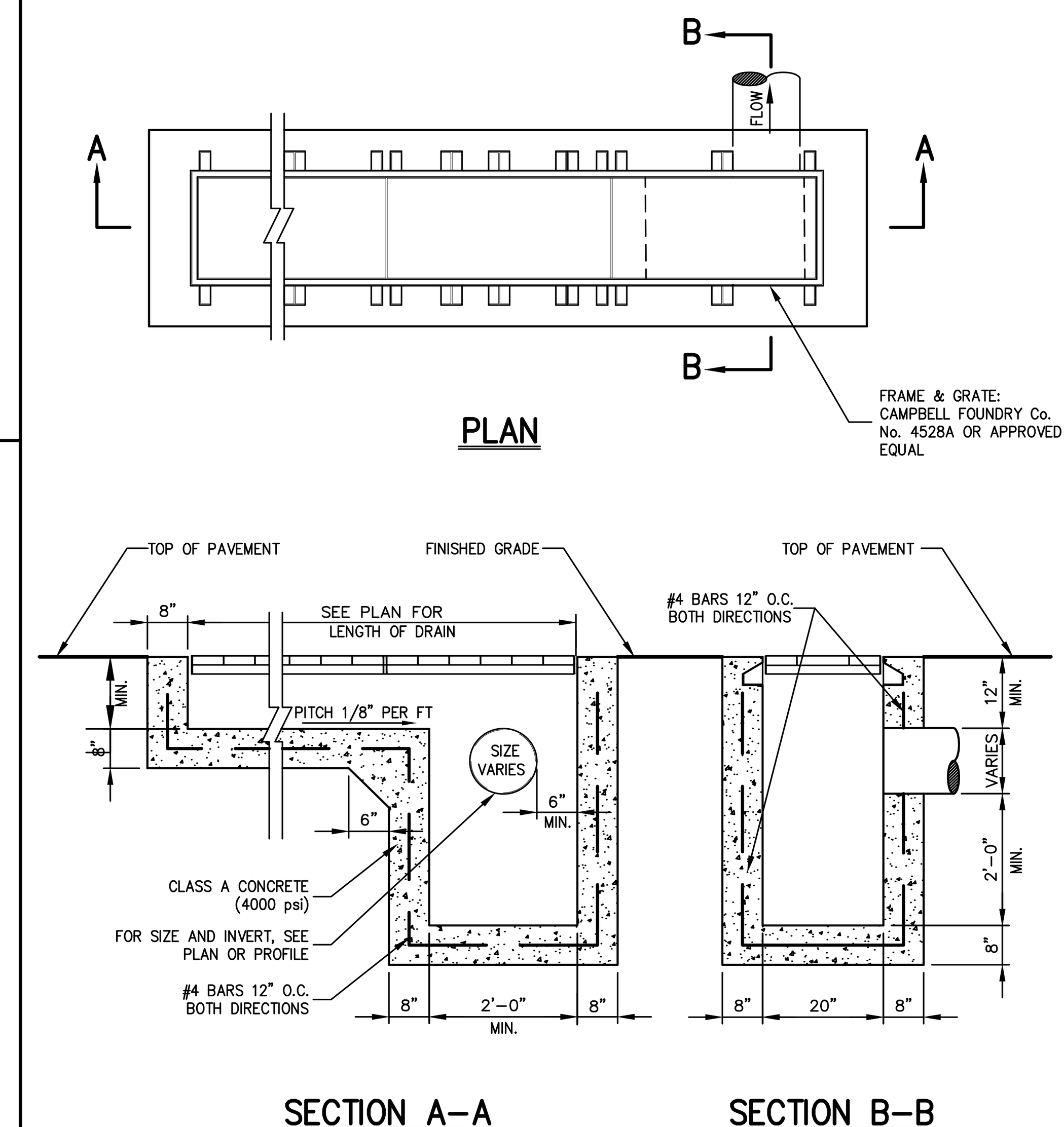


NOTES:

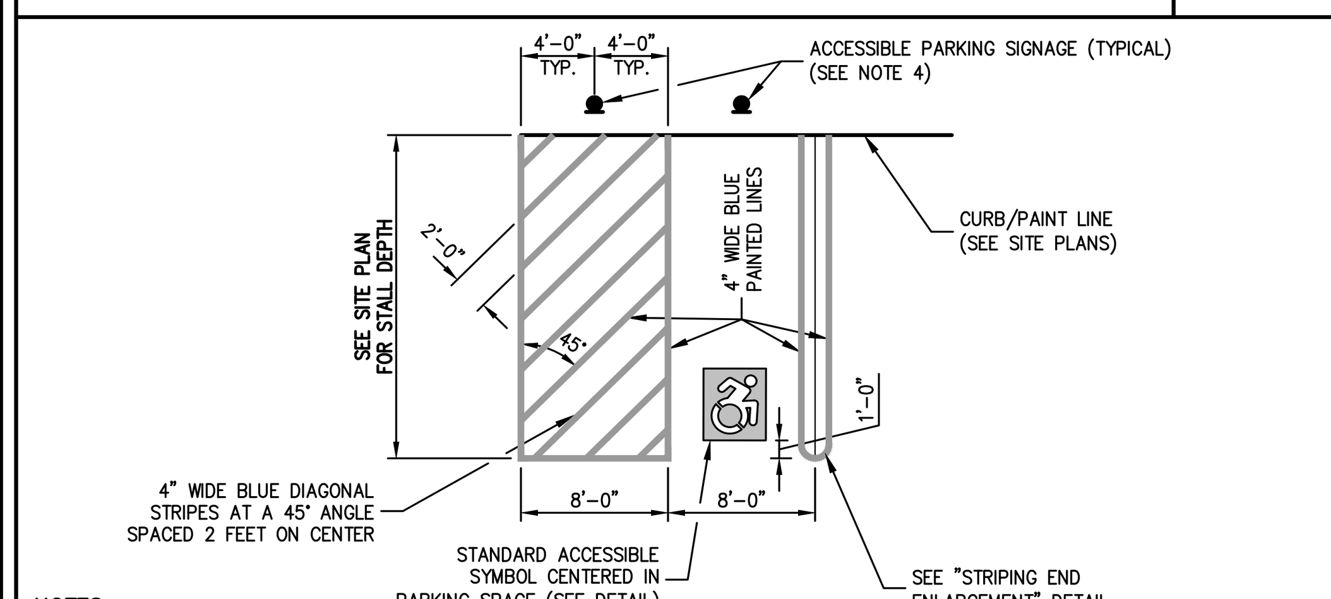
1. THICKNESSES INDICATED REFER TO COMPACTED MEASURE.
2. MATERIAL AND MIX/ITEM NUMBERS REFER TO:

NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS

SITE PAVEMENT (HEAVY DUTY) — 11



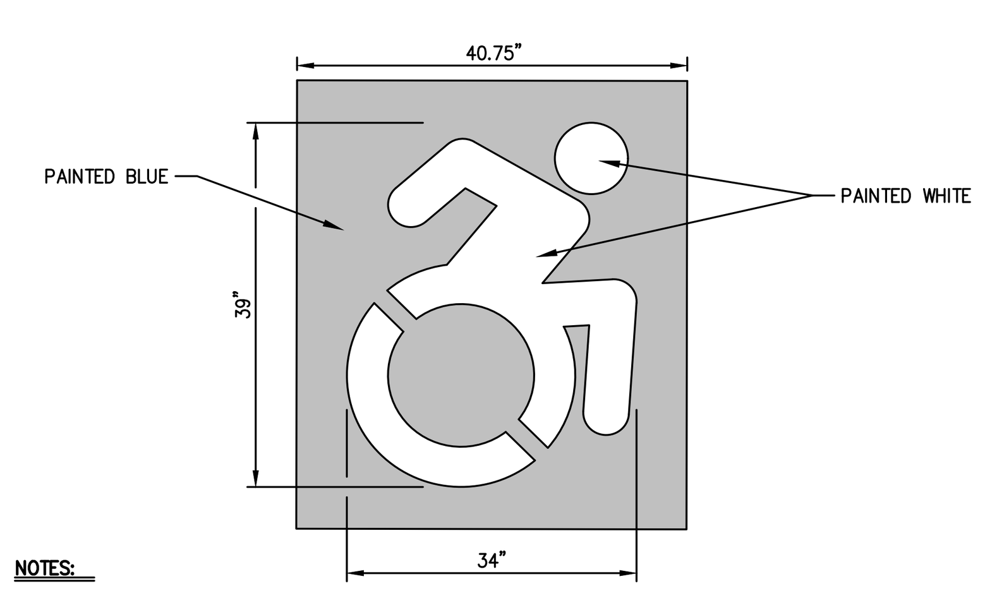
TRENCH DRAIN (END OUTLET) — 12



NOTES:

1. WIDTH MEASUREMENTS OF ACCESSIBLE PARKING SPACES AND ACCESS AISLES (CROSS HATCHED AREA ADJACENT TO ACCESSIBLE PARKING SPACE) SHALL BE MADE FROM THE CENTERLINE OF THE MARKINGS.
2. SLOPES IN ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0% IN ANY DIRECTION MEASURED WITH A 2 FOOT SMART LEVEL AS SPECIFIED IN "DIMENSIONAL TOLERANCES IN CONSTRUCTION AND FOR SURFACE ACCESSIBILITY", BY UNITED STATES ACCESS BOARD, LATEST EDITION.
3. GROUND SURFACES FOR ACCESSIBLE PARKING SPACES AND ACCESS AISLES SERVING THEM SHALL BE STABLE, FIRM AND SLIP RESISTANT. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE ACCESSIBLE PARKING SPACES THEY SERVE.
4. SEE SITE PLANS/SIGN TABLE FOR SIGN DESIGNATIONS, LOCATIONS AND SPECIFICATIONS.

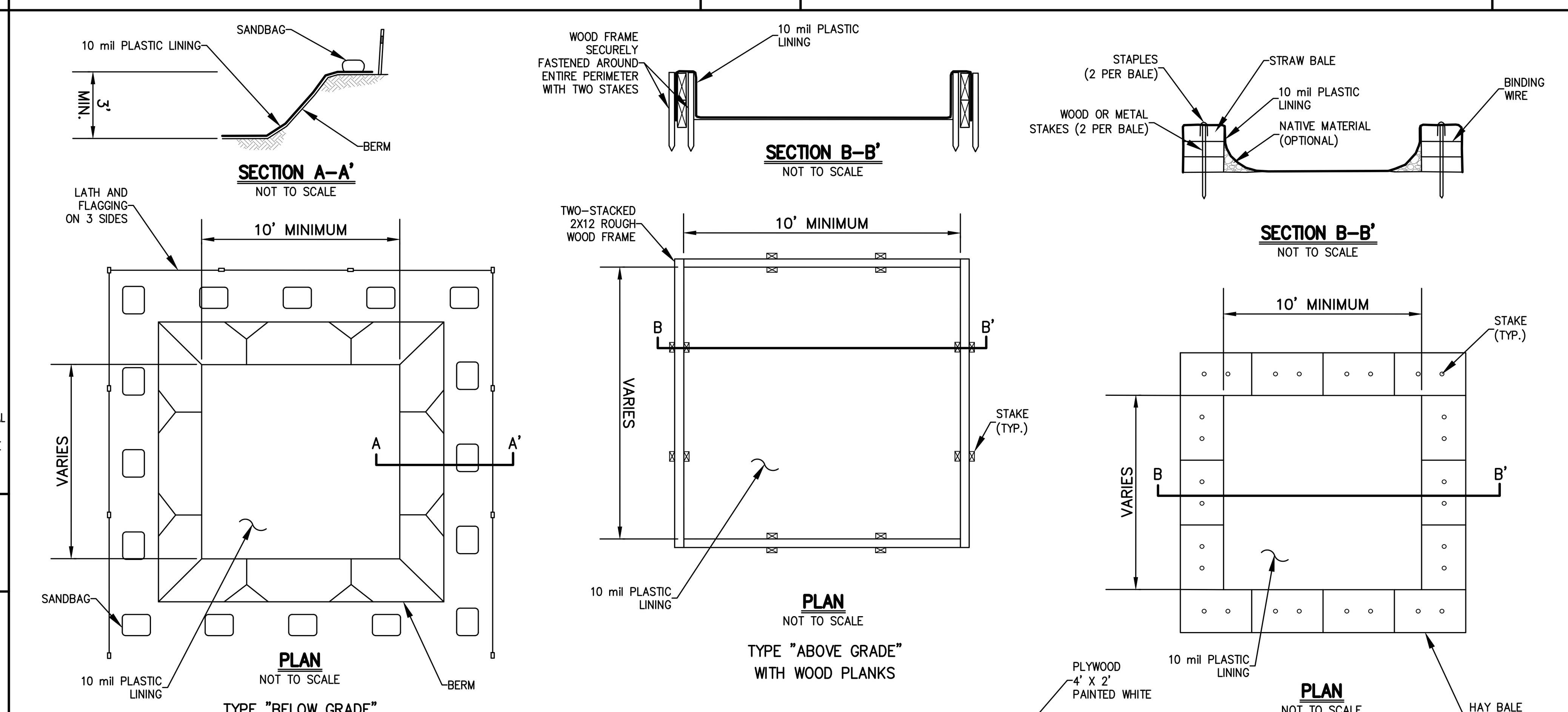
ACCESSIBLE PARKING — 13

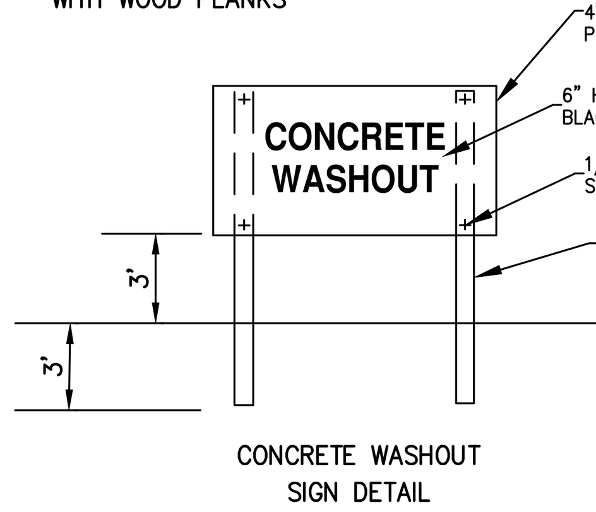


NOTES:

1. SYMBOL SHALL BE THERMOPLASTIC TYPE OR PAINTED WITH STENCIL.

PAINTED ACCESSIBLE SYMBOL — 13A



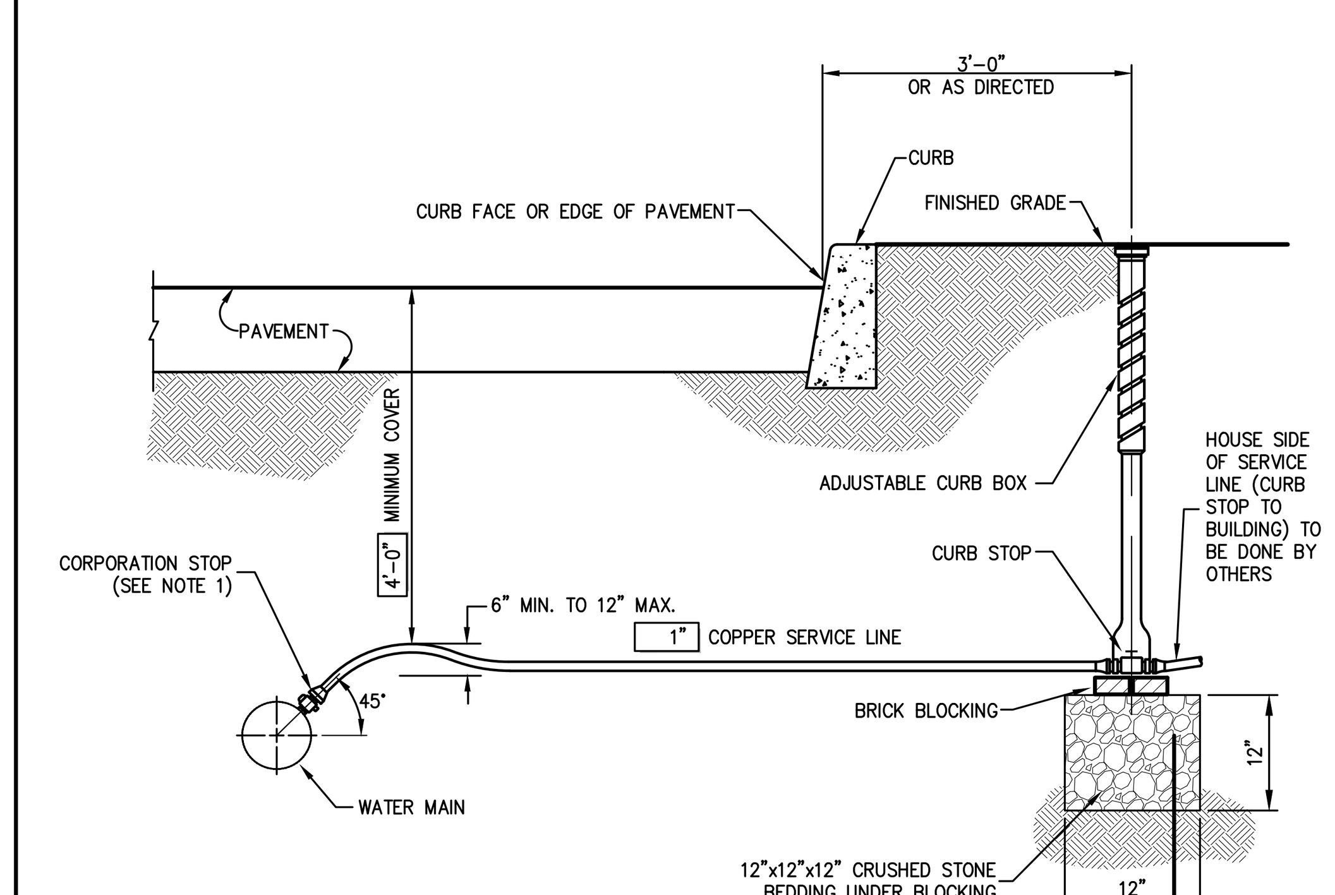


CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)

NOTES:

1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. LOCATE WASHOUT AREA AT LEAST 50 FEET FROM SENSITIVE AREAS SUCH AS STORM DRAINS, OPEN DITCHES, OR WATER BODIES, INCLUDING WETLANDS.
3. THE CONSTRUCTION STORMWATER GENERAL PERMIT DOES NOT ALLOW OPERATORS TO DISCHARGE CONCRETE WASH WATER TO WATERWAYS, STORM DRAINS OR GROUNDWATER. OPERATORS MUST MANAGE AND CONTAIN THIS WATER TO PREVENT SPILLS, LEAKS OR DISCHARGES. DO NOT USE SANITARY SEWER WITHOUT LOCAL APPROVAL.
4. WASHOUT FACILITIES SHALL BE SIZED TO CONTAIN ALL LIQUIDS AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS. APPROXIMATELY 7 GALLONS OF WASH WATER ARE USED TO WASH ONE TRUCK CHUTE AND APPROXIMATELY 50 GALLONS OF WASH WATER ARE USED TO WASH OUT THE HOPPER OF A CONCRETE PUMP TRUCK.
5. WASHOUT FACILITIES SHALL BE MAINTAINED TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM FREEBOARD OF 12 INCHES.
6. THE CONCRETE WASHOUT SIGN (SEE PAGE 6) SHALL BE INSTALLED WITHIN 30 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY. A SIGN SHOULD BE INSTALLED ADJACENT TO EACH CONCRETE WASHOUT FACILITY.
7. THE FACILITY NEEDS TO BE INSPECTED DAILY TO ENSURE PLASTIC LININGS ARE STILL INTACT AND SIDEWALLS ARE NOT DAMAGED.
8. THE FACILITY NEEDS TO BE CLEANED OR CHANGED WHEN 75% FULL.
9. IF THE WASHOUT IS NEARING CAPACITY, VACUUM AND DISPOSE OF THE WASTE MATERIAL IN AN APPROVED MANNER AND INSTALL A NEW PLASTIC LINING AFTER EVERY CLEANING.
10. PLACE A SECURE, NON-COLLAPSING, NON-WATER COLLECTING COVER OVER THE CONCRETE WASHOUT FACILITY PRIOR TO PREDICTED WET WEATHER.

CONCRETE WASHOUT — 14



SERVICE LINE REQUIREMENTS

SIZE	SERVICE LINE(MATERIALS)	CORPORATION STOP	CURB STOP	CURB BOX	ENLARGED BASE
3/4"	COPPER, TYPE K	H-15008 N	H-15214 N	H-10308	Not Applicable
1"	COPPER, TYPE K	H-15008 N	H-15214 N	H-10308	Not Applicable
1-1/2"	COPPER, TYPE K	H-15013 N	H-15214 N	H-10310	Not Applicable
2"	COPPER, TYPE K	H-15013 N	H-15214 N	H-10310	H-10349

NOTES:

1. INSTALLATION OF 1-1/2" AND 2" CORPORATION STOPS SHALL BE MADE IN THE UPPER PIPE QUADRANT, BUT MAY BE MADE AT ANGLES LESS THAN 45° IF APPROVED BY THE OWNER'S FIELD REPRESENTATIVE.
2. SERVICE LINE SHALL HAVE NO JOINTS BETWEEN THE WATER MAIN AND CURB STOP.
3. CORPORATION STOP, CURB STOP, CURB BOX AND ENLARGED BASE FOR CURB BOX SHALL BE MUELLER COMPANY OR APPROVED EQUAL. CATALOG NUMBERS SHOWN REFER TO MUELLER COMPANY.
4. ALL SERVICE BRASS SHALL COMPLY WITH AWWA C-800. COMPONENTS IN CONTACT WITH POTABLE WATER SHALL ALSO COMPLY WITH LATEST REQUIREMENTS OF THE FEDERAL SAFE DRINKING WATER ACT.

WATER SERVICE CONNECTION (2" OR LESS) — 15

No.	Revision	Date
1.	REVISED PER TOWN COMMENTS	01/13/2022
2.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023

Previous Editions Obsolete

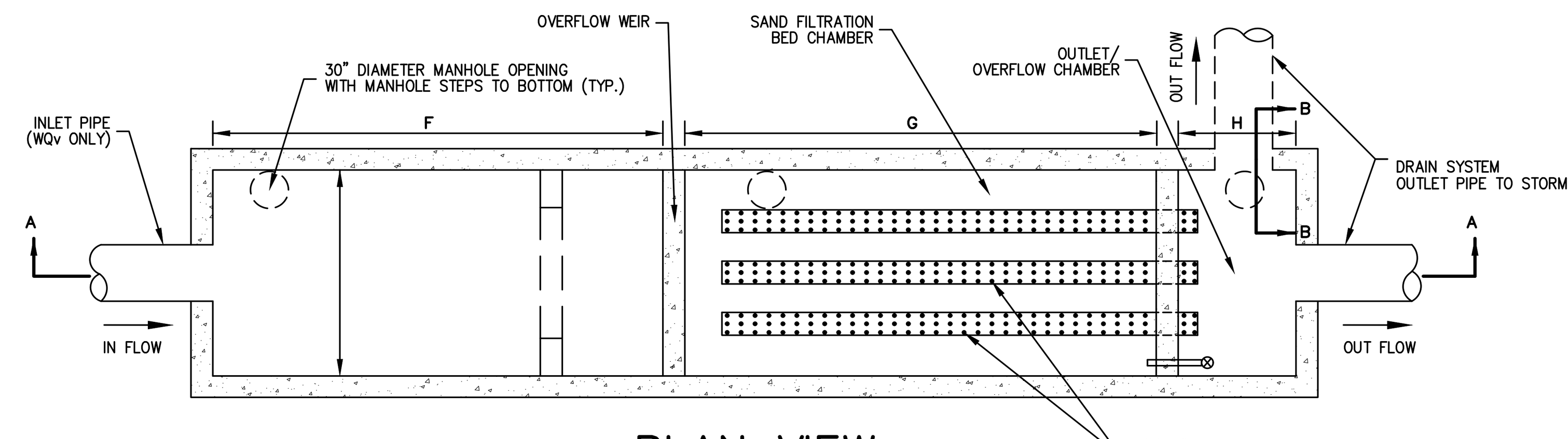
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

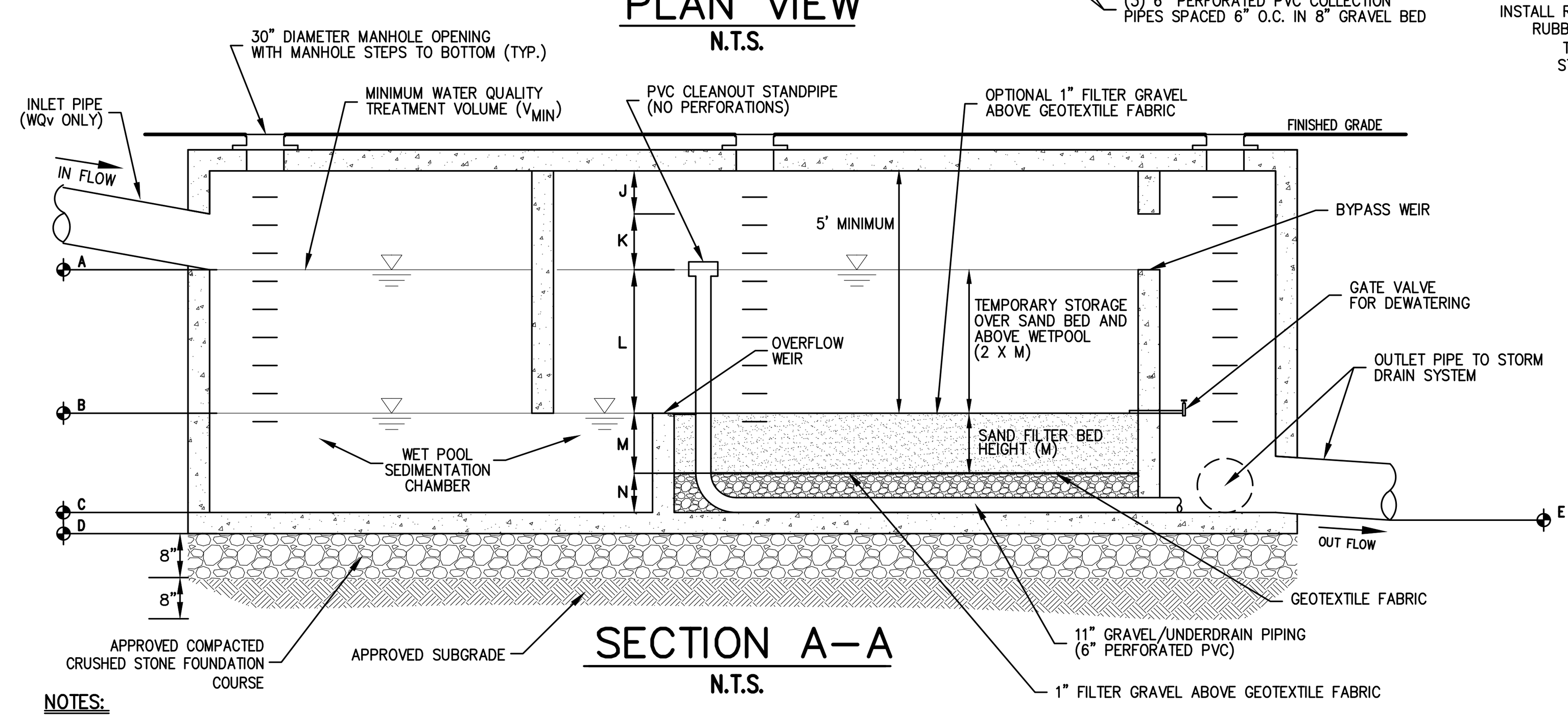
SITE DETAILS

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM	Approved: RJP		
Scale: NOT TO SCALE			
Date: 05/26/2020			
Project No: 18175			
18175-DETAILS	C-901	-	
Drawing No: C-901			

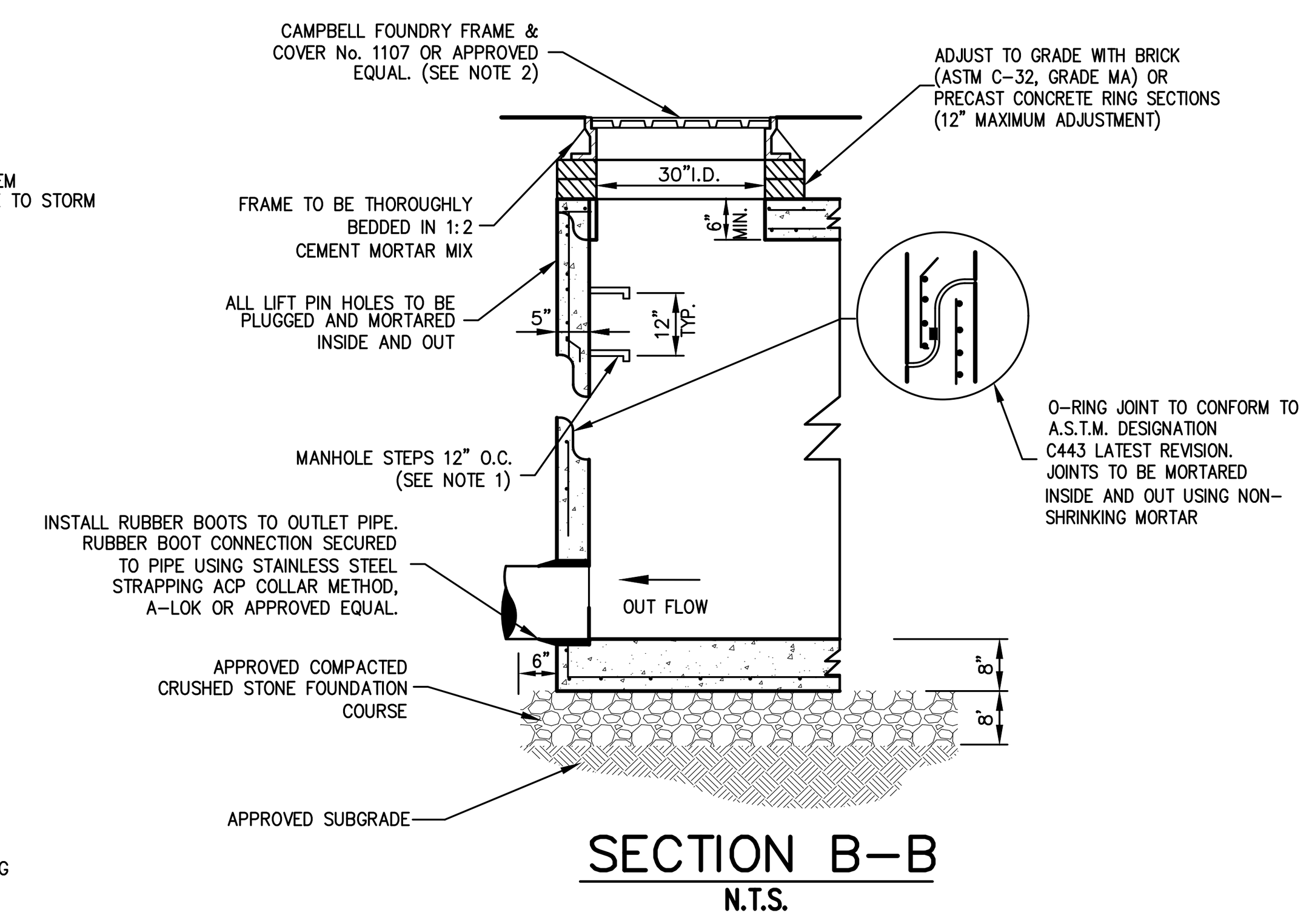
NOT FOR CONSTRUCTION

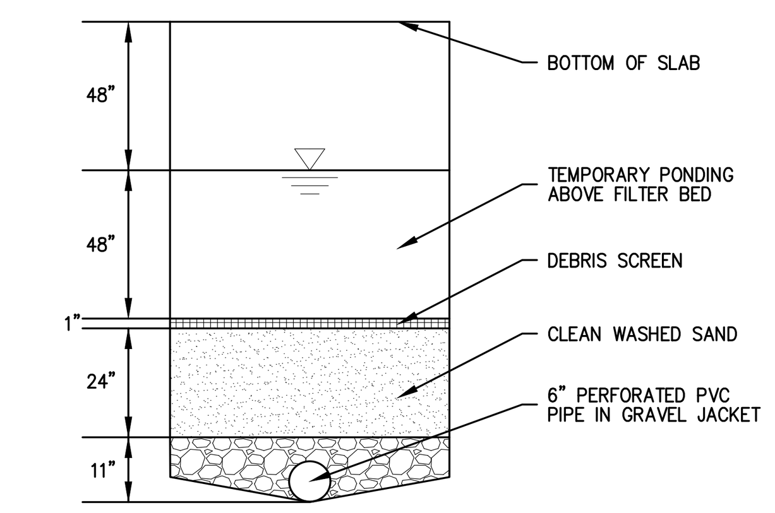




NOTES:

1. MANHOLE STEPS SHALL BE CAST IRON NEENAH No. R–1981–0 OR CAMPBELL FOUNDRY No. 2588–1 OR POLYPROPYLENE COATED STEEL (SEE SPECIFICATIONS) OR APPROVED EQUAL.
2. MANHOLES SHALL MEET OR EXCEED A.S.T.M. AND O.S.H.A. REQUIREMENTS. SEE "NOTES PERTAINING TO MANHOLES" UNDER "UTILITY NOTES" ON DRAWING
3. UNLESS OTHERWISE SPECIFIED, STORM DRAIN MANHOLES SHALL HAVE LETTERS "DRAIN" CAST ON COVER. THE COVERS SHALL HAVE VENT HOLES.
3. SAND FOR FILTER BED AREA SHALL BE AASHTO M–6 OR ASTM C–33 CONCRETE SAND.
4. UNDERDRAIN GRAVEL SHALL MEET AASHTO M–43 NO. 67. REQUIREMENTS.
5. GEOTEXTILE MATERIAL SHALL MEET ASTM STANDARDS D–751, D–1117, AND D–1682.
6. UNDERDRAIN PIPING SHALL BE 6" POLYVINYL CHLORIDE (PVC) SDR–35 AND SHALL MEET ASTM D–1785 OR AASHTO M–278 STANDARDS.
7. STRUCTURE SHALL BE DESIGNED TO ACCOMMODATE H–20 LOADING.





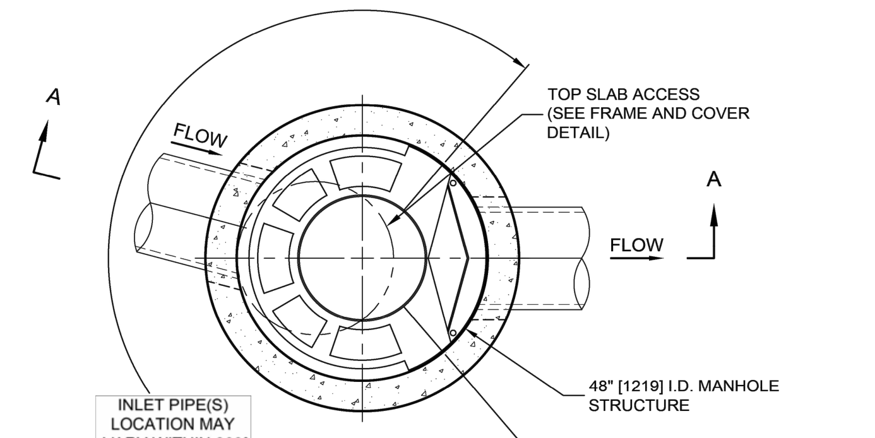
SCHEDULE OF ELEVATIONS/INVERTS

UNDERGROUND SAND FILTER	A		B	C	D	E	
	SIZE	INVERT	ELEVATION	ELEVATION	ELEVATION	SIZE	INVERT
#1							
#2							
#3							

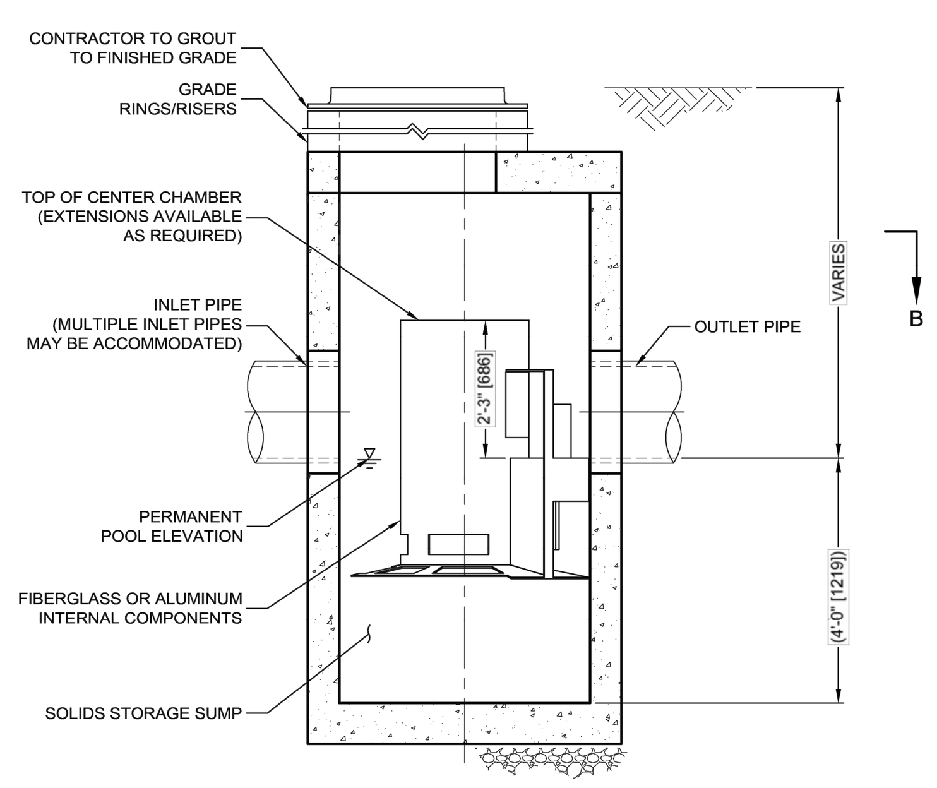
SCHEDULE OF DIMENSIONS

UNDERGROUND SAND FILTER	F	G	H	I	J	K	L	M	N
#1									
#2									
#3									

UNDERGROUND SAND FILTER 16



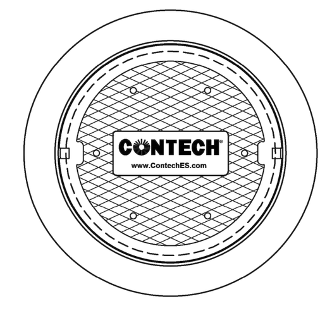
PLAN VIEW B-B
NOT TO SCALE



ELEVATION A-A
NOT TO SCALE

CASCADE SEPARATOR DESIGN NOTES

CASCADE SEPARATOR DESIGN NOTES
THE STANDARD CS-4 CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.
CONFIGURATION DESCRIPTION
GRATED INLET ONLY (NO INLET PIPE)
GRATED INLET WITH INLET PIPE OR PIPES
CURB INLET ONLY (NO INLET PIPE)
CURB INLET WITH INLET PIPE OR PIPES



FRAME AND COVER
(DIAMETER VARIES)
NOT TO SCALE

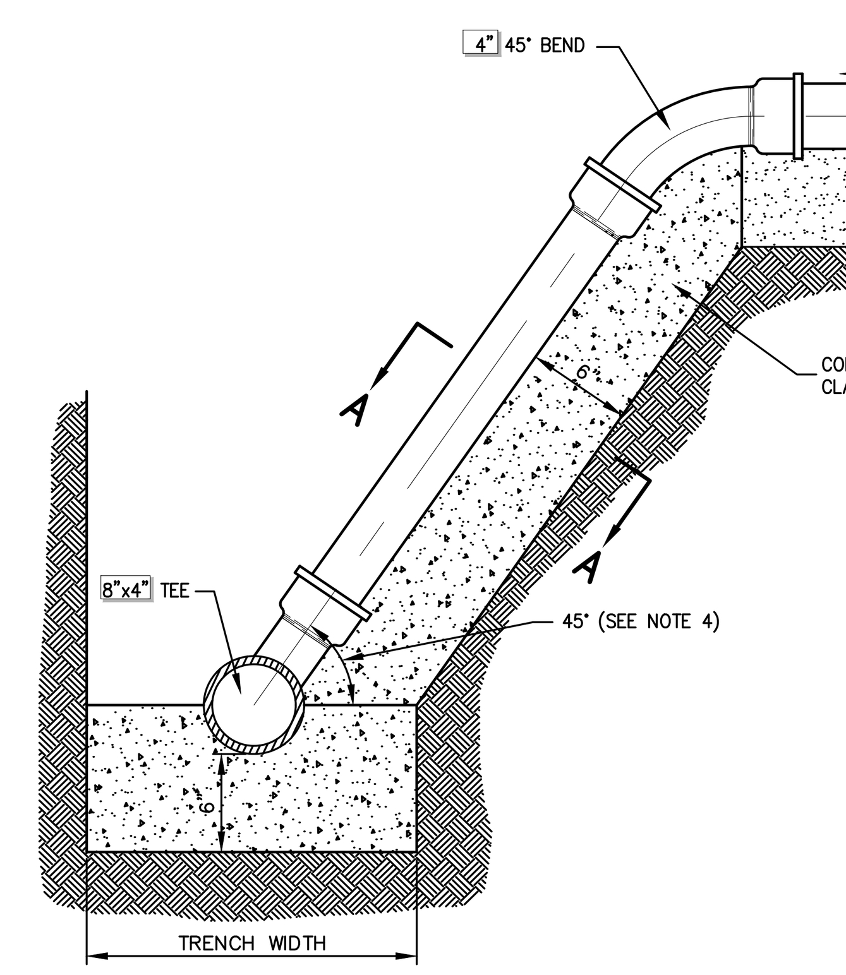
SITE SPECIFIC DATA REQUIREMENTS

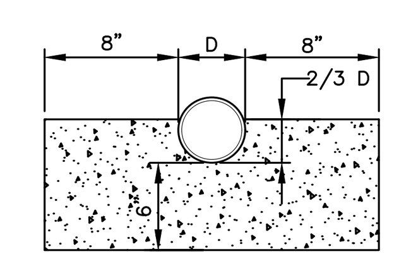
SITE SPECIFIC DATA REQUIREMENTS			
STRUCTURE ID			
WATER QUALITY FLOW RATE (cfs [L/s])			
PEAK FLOW RATE (cfs [L/s])			
RETURN PERIOD OF PEAK FLOW (yrs)			
RIM ELEVATION			
PIPE DATA:	INVERT	MATERIAL	DIAMETER
INLET PIPE 1			
INLET PIPE 2			
OUTLET PIPE			
NOTES / SPECIAL REQUIREMENTS:			

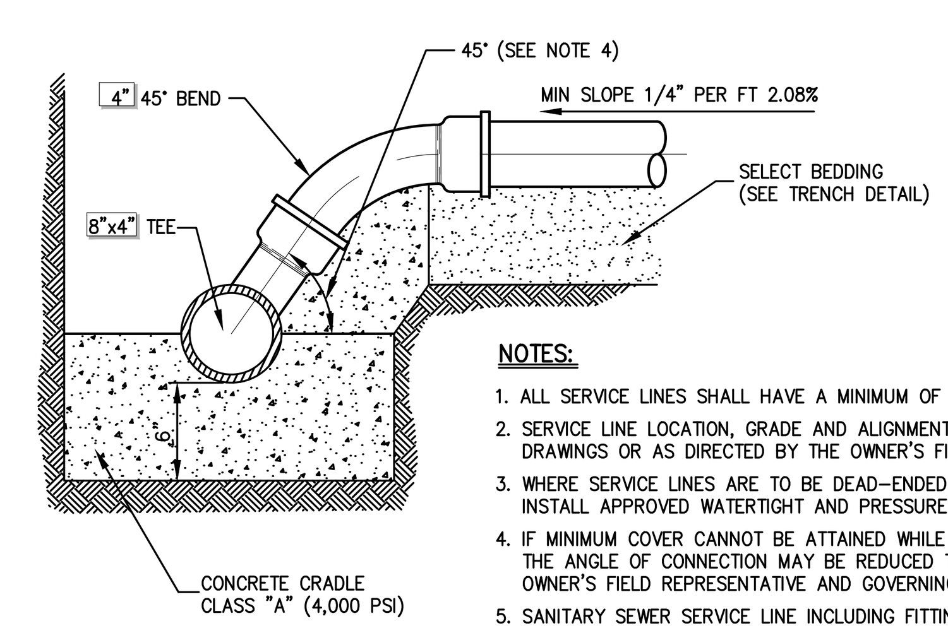
GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
3. CASCADE SEPARATOR WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. CASCADE SEPARATOR STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2' [610], AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
5. CASCADE SEPARATOR STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C478 AND AASHTO LOAD FACTOR DESIGN METHOD.
6. ALTERNATE UNITS ARE SHOWN IN MILLIMETERS [mm].

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CASCADE SEPARATOR MANHOLE STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

WATER QUALITY STRUCTURE 17



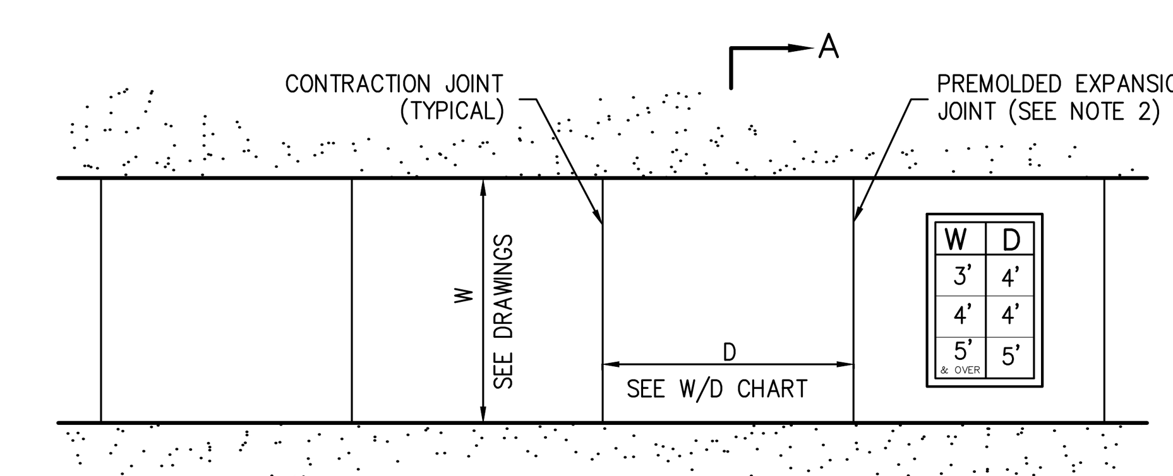


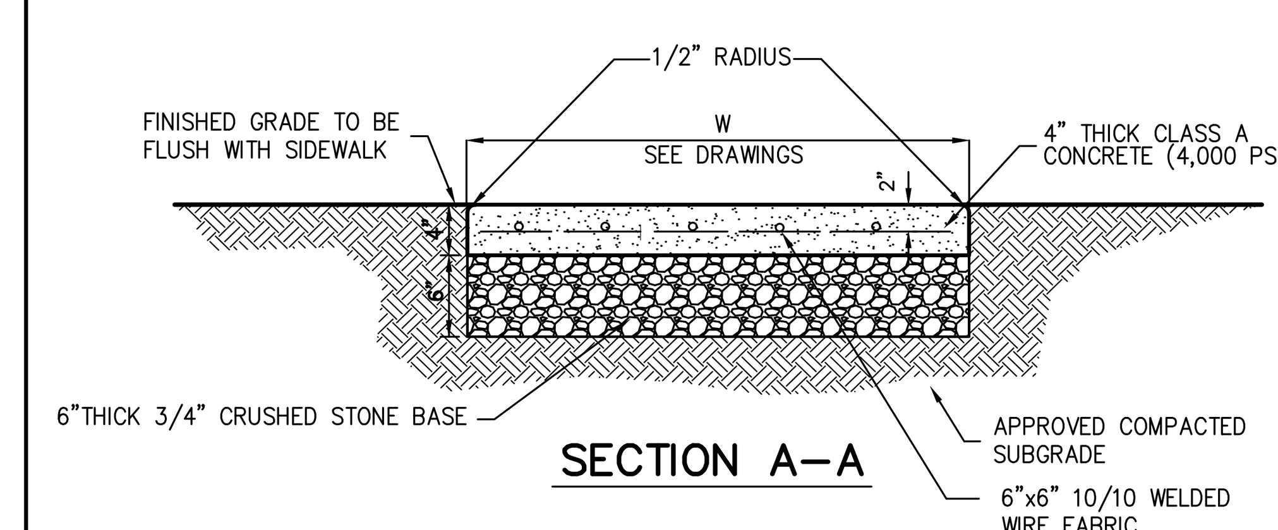


NOTES:

1. ALL SERVICE LINES SHALL HAVE A MINIMUM OF FOUR (4) FEET OF COVER.
2. SERVICE LINE LOCATION, GRADE AND ALIGNMENT SHALL BE AS SHOWN ON DRAWINGS OR AS DIRECTED BY THE OWNER'S FIELD REPRESENTATIVE.
3. WHERE SERVICE LINES ARE TO BE DEAD–ENDED, CONTRACTOR SHALL INSTALL APPROVED WATERTIGHT AND PRESSURE–TIGHT PLUGS.
4. IF MINIMUM COVER CANNOT BE ATTAINED WHILE MAINTAINING MINIMUM SLOPE, THE ANGLE OF CONNECTION MAY BE REDUCED TO 22.5°, IF APPROVED BY THE OWNER'S FIELD REPRESENTATIVE AND GOVERNING BODY WITH JURISDICTION.
5. SANITARY SEWER SERVICE LINE INCLUDING FITTINGS SHALL BE PVC, SDR 35.

SANITARY SEWER SERVICE CONNECTION 18





NOTES:

1. SIDEWALK CROSS SLOPE SHALL BE 1% MIN. TO 2% MAX.
2. PROVIDE 1/2" PREMOLDED EXPANSION JOINTS AT 20' INTERVALS UNLESS OTHERWISE DIRECTED.
3. REINFORCING SHALL NOT EXTEND THROUGH EXPANSION JOINTS.
4. SIDEWALK SHALL HAVE LIGHT BROOM FINISH.

CONCRETE SIDEWALK 19

1.	REVISED PER TOWN COMMENTS	01/13/2022
2.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023

Previous Editions Obsolete

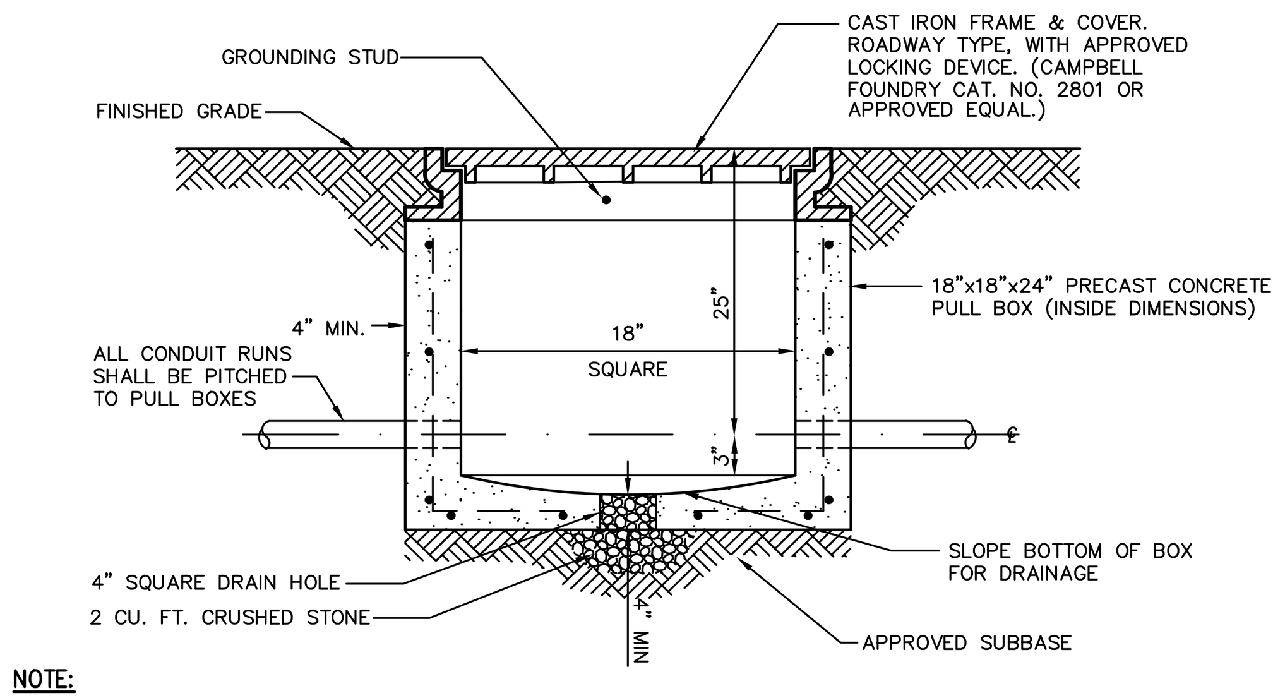
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

JMC

SITE DETAILS

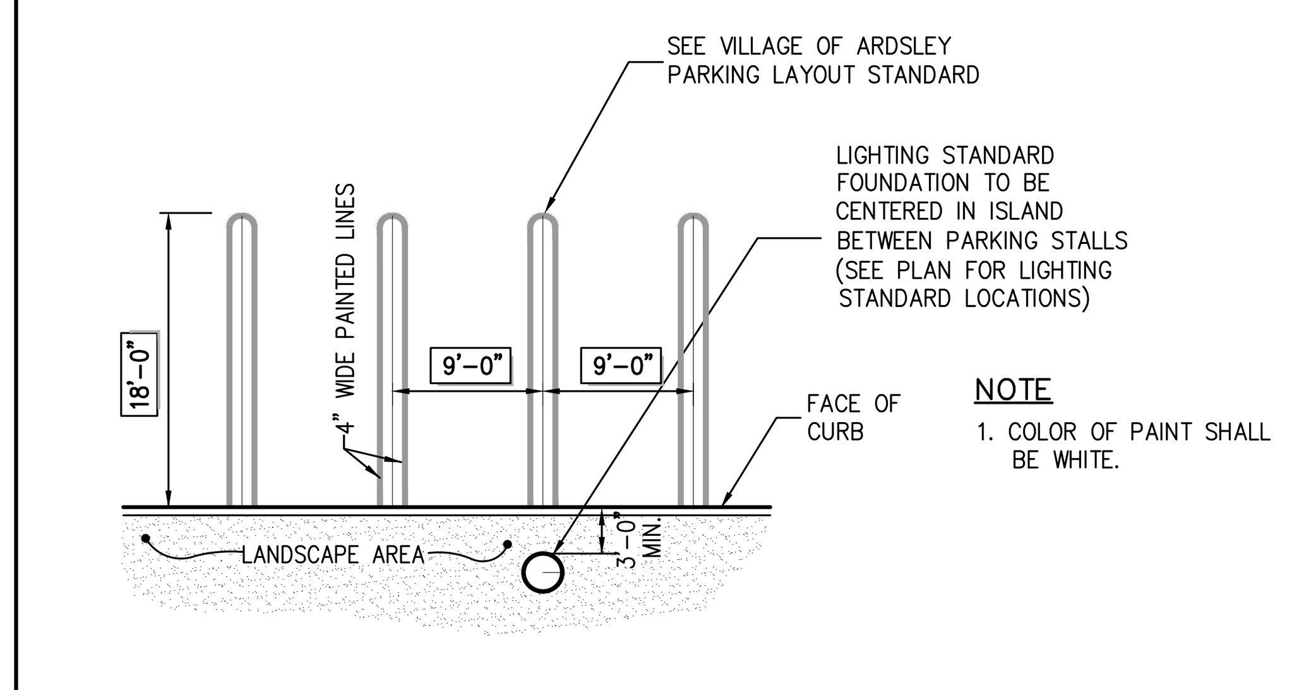
GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM Approved: RJP
Scale: NOT TO SCALE
Date: 05/26/2020
Project No: 18175
18175-DETAILS C–902 –
Drawing No: C–902



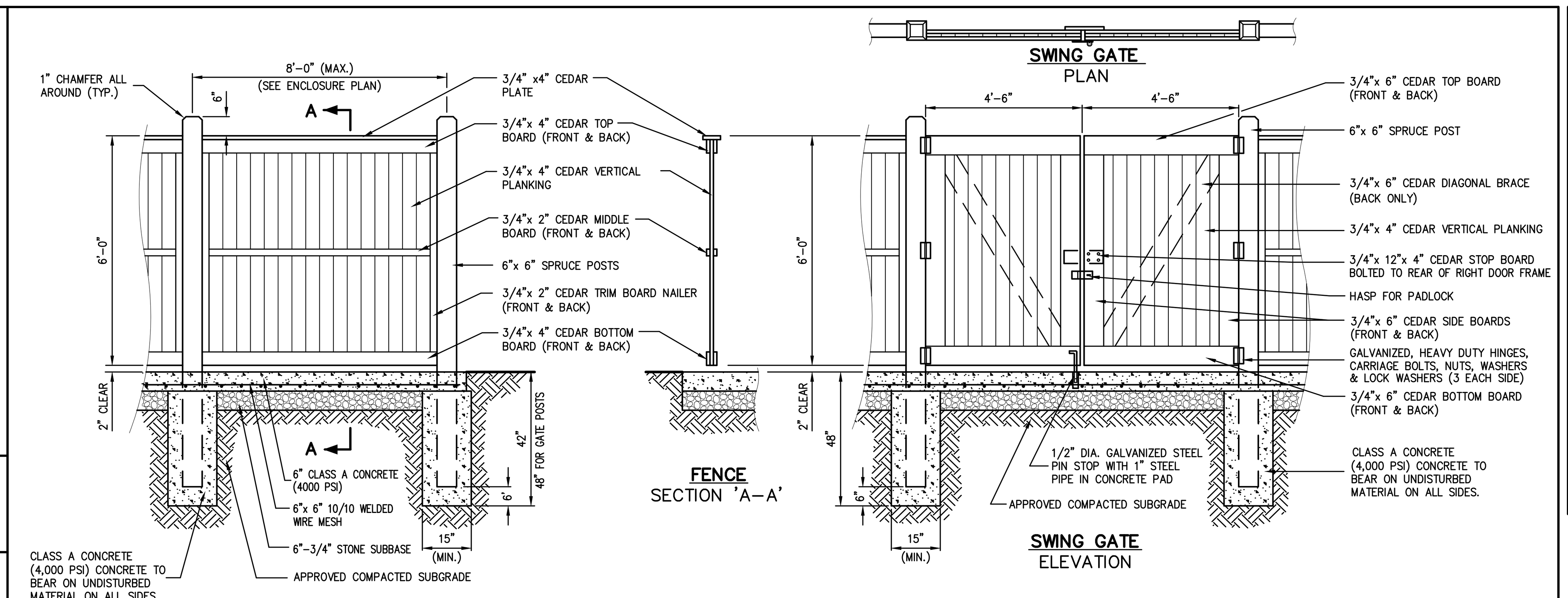
NOTE:
PRECAST CONCRETE PULL BOX TO BE DESIGNED FOR H-20 DESIGN LOAD.

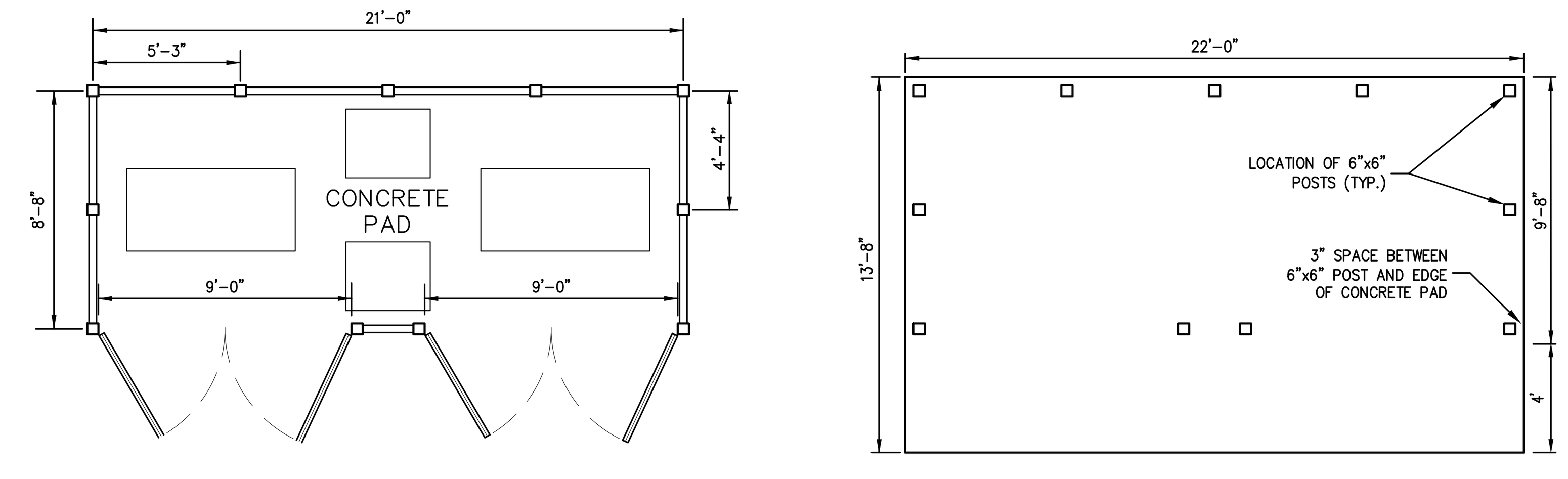
ELECTRICAL PULL BOX — 20



NOTE
1. COLOR OF PAINT SHALL BE WHITE.

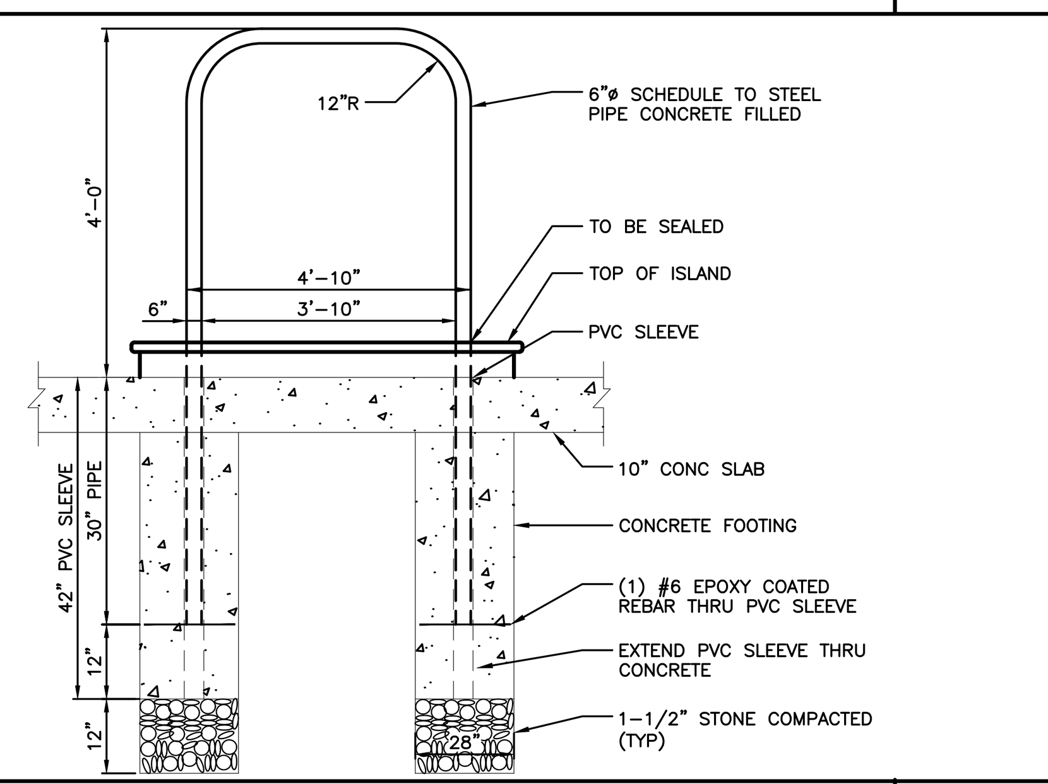
90° PARKING — 22
(DOUBLE STRIPING – CURBED PERIMETER)



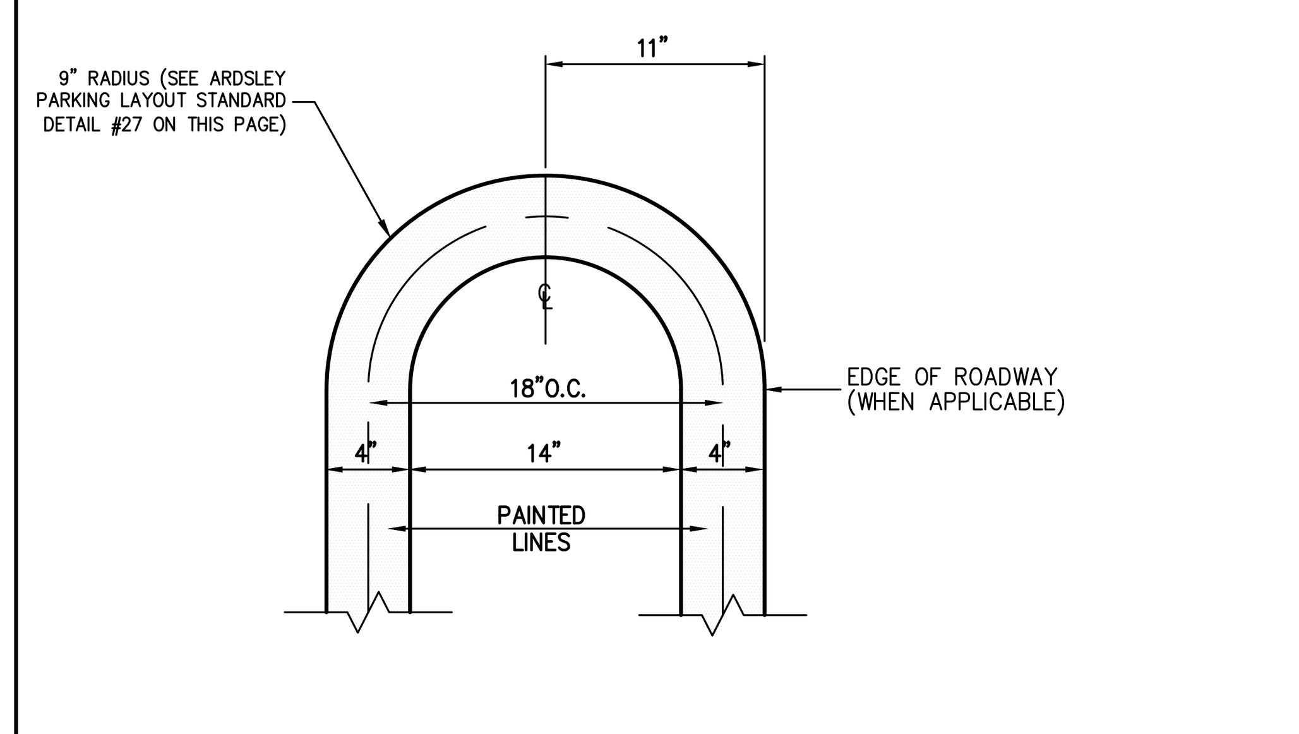


NOTES:
1. METAL FLANGES, CLEATS, BOLTS, SCREWS, ETC. SHALL BE STAINLESS STEEL OR GALVANIZED STEEL.
2. ALL LUMBER TO BE PRESSURE TREATED WITH WOOD PRESERVATIVE FOR IN GROUND USE. ALL LUMBER TO BE #1 GRADE. ALL LUMBER TO BE NATURAL WOOD COLOR.
3. SEE SITE LAYOUT PLANS FOR LOCATION.

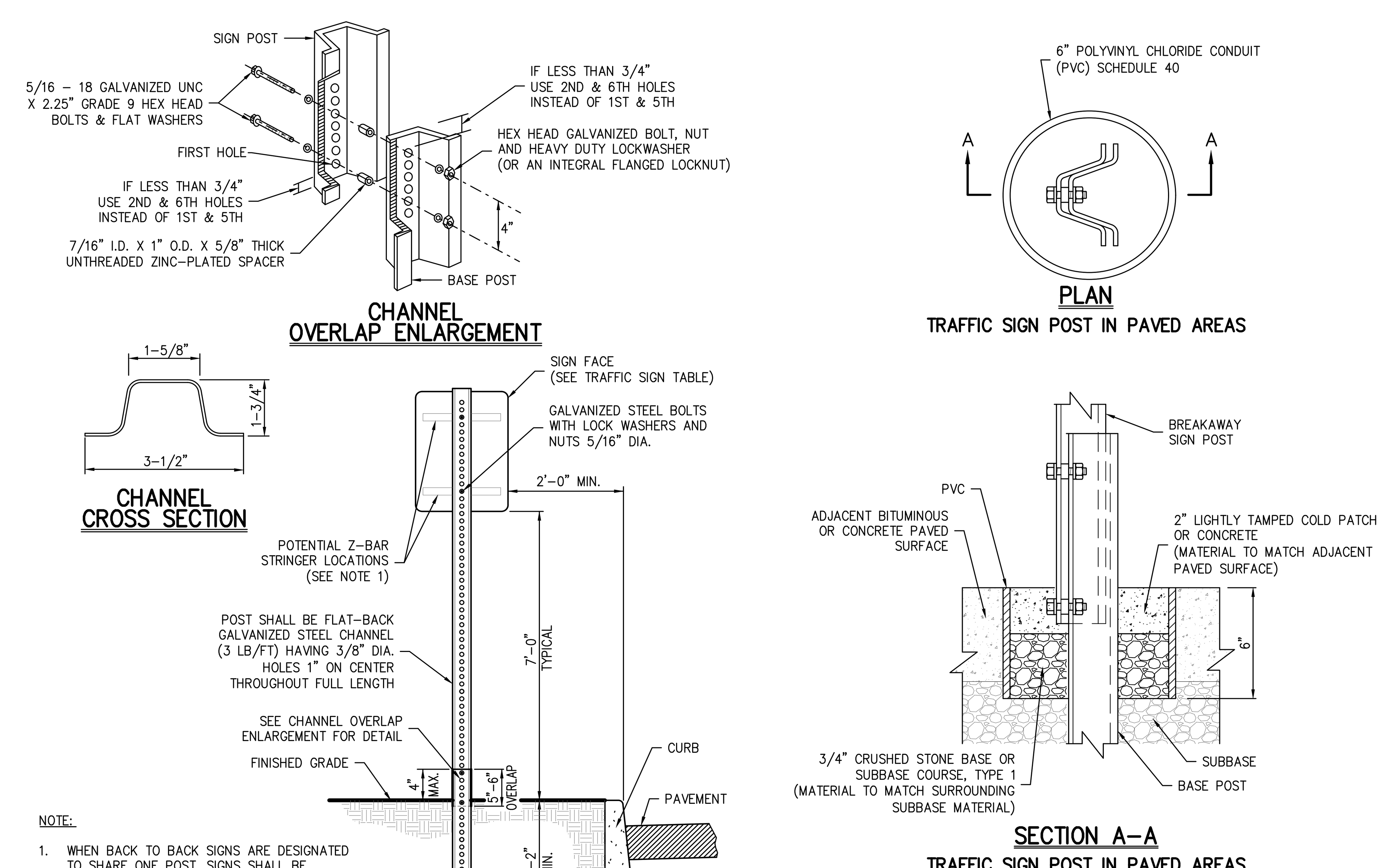
TRASH ENCLOSURE WITH CONCRETE PAD — 24
(WOOD)



"U" TYPE BOLLARDS — 21

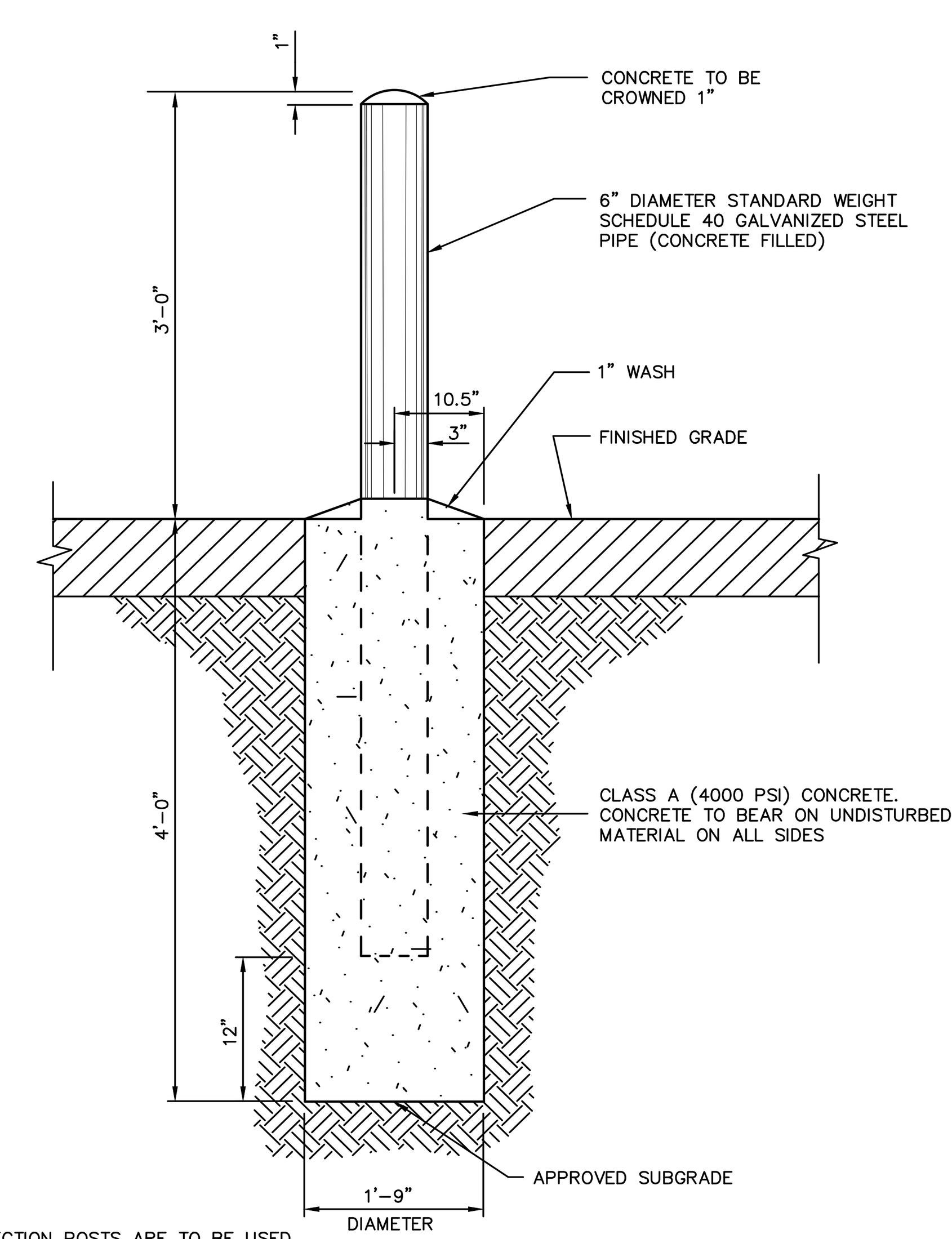


STRIPING END ENLARGEMENT — 23



NOTE:
1. WHEN BACK TO BACK SIGNS ARE DESIGNATED TO SHARE ONE POST, SIGNS SHALL BE AFFIXED TO POST USING ALUMINUM OR STAINLESS STEEL Z-BAR STRINGER.

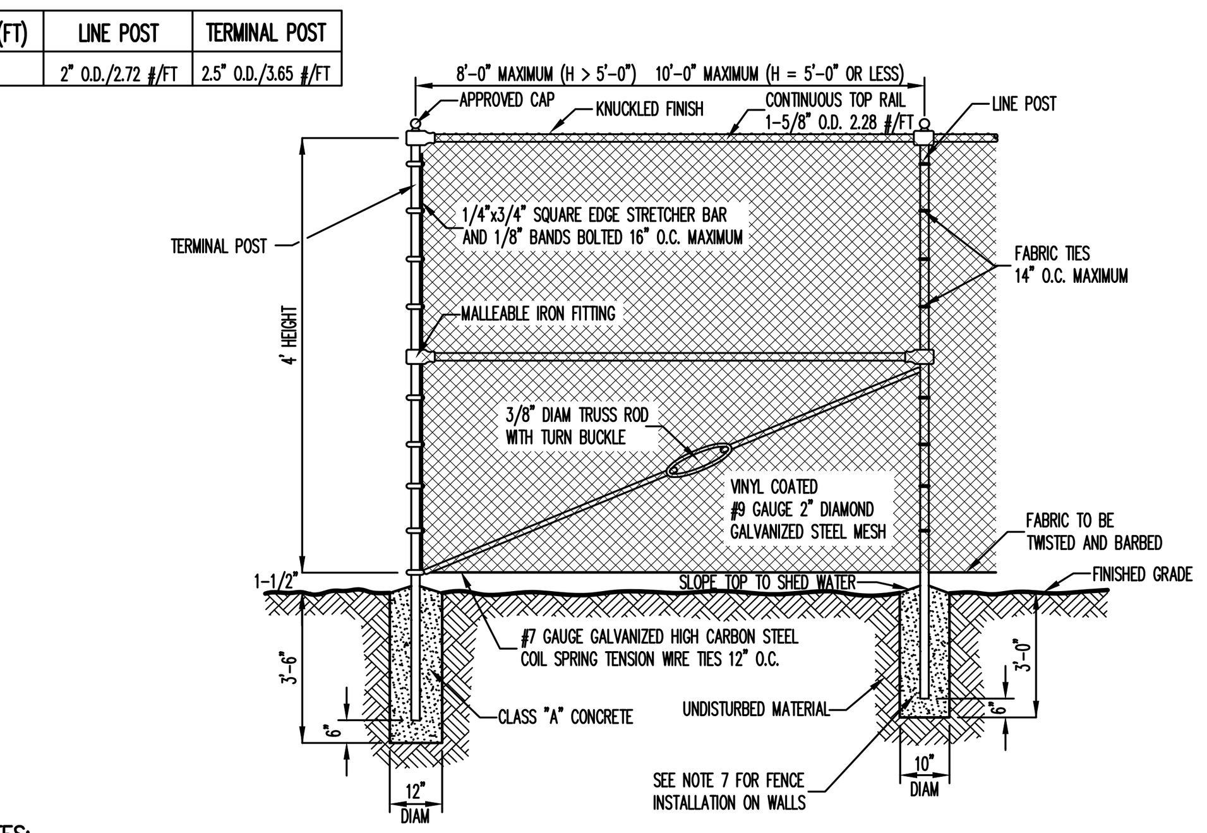
TRAFFIC SIGN POST — 25
(BREAKAWAY STEEL CHANNEL)



NOTES:
1. WHEN PROTECTION POSTS ARE TO BE USED FOR PROTECTION OF HANDICAP PARKING SIGNS OR OTHER TRAFFIC SIGNS, SIGN SUPPORTING POSTS SHALL BE IMBEDDED A MINIMUM OF THREE (3) FEET INTO THE CONCRETE.
2. POST FOR HANDICAP PARKING STALLS SHALL BE PAINTED BLUE AS FOLLOWS:
A. SOLVENT CLEAN TO REMOVE OIL, GREASE AND OTHER CONTAMINANTS.
B. APPLY METAL PRIMER FOR GALVANIZED SURFACES.
C. APPLY TWO (2) FINISH COATS OF APPROVED EXTERIOR PAINT FOR METAL SURFACES.

STEEL PIPE PROTECTION POST — 26

"H" (FT)	LINE POST	TERMINAL POST
4'	2" O.D./2.72 #/FT	2.5" O.D./3.65 #/FT



NOTES:
1. ALL POSTS, RAILS, FABRIC AND ACCESSORIES SHALL BE VINYL COATED. COLOR OF VINYL COATING SHALL BE BLACK.
2. POST AND RAILS SHALL BE STANDARD FULL WEIGHT VINYL COATED GALVANIZED SCHEDULE 40 PIPE MANUFACTURED AND GALVANIZED IN ACCORDANCE WITH ASTM A-120. ALL MATERIALS SHALL BE NEW AND FIRST CLASS AND SHALL NOT INCLUDE RECONDITIONED OR REROLLED PIPE.
3. FITTINGS SHALL BE VINYL COATED MALLEABLE IRON FITTINGS CONFORMING TO THE REQUIREMENTS OF ASTM A-47 GALVANIZED IN ACCORDANCE WITH ASTM A-153.
4. FABRIC SHALL BE 9 GAUGE GALVANIZED 2" MESH, WHICH SHALL BE VINYL CLAD IN CONFORMANCE WITH THE REQUIREMENTS OF AASHTO M-181, TYPE III. VINYL COATING SHALL BE FIRMLY AND CONTINUOUSLY EXTRUSION BONDED TO THE GALVANIZED STEEL WIRE. TOP SELVAGE SHALL HAVE KNUCKLED FINISH.
5. TENSION WIRE SHALL BE VINYL COATED 7 GAUGE MEETING THE REQUIREMENTS OF ASTM A-641 AS MODIFIED HEREIN. THE TENSILE STRENGTH SHALL BE AT LEAST 80,000 PSI WITH A GALVANIZED COATING OF NOT LESS THAN 0.7 OZ. PER SQUARE FOOT.
6. FABRIC TIES SHALL BE MINIMUM 9 GAUGE VINYL COATED GALVANIZED STEEL OR ALUMINUM. MINIMUM SPACING SHALL BE AS FOLLOWS:
   A. 14" O.C. AT LINE POSTS
   B. 24" O.C. AT TOP RAIL
   C. 12" O.C. AT TENSION WIRE
7. WHERE CHAIN LINK FENCE IS TO BE INSTALLED ON WALLS, THE FENCE POSTS SHALL BE IMBEDDED A MINIMUM OF TWELVE (12) INCHES IN THE WALL. NEWLY CONSTRUCTED WALLS SHALL BE PROVIDED WITH PROPER SIZE SLEEVES TO ACCOMMODATE FENCE POSTS. FENCE POSTS SHALL BE SECURELY GROUTED IN PLACE USING AN APPROVED HIGH STRENGTH, NON-SHRINKING, NON-STAINING GROUT.
8. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT SHOP AND ERECTION DRAWINGS INDICATING MATERIALS, SIZES AND DIMENSIONS OF FENCING TO THE OWNER'S FIELD REPRESENTATIVE PRIOR TO ORDERING MATERIALS FOR HIS REVIEW AND APPROVAL.
9. PRIOR TO INSTALLATION OF THE FENCE, THE CONTRACTOR SHALL CHECK THE FENCE LAYOUT WITH THE OWNER'S FIELD REPRESENTATIVE WHO MUST APPROVE THE LAYOUT BEFORE ANY OF THE WORK IS TO BE DONE.

CHAIN LINK FENCE — 27
(VINYL COATED)

No.	Revision	Date
1.	REVISED PER TOWN COMMENTS	01/13/2022
2.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023

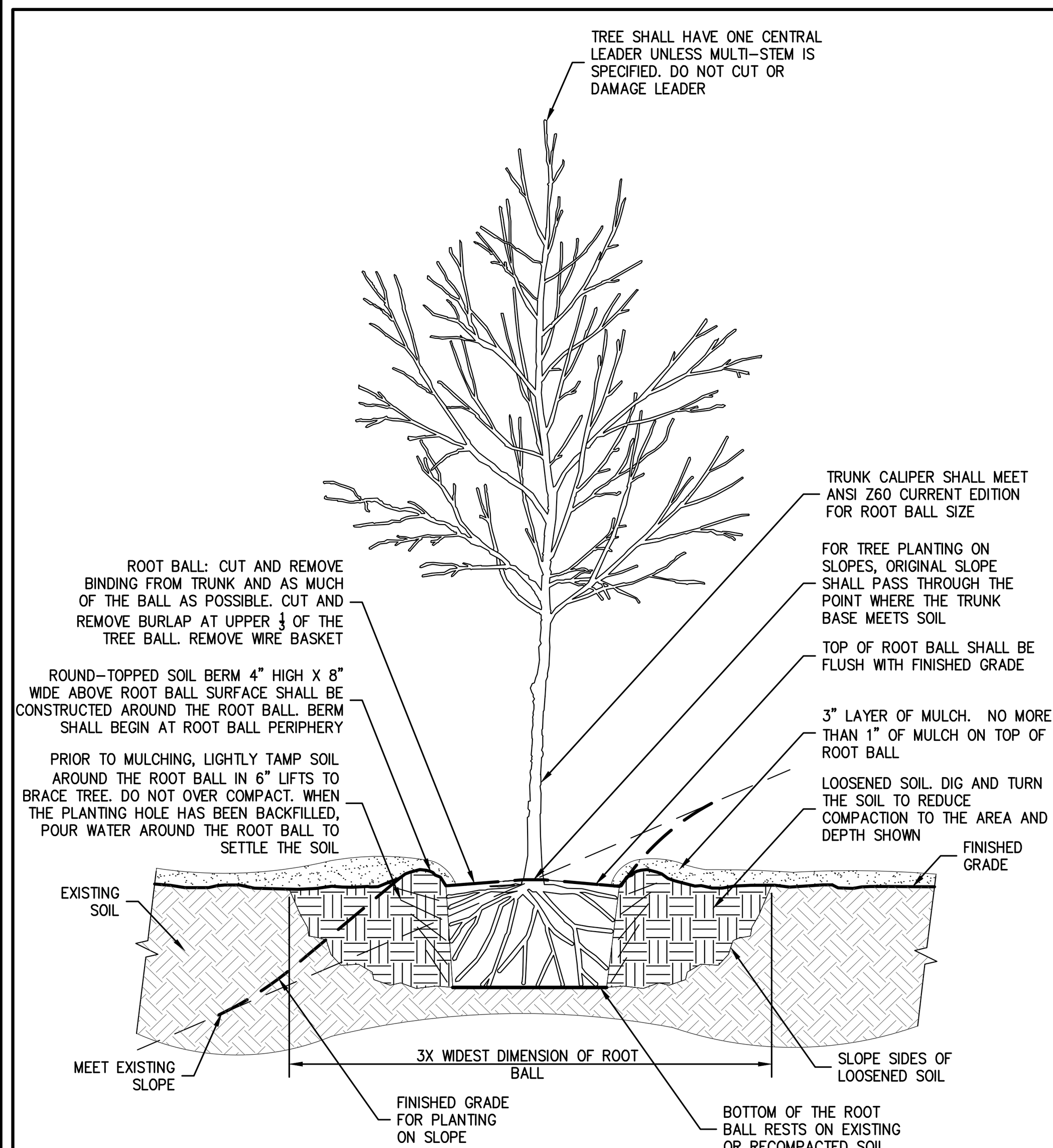
Previous Editions Obsolete

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

SITE DETAILS

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

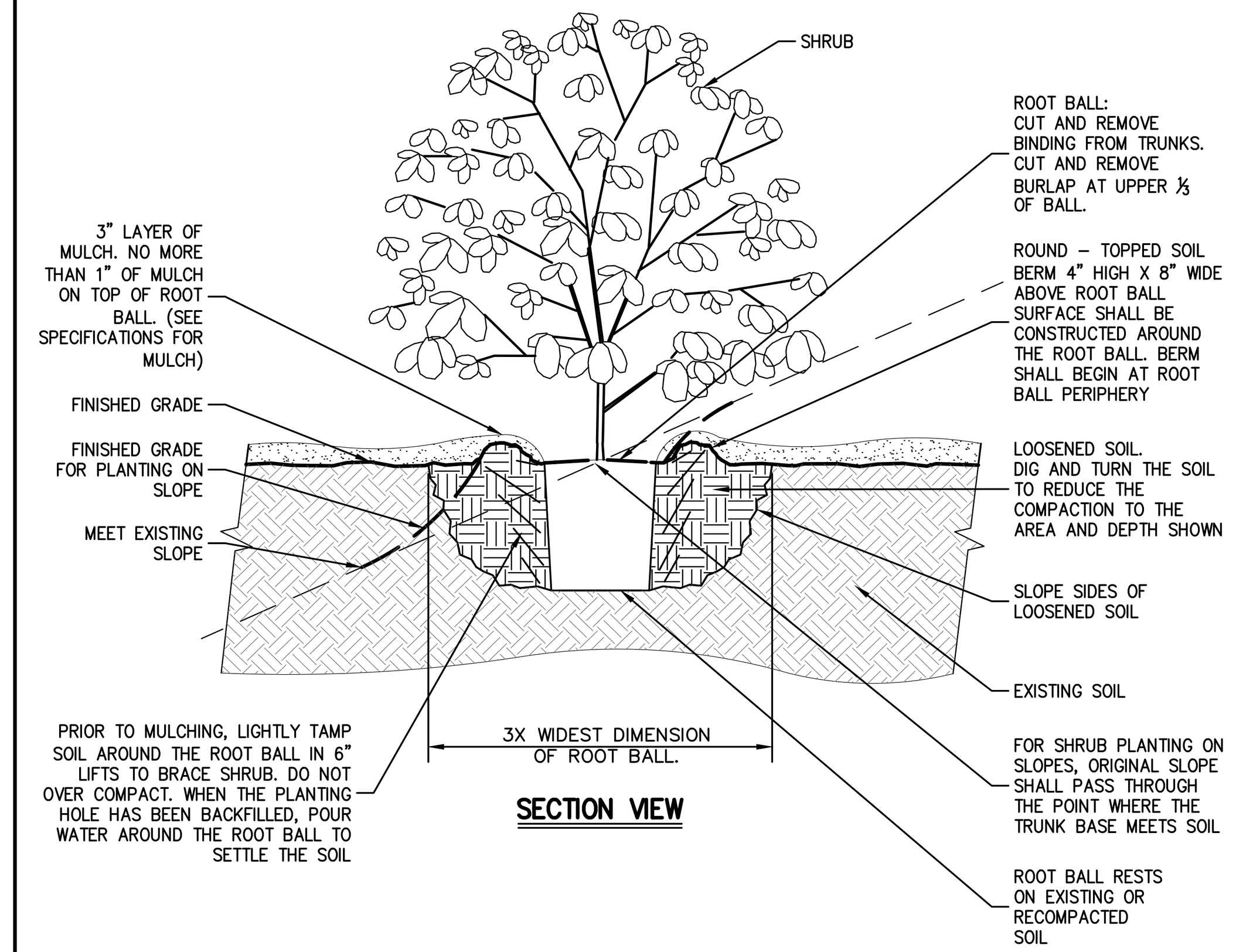
Drawn: KRM Approved: RJP
Scale: NOT TO SCALE
Date: 05/26/2020
Project No: 18175
18175-DETAILS C-903
Drawing No: C-903



NOTES:

1. ALL PLANTING BEDS SHALL BE FREE OF WEEDS AND GRASS PRIOR TO AND FOLLOWING INSTALLATION OF PLANTS.
2. PLANTS IN CONTAINERS MUST HAVE THE FIBROUS ROOTS PULLED APART.
3. PROPOSED PLANT MATERIAL SHALL BEAR THE SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.
4. SEE TREE STAKING DETAIL IF STAKING IS REQUIRED.

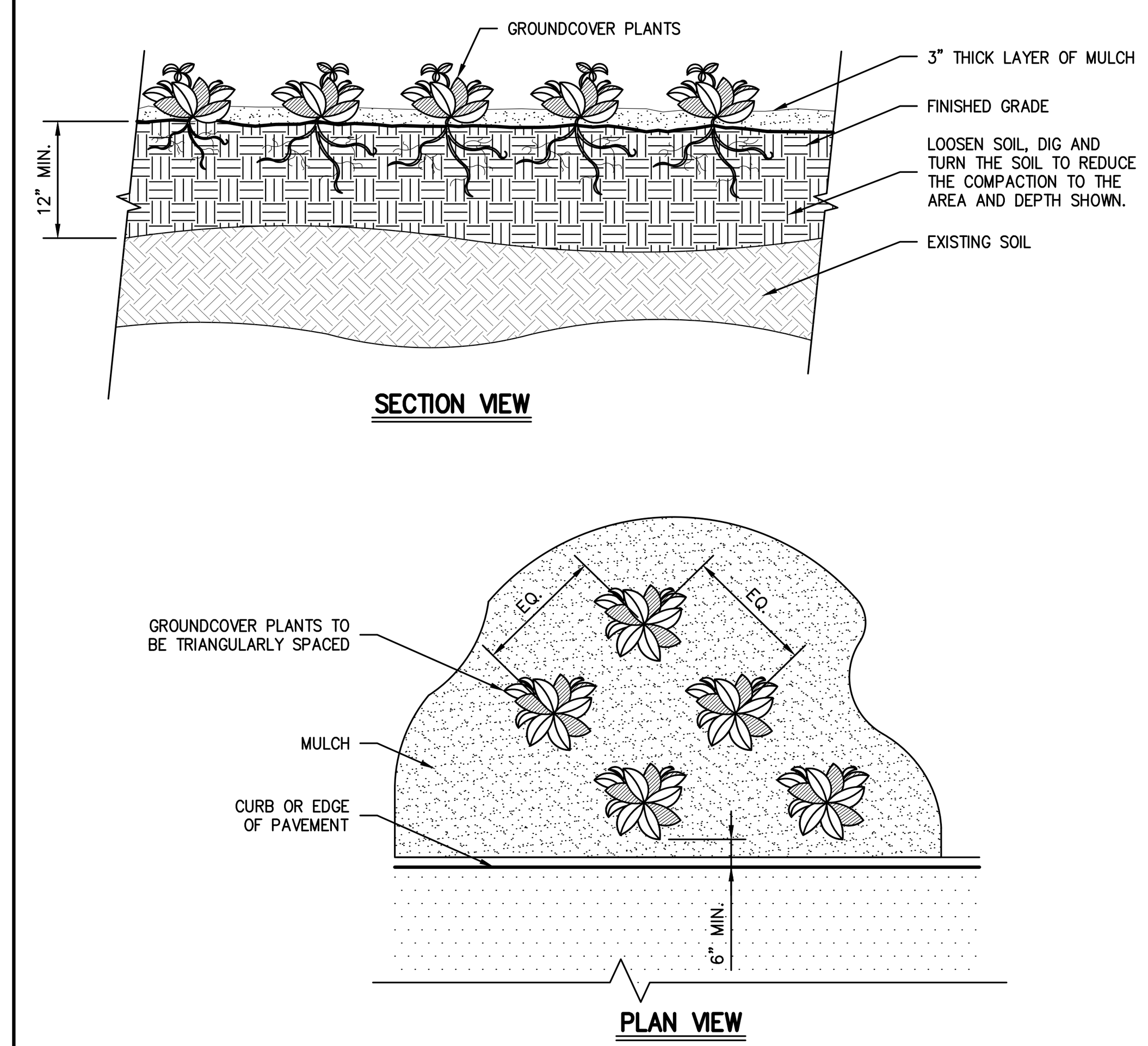
TREE PLANTING (DECIDUOUS AND EVERGREEN) — 28



NOTES:

1. ALL PLANTING BEDS SHALL BE FREE OF WEEDS AND GRASS PRIOR TO AND FOLLOWING INSTALLATION OF PLANTS.
2. PLANTS IN CONTAINERS MUST HAVE THE FIBROUS ROOTS PULLED APART.
3. PROPOSED PLANT MATERIAL SHALL BEAR THE SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.

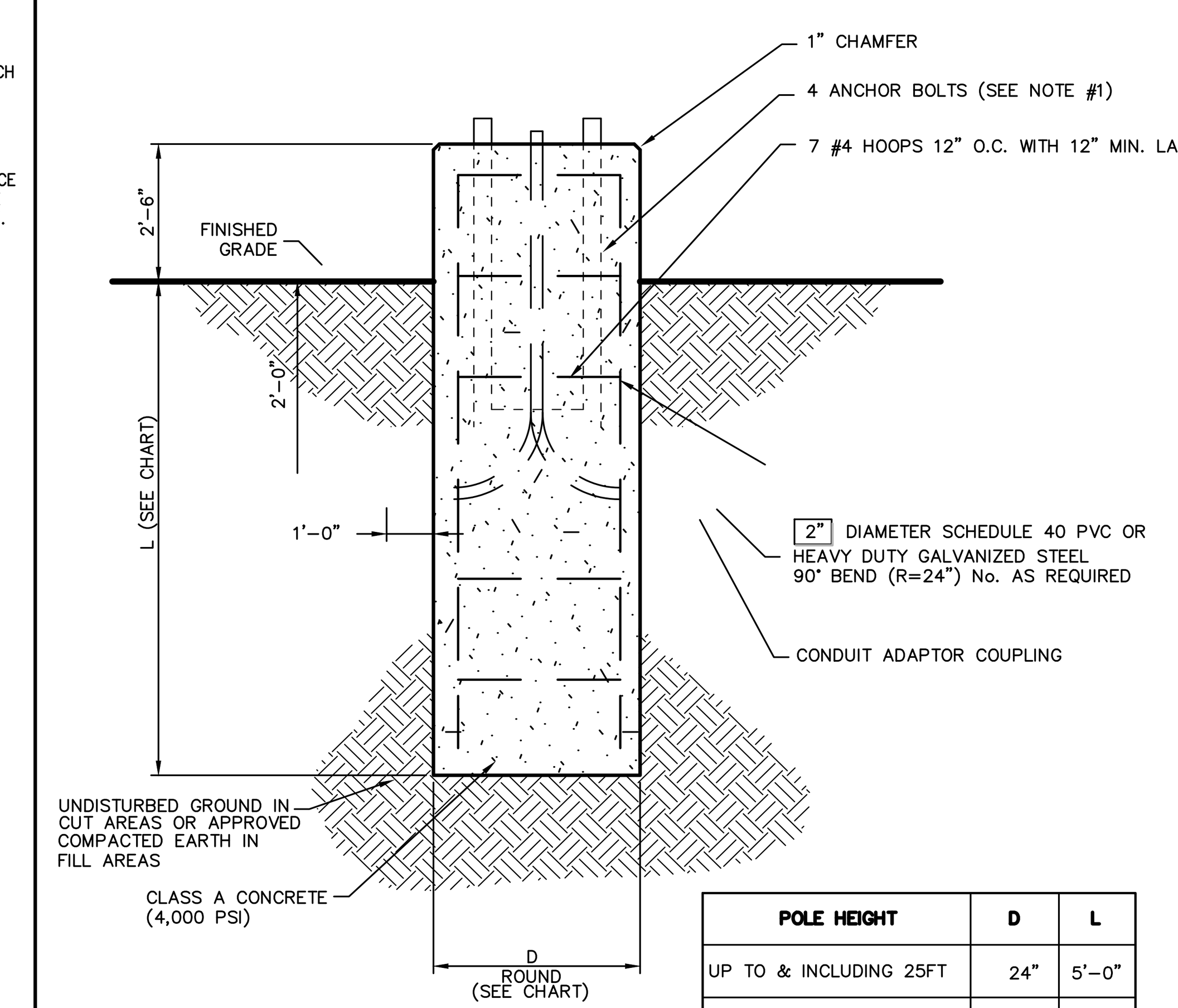
SHRUB PLANTING — 29



NOTES:

1. SEE PLANTING PLAN FOR GROUNDCOVER SPECIES, SIZE, AND SPACING DIMENSION.
2. SETTLE SOIL AROUND ROOT BALL OF EACH GROUNDCOVER PLANT PRIOR TO MULCHING.
3. ALL PLANTING BEDS SHALL BE FREE OF WEEDS AND GRASS PRIOR TO AND FOLLOWING INSTALLATION OF PLANTS.
4. PLANTS IN CONTAINERS MUST HAVE THE FIBROUS ROOTS PULLED APART.
5. PROPOSED PLANT MATERIAL SHALL BEAR THE SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.

GROUNDCOVER — 30

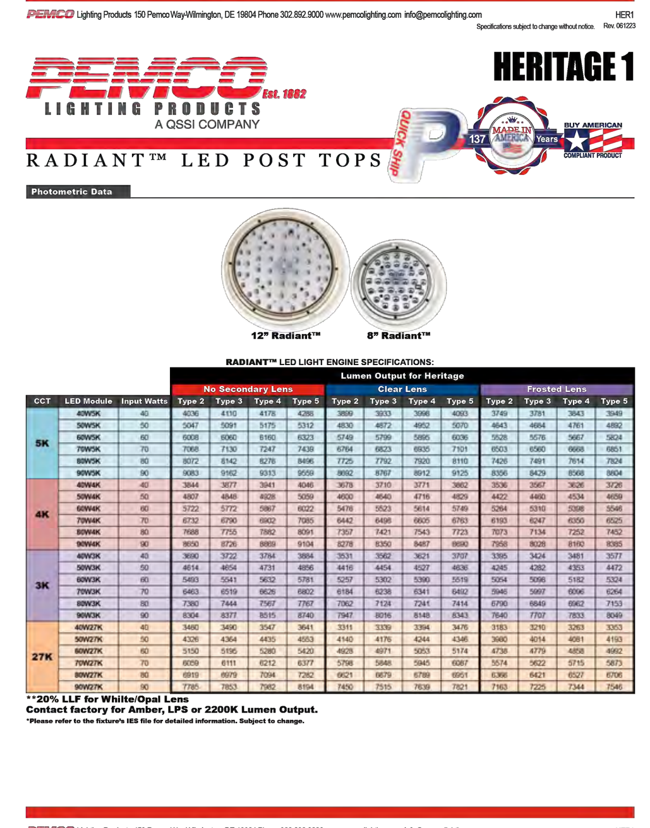


POLE HEIGHT	D	L
UP TO & INCLUDING 25FT	24"	5'-0"
25FT TO & INCLUDING 30FT	30"	5'-0"
30FT TO & INCLUDING 40FT	30"	6'-6"

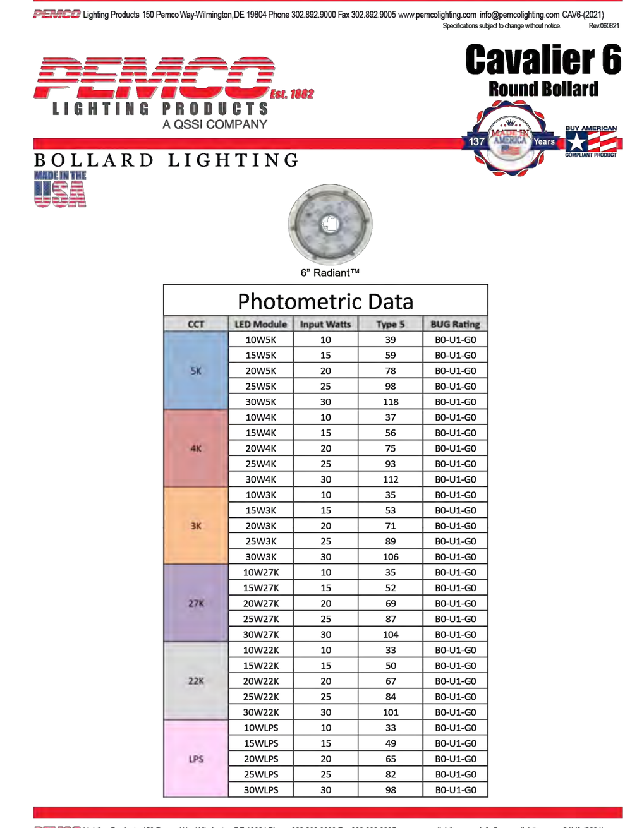
NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK AND VERIFY ALL ANCHOR BOLT DIMENSIONS (SIZE, BOLT CIRCLE, ETC.) WITH THE CONTRACTOR WHO WILL BE INSTALLING THE LIGHTING STANDARD PRIOR TO INSTALLATION OF THE FOUNDATIONS.
2. CHAMFER EXPOSED EDGES OF ALL FOUNDATIONS.
3. PROVIDE INSULATED GROUNDING BUSHING ON EXPOSED ENDS (IN BASE OF POLE) OF ALL GALVANIZED STEEL BENDS.
4. POLES AND LUMINAIRES WILL BE FURNISHED AND INSTALLED BY OTHERS.

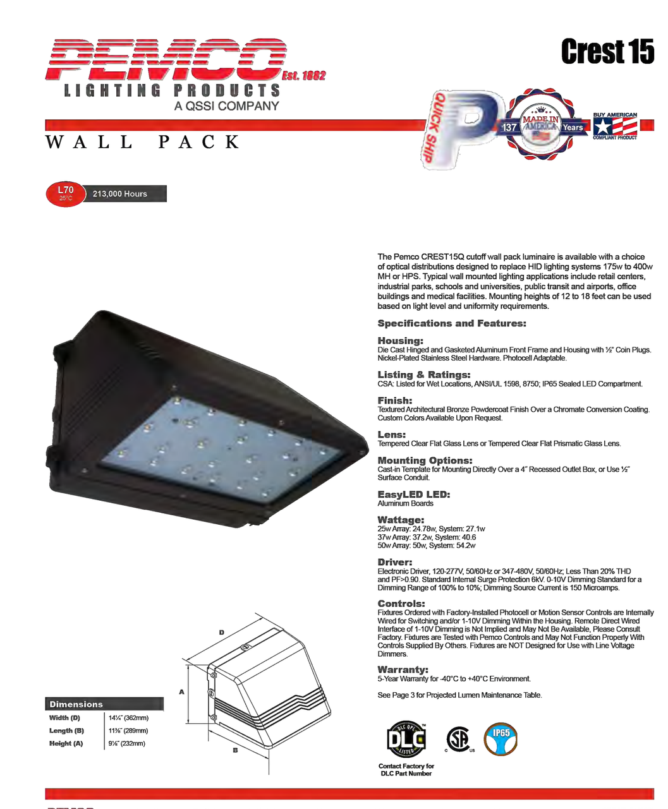
LIGHTING STANDARD FOUNDATION (ROUND) — 31

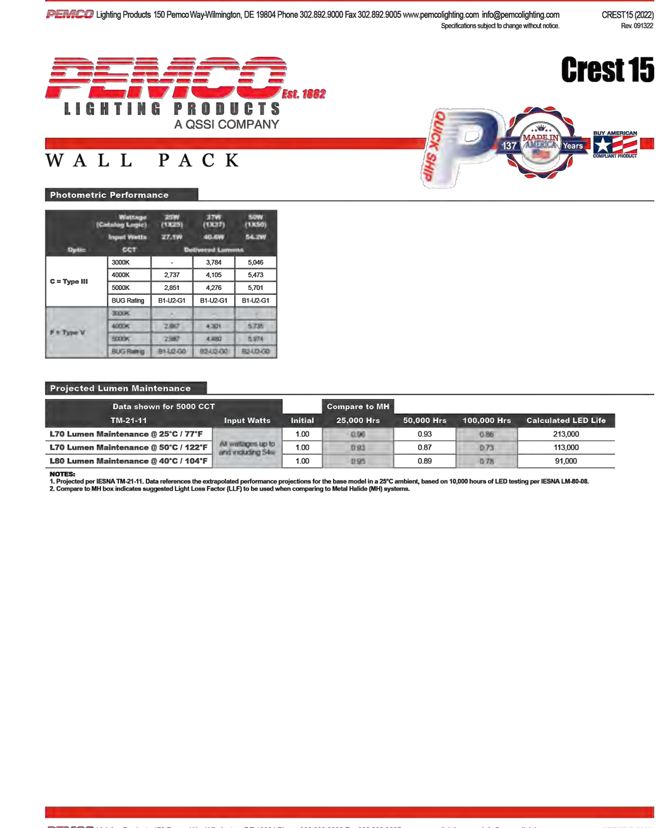


POST TOP LIGHT — 32

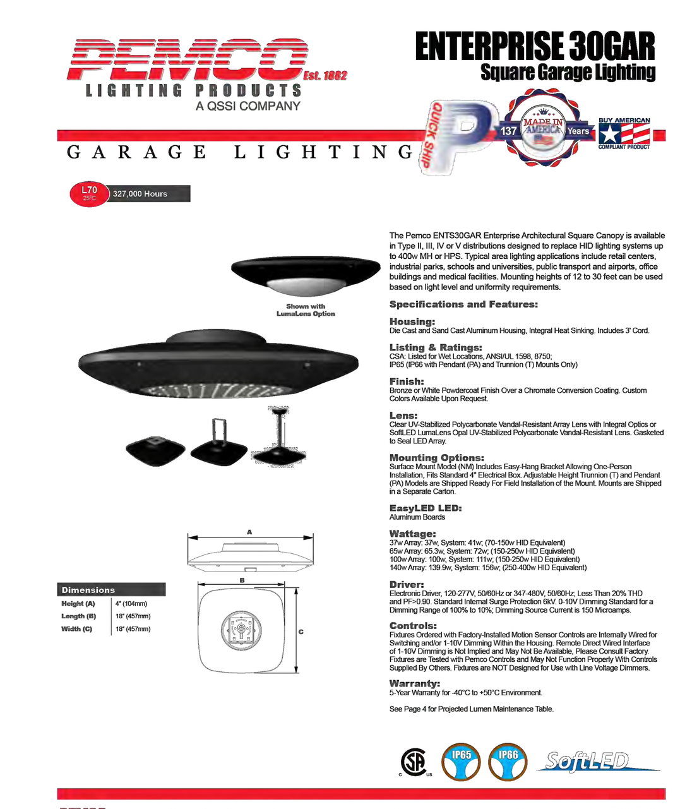


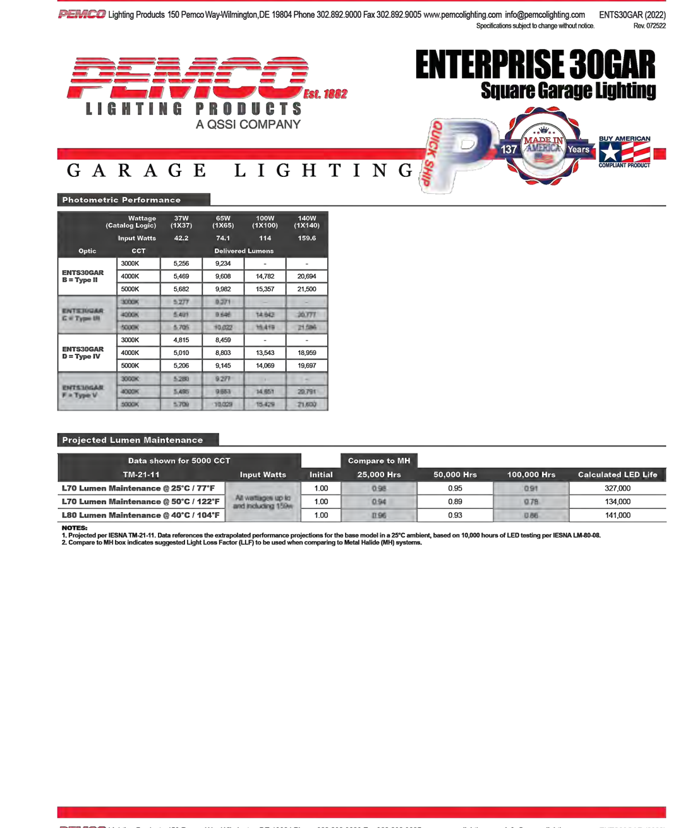
BOLLARD WITH LIGHT — 33





WALL MOUNTED LIGHT (BUILDING) — 34





CANOPY LIGHT — 35

No.	Revision	Date
1.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023

Previous Editions Obsolete

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

JMC

SITE DETAILS

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM Approved: RJP
Scale: NOT TO SCALE
Date: 05/26/2020
Project No: 18175
18175-DETAILS C-904 -
Drawing No: C-904

FREEWIRE   Boost Charger 200 Data Sheet

Boost Charger 200

Ultrafast EV Charging with Integrated Energy Storage

The Boost Charger™ 200 is an ultrafast and flexible DC fast charger for electric vehicles (EVs). The battery-integrated design enables Boost Charger to easily connect to existing electrical infrastructure without costly construction and complex permitting. Boost Charger has a 160 kWh battery capacity with 200 kW output and only 27 kW or less input, making it ready for all EVs including light to heavy duty models.

HEAVY-DUTY

Utrafast Charging: adds up to 200 miles of range in 15 minutes

Dual Charging: provides simultaneous charging and customizable port configurations including CCS1/CCS2 and CHAdeMO

High Power: outputs up to 950 V for charging light to heavy-duty EVs

FLEXIBLE PLATFORM

Plug & Play: battery-integrated design connects to the existing low-voltage grid, enabling cost efficient installation in hours

Small Footprint: space efficient design means no unsightly and expensive electrical infrastructure

Flexible Deployment: easy to relocate depending on charging demand and site

FUTURE-PROOF

Smart & Connected: flexible management platform allows you to integrate charger with your business or any third party charging software

Lower Operating Costs: energy buffering technology limits input from the grid, reducing costly demand charges

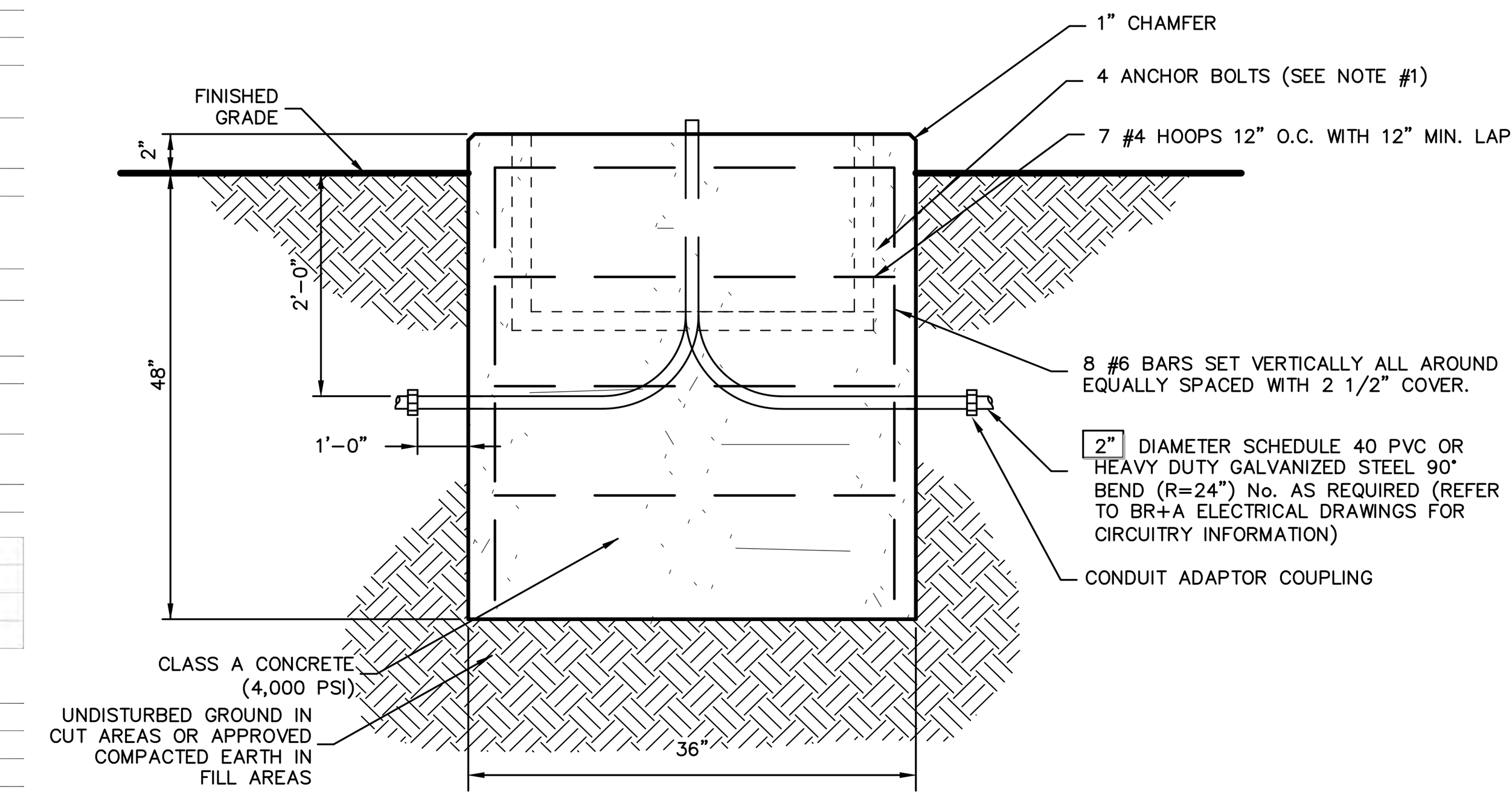
Electrification beyond the grid™   www.freewiretech.com

FREEWIRE   Boost Charger 200 Data Sheet

ENERGY STORAGE	
Energy Chemistry	Lithium-ion (NMC)
Energy Storage Capacity	160 kWh
ELECTRICAL SPECIFICATIONS (OUTPUT)	
Supported Connector Types	CCS1 / CCS2 CHAdeMO
Charge Ports	2
Max Output Power (DC)	CCS: 200 kW CHAdeMO: 100 kW Combined: charge 2 vehicles simultaneously at up to 100 kW each
Voltage	200-1,000 Vdc
ELECTRICAL SPECIFICATIONS (INPUT)	
Power (AC)	≤ 27 kW
Voltage (AC)	U.S./Canada: 208 Vac 3-phase, or 240 Vac single-phase U.K./E.U.: 400 Vac 3-phase
Current	U.S./Canada: 208 Vac: 80 amps continuous, or 240 Vac: 120 amps continuous U.K./E.U.: 400 Vac: 40 amps continuous
Frequency	50 / 60 Hz ± 1%
MECHANICAL SPECIFICATIONS	
Dimensions	109 cm (43") L x 101 cm (40") W x 243 cm (96") H
Cable Length	340 cm (134")
Weight	1,810 kg (3,990 lbs)
ENVIRONMENTAL SPECIFICATIONS	
Installation Location	Outdoor
Enclosure Protection Rating	IP 54
Operating & Storage Temperature	-20° C (-4° F) to +55° C (131° F)
NETWORK & USER INTERACTION	
Network Connection	4G LTE, Ethernet
Communications	OCPP 1.6-J
User Interface Screen	61 cm (24") ruggedized LCD touchscreen
Credit Card Reader	Standard
Payment Methods Accepted	Credit cards, NFC, MIFARE, FeliCa
Access Control & Authentication	RFID: ISO 15693, ISO 14443, NFC
Safety & Compliance	USA/Canada: UL2202, UL2231-1, UL2231-2, UL991, CAN1973 (battery pack) Canada: CSA No 107.2 EU: EN/IEC 61851-1:2019, EN 61851-23:2014+AC:2015, EN62311:2008, EN 60950-1:2006+A11:2009+A10:2010+A12:2011+A2:2013, EN 62368-1:2014 +AC:2015

v.1.Boost200-4.2..2023

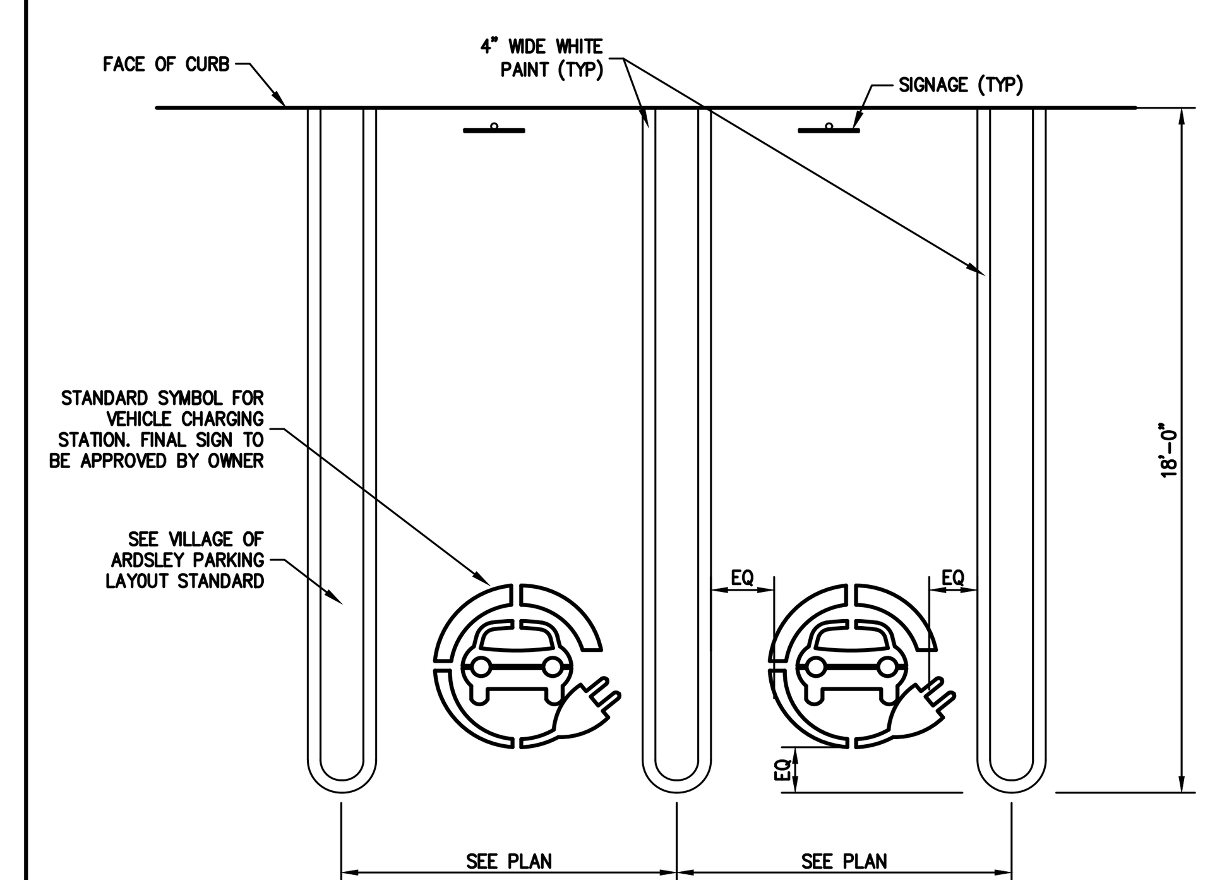
FreeWire Technologies, Inc. | www.freewiretech.com   sales@freewiretech.com | 415.779.5515



NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK AND VERIFY ALL BOLT DIMENSIONS (SIZE, BOLT CIRCLE, ETC.) WITH THE CONTRACTOR WHO WILL BE INSTALLING THE ELECTRICAL VEHICLE CHARGING STATIONS PRIOR TO INSTALLATION OF THE FOUNDATIONS. REFER TO BASE PLATE TEMPLATE ON THIS DRAWING FOR BOLT AND STUB UP LOCATIONS AND SIZES.
2. CHAMFER EXPOSED EDGES OF ALL FOUNDATIONS.

EV CHARGER & FOUNDATION 36



ELECTRIC VEHICLE PARKING STRIPING 37

8670-2GA AIR MACHINE ON OPTIONAL 8819 PEDESTAL (SOLD SEPARATELY)

AIR MACHINES

MODEL #	AIR	RETRACTABLE HOSE REEL	GAST COMPRESSOR	HIGH OUTPUT DIRECT AIR COMPRESSOR	VAULT READY	COIN ACCEPTOR	ETL APPROVED	WEIGHT	AMPS REQ.	VOLTAGE
8670-2BGA	•	•	•			•	•	125	10	120
8670-2FBGA	•	•	•				•	125	10	120
8651AB-2A	•	•				•	•	100	10	120
8670-2GA	•		•			•	•	125	10	120
8670-2GA-220V	•		•			•		125	10	220 @ 50 Hz
8670-2FGA	•		•				•	125	10	120
8670-2FGA-220	•		•					125	10	220 @ 50 Hz
8670-2VGA	•		•		•	•	•	125	10	120
8651A-2A	•					•	•	100	10	120
8670-4A	•			•		•		125	20	120
8670-4FA	•			•				125	20	120
8670-4VA	•			•	•	•		125	20	120

FEATURES

- SSAC 110 volt non-accumulating timer (Replacement Item #8712SS5)
- GAST 3/4 HP oil-less air compressor, 90 PSI, 18-month warranty (Replacement Item #9862)
- Dimensions: 16.5"H x 12.5"D x 18.5"W
- High security lock bar system
- Cut resistant 25' x 1/4" wire braid service station quality air hose (Replacement Item #8532-25) with 90 PSI inline air gauge (Replacement Item #8533-8)
- Imonex mechanical coin acceptor takes quarters (Replacement Item #8124B001)
- Wall, pedestal mounted (Sold Separately Item #8819) or retractable hose reel (Sold Separately Item #6026)
- Optional timers, coin mechs, cycle counters, and coin counters are available
- High output Direct Air 1.8HP air compressor, 110 PSI, 6-month warranty (Replacement Item #8782)
- High output units come with cut resistant 50' x 1/4" wire braid service station quality air hose (Replacement Item #8532-50) with 120 PSI inline air gauge (Replacement Item #8533-101D)

FREE AIR STATION 38

SUPER VAC WITH DIGITAL DISPLAY

MODEL #	VACUUM	MOTORS	DIGITAL DISPLAY	VAULT READY	STAINLESS STEEL DOME	LIGHTED DOME	COIN ACCEPTOR	ETL APPROVED	OPTIONAL DECAL PKG.	WEIGHT	AMPS REQ.	VOLTAGE
9200-4	•	2	•		Small		•	•	•	148	20	120
9200-4VR	•	2	•	•	Small		•	•	•	148	20	120
9200-4LD	•	2	•			•	•	•	•	148	20	120
9200-4VRLD	•	2	•	•		•	•	•	•	148	20	120
9200-4-220	•	2	•		Small		•		•	148	10	220 @ 50 Hz
9200-5	•	3	•		Large		•	•	•	157	30	120
9200-5VR	•	3	•	•	Large		•	•	•	157	30	120
9200-5LD	•	3	•			•	•	•	•	157	30	120
9200-5VRLD	•	3	•	•		•	•	•	•	157	30	120

FEATURES

- Double service doors offer easy access to clean out compartment and 4 filter bag system (Replacement Item #8076)
- Digital display timer with built-in coin counter, scrolls messages, prices for service and counts down remaining time (Replacement Item #8000-10)
- Visible and audible last coin alarm
- Imonex coin acceptor takes quarters (Replacement Item #8149)
- Coin box secured with pin locks (Replacement Item #8638)
- Faceplate secured with 2 Medeco cam locks (Replacement Item #8953)
- Lighted dome available in red, blue, yellow, dark green, light green, purple and white
- Hose: 2" x 15', swivel cuff and nozzle included (15', 25', and 50' available in 1 1/2" or 2")
- Optional coin mechs, motors, colored hoses, extra security, and clean-out containers are available

PROGRAMMER

8000-30 Remote control programmer for digital display, 8 oz.

DECALS

9200-11 Yellow decals
9200-12 Blue decals
9200-13 Violet decals
9200-14 Black decals (standard)

SUPER VAC 9200-4

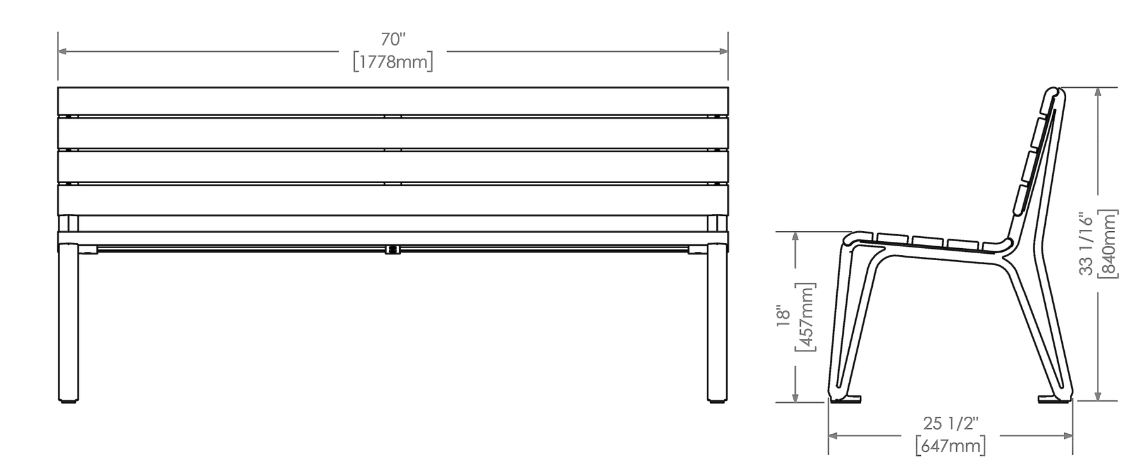
VACUUM STATION 39

ICONIC

MBE-2300-00015

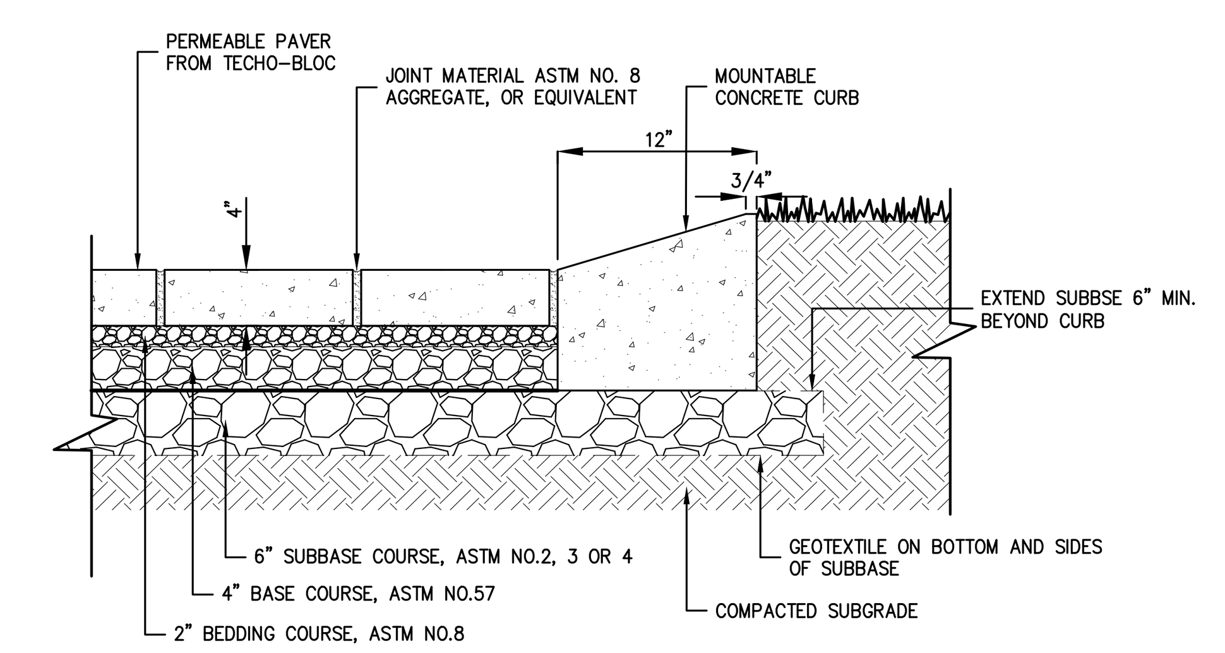
MATERIALS:	The legs are aluminum castings. The boards are made from Ipe wood. All brackets are made of steel.
FINISH:	The Maglin Powdercoat System provides a durable finish on all aluminum castings. The wood boards are treated with penetrating sealers. The steel brackets are e-coated and powdercoated.
INSTALLATION:	The bench is delivered pre-assembled. The legs have 7/16" holes for anchoring.
TO SPECIFY:	Select MBE-2300-00015 Choose: - Powdercoat Color

HEIGHT: 33 1/16" (84cm)   LENGTH: 70" (177.8cm)   DEPTH: 25 1/2" (64.7cm)   WEIGHT: 115 lbs (52.1kg)

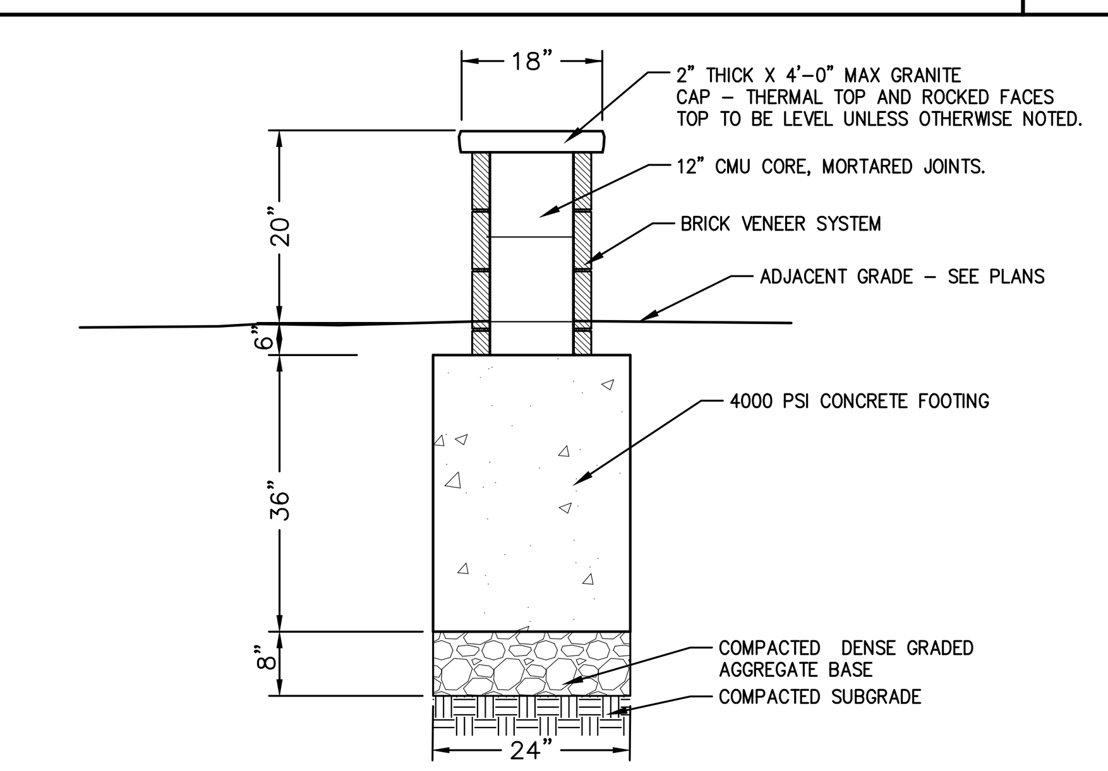


MAGLIN Site Furniture

MAGLIN BACKED BENCH 40



FLUSH MOUNT PAVER DETAIL 41



SEAT WALL DETAIL 42

No.	Revision	Date
1.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023

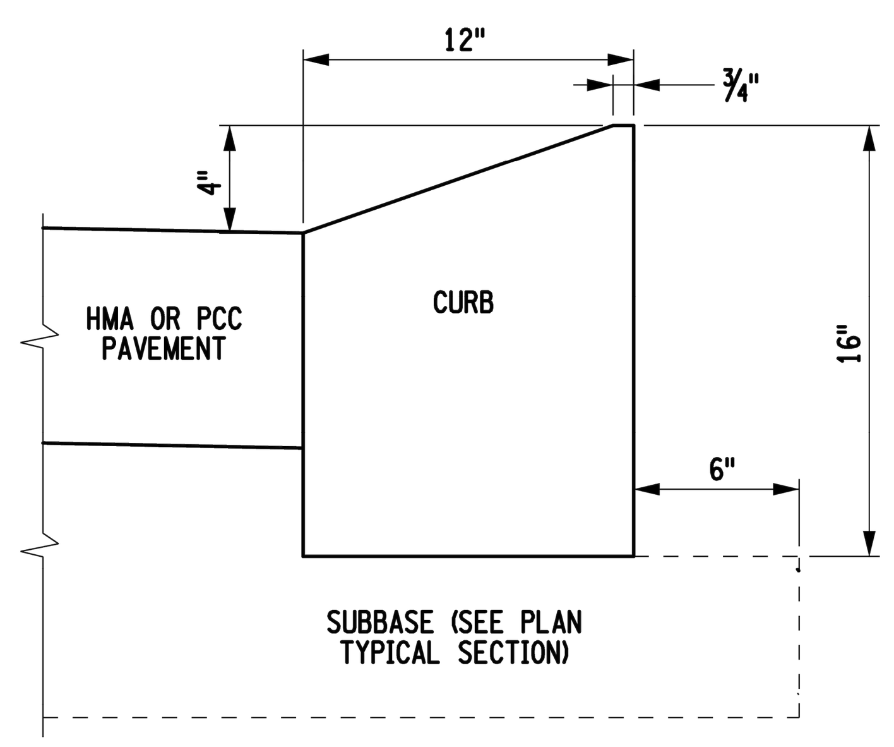
Previous Editions Obsolete

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

SITE DETAILS

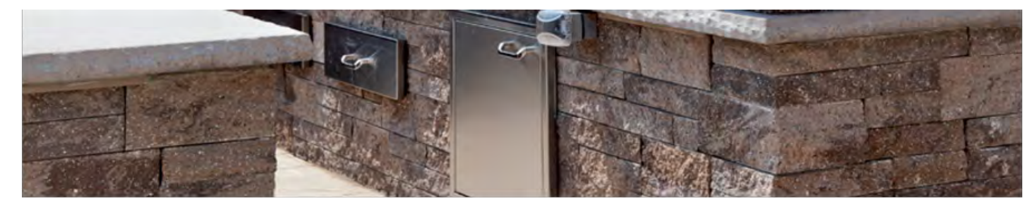
GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM	Approved: RJP
Scale:	NOT TO SCALE
Date:	05/26/2020
Project No:	18175
18175-DETAILS	C-905
Drawing No:	C-905



TYPE PT4
(TRAVERSABLE CURB)
PRECAST CONCRETE CURB

NYSDOT STANDARD T4 MOUNTABLE CURB — 43



MINI-CRETA 3" ARCHITECTURAL

DESCRIPTION: Wall double-sided **TEXTURE:** Split face with straight edged corners

PALLET OVERVIEW

PATENT
CND 2,114,677
US 5,528,873

COMPATIBLE CAPS
See page 140 for product compatibility.

NOTES
When building a double-sided wall one pallet will cover an average of 21.76 ft^2.

B* unit can be used as a regular or vertical unit.

See page 135 to 156 for more technical information.

Specifications per pallet	Imperial	Metric
Cubing	**24 ft^2**	2.23 m^2
	95.01 lin. ft	28.96 lin. m
Approx. Weight	2 465 lbs	1 118 kg
Minimum radius	7 ft	2.1 m
Number of rows	8	
Coverage per row	3 ft^2	0.28 m^2
Linear coverage per row	11.88 lin. ft	3.62 lin. m

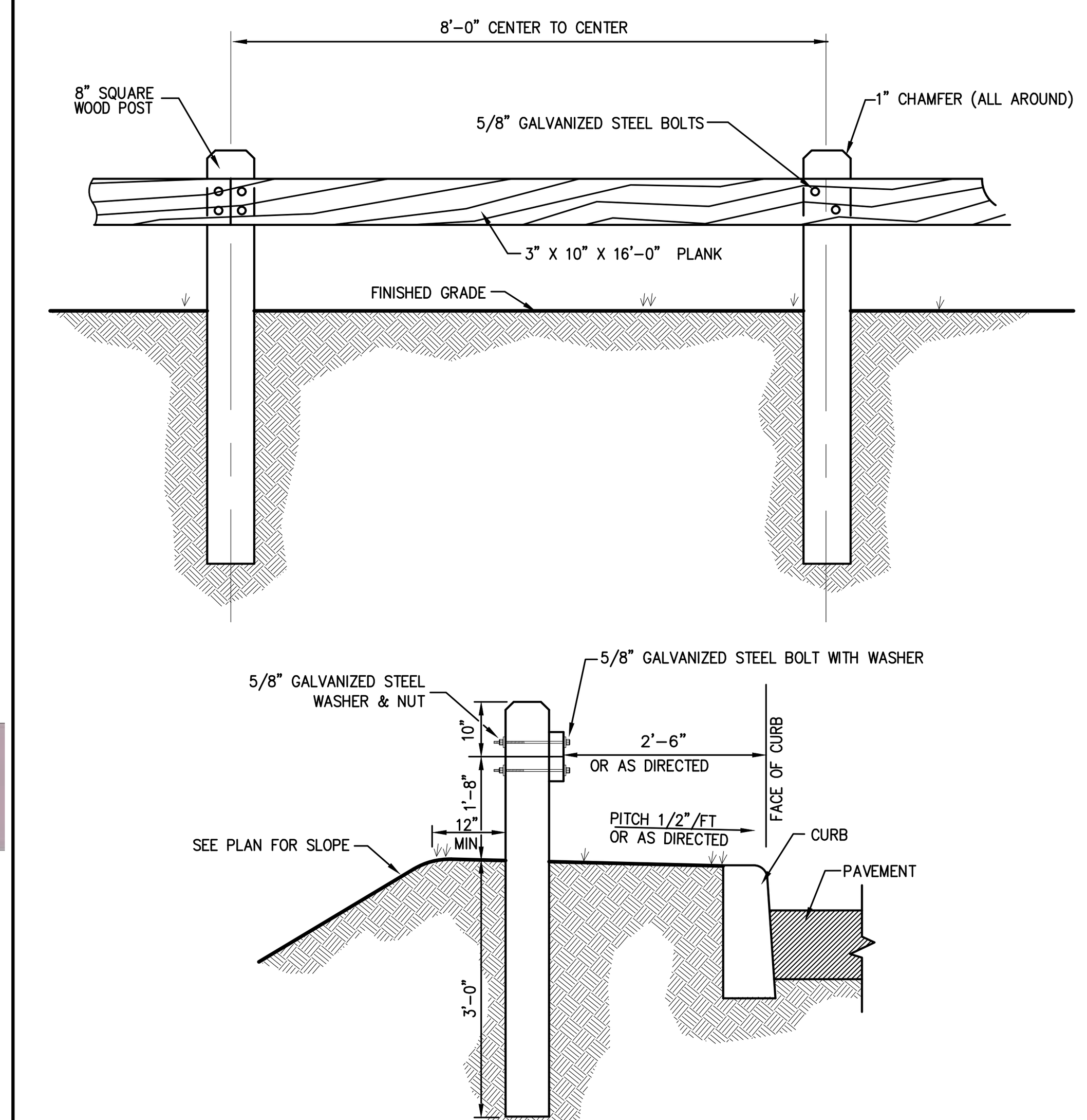
Unit	Unit dimensions	in	mm	Units/pallet
A	Height	2 15/16	75	32 units
	Depth	9 13/16	250	
	Length 1	9 1/16	230	
	Length 2	7 1/16	180	
B	Height	2 15/16	75	24 units
	Depth	9 13/16	250	
	Length 1	11 13/16	300	
	Length 2	9 13/16	250	
B*	Height	2 15/16	75	8 units
	Depth	9 13/16	250	
	Length 1	11 13/16	300	
	Length 2	11 13/16	300	
C	Height	2 15/16	75	16 units
	Depth	9 13/16	250	
	Length 1	14 ¾	375	
	Length 2	12 13/16	325	
D	Height	2 15/16	75	16 units
	Depth	9 13/16	250	8 right corners
	Length 1	14 ¾	375	8 left corners
	Length 2	13 ¾	350	

WALLS & PILARS

techo-bloc.com

189

TECHO BLOC WALL — 44



NOTES

1. ALL WOOD TO BE SEASONED NO.1 DOUGLAS FIR, SOUTHERN PINE OR OTHER APPROVED STRUCTURAL LUMBER.
2. GALVANIZED BOLT AND NUT TO BE 4000# MIN., 5400# MAX. TENSILE STRENGTH. AFTER GALVANIZING BOLT AND NUT, THE NUT SHALL BE FREE RUNNING ON THE BOLT.

WOOD GUIDE RAIL — 45

X

X

X

X

X

NOT FOR CONSTRUCTION

No.	Revision	Date
1.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023

Previous Editions Obsolete

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

JMC

DOT SITE DETAILS

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Drawn: KRM Approved: RJP
Scale: NOT TO SCALE
Date: 05/26/2020
Project No: 18175
18175-DETAILS C-906 –
Drawing No: C-906

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
EVERGREEN TREES						
JT2	3	Juniperus virginiana 'Taylor'	Taylor Eastern Redcedar	7` - 8` HT.	B & B	
PG	3	Picea glauca	White Spruce	7`-8` HT.	B & B	
DECIDUOUS TREES						
ARS	3	Acer Rubrum `Red Sunset`	Red Maple	2" - 2 1/2" CAL.	B & B	
ARA	2	Acer rubrum 'Armstrong'	Armstrong Red Maple	2" - 2 1/2" CAL.	B & B	
AX	2	Acer x freemanii	Freeman Maple	2" - 2 1/2" CAL.	B & B	
AC	1	Amelanchier Canadensis	Shadblow Serviceberry Autumn Brilliance	1"-1 1/2" CAL.	B & B	
CC	3	Cercis Canadensis	Eastern Redbud	1"-1 1/2" CAL.	B & B	
SHRUBS						
AL	19	Aronia melanocarpa 'UCONNAM165'	Low Scape Mound® Black Chokeberry	1 GAL.	CONT.	
CS	12	Cornus sericea	Red Osier Dogwood	3 GAL.	CONT.	
HV	8	Hamamelis virginiana	Common Witch Hazel	5 GAL.	CONT.	
IR	9	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	5 GAL.	CONT.	
MP	19	Myrica pensylvanica	Northern Bayberry	5 GAL.	CONT.	
RG3	16	Rhus aromatica `Gro-Low`	Gro-Low Fragrant Sumac	2 GAL.	CONT	
GROUND COVERS						
AG	19	Andropogon gerardii	Big Bluestem	1 GAL.	CONT.	
CF	58	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 GAL.	CONT.	

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- T10 M — EXISTING TREE AND DESIGNATION
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED ACCESSIBLE PARKING SPACES
- PROPOSED PARKING SPACES
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED PERVIOUS PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PROPOSED SHRUB MASSING

NOTES:

1. ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
2. ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND NOT SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GROUND COVER SHALL BE LAWN.
3. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" OF BROWN MULCH. MULCH SHALL BE CLEAN, NON-DYED, TOXIC FREE, SHREDDED HARDWOOD.
4. PLANT MATERIALS AS SPECIFIED ON THE DRAWINGS AND DELIVERED TO THE SITE SHALL BE NURSERY GROWN AND CERTIFIED TRUE TO THEIR GENUS, SPECIES AND VARIETY. SUBSTITUTIONS ARE NOT PERMITTED WITHOUT THE PROJECT LANDSCAPE ARCHITECTS WRITTEN APPROVAL.
5. ALL LANDSCAPING SHALL CONTINUE TO BE MAINTAINED IN A HEALTHY GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY PLANTING NOT SO MAINTAINED SHALL BE REPLACED WITH NEW PLANTS AT THE BEGINNING OF THE NEXT, IMMEDIATELY FOLLOWING, GROWING SEASON.
6. ALL TREES AND SHRUBS SHALL BE PRUNED AND SHAPED AND BE SUBJECT TO THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION.
7. PLANTING STOCK SHALL BE WELL-BRANCHED AND WELL-FORMED, SOUND, VIGOROUS, HEALTHY, FREE FROM DISEASE, SUN-SCALE, WINDBURN, ABRASION, AND HARMFUL INSECTS OR INSECTS EGGS; AND SHALL HAVE HEALTHY, NORMAL UNBROKEN ROOT SYSTEMS. DECIDUOUS TREES AND SHRUBS SHALL BE SYMMETRICALLY DEVELOPED, OF UNIFORM HABIT OF GROWTH, WITH STRAIGHT TRUNKS OR STEMS, AND FREE FROM OBJECTIONABLE DISFIGUREMENTS. EVERGREEN TREES AND SHRUBS SHALL HAVE WELL-DEVELOPED SYMMETRICAL TOPS WITH TYPICAL SPREAD OF BRANCHES FOR EACH PARTICULAR SPECIES OR VARIETY. ONLY VINES AND GROUND COVER PLANTS WELL ESTABLISHED IN REMOVAL CONTAINERS, INTEGRAL CONTAINERS, OR FORMED HOMOGENEOUS SOIL SECTIONS SHALL BE USED. PLANTS SHALL BE GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
8. ALL STOCK SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN STOCK, UNLESS OTHERWISE SPECIFIED. BAREROOT STOCK OF ANY KIND IS UNACCEPTABLE UNLESS SPECIFIED.
9. ALL PLANTING BEDS, LAWNS AND LANDSCAPED AREAS SHALL RECEIVE A MINIMUM 4" THICK LAYER OF TOPSOIL, UNLESS OTHERWISE SPECIFIED.

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

LANDSCAPING PLAN

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

No.	Revision	Date	By
1.	PLANNING BOARD & BAR SUBMISSION	03/30/2021	MTP
2.	RESPOND TO VILLAGE COMMENTS	12/01/2021	SPG
3.	REVISED PER TOWN COMMENTS	01/13/2022	CDF
4.	REVISED PER BOARD OF TRUSTEES COMMENTS	12/01/2023	SMN
	Previous Editions Obsolete		

Drawn:	KRM
Approved:	RJP
Scale:	1" = 10'
Date:	05/26/2020
Project No:	18175
18175-LAND	L-100-LAND
	LAY.scr
Drawing No:	L-100

NOT FOR CONSTRUCTION

DELBELLO DONNELLAN WEINGARTEN WISE & WIEDERKEHR, LLP

Diana B. Kolev
Partner
dbk@ddw-law.com

COUNSELLORS AT LAW

THE GATEWAY BUILDING
ONE NORTH LEXINGTON AVENUE
WHITE PLAINS, NEW YORK 10601

(914) 681-0200
FACSIMILE (914) 684-0288

Connecticut Office
1111 SUMMER STREET
STAMFORD, CT 06905
(203) 298-0000

December 11, 2023

By Hand Delivery

Honorable Nancy Kaboolian, Mayor
and Members of the Board of Trustees
Village of Ardsley
507 Ashford Avenue
Ardsley, New York 10502

Re: Application for Site Plan Approval at 657 Saw Mill River Road (a/k/a Parcel No. 6.50-35 Lots 8, 9, 10, and 11)

Dear Mayor Kaboolian and Members of the Board of Trustees:

This firm represents Thornwood Four Corners LLC (the "Applicant") in connection with its proposed redevelopment of the property located at 657 Saw Mill River Road in Ardsley, designated on the tax assessment map of the Town of Greenburgh as Parcel No. 6.50-35 Lots 8, 9, 10, and 11 (the "Site"). The Applicant is the lessee of the Site and, with the permission of the owners, is seeking site plan approval from this Board in accordance with Chapter 167 of the Village of Ardsley Zoning Code ("Zoning Code") to permit the construction of a modern gas station, a convenience store with associated parking, and electric charging stations (the "Project").

The Property

The Property consists of a total of 0.522 acres (22,732 square feet) at the corner of Ridge Road and Saw Mill River Road, just south of the intersection with Ashford Avenue. It is located within the B-1 Zoning District.

The Property was previously improved with a gas station and a building containing a snack shop, office, and bays for the servicing of automobiles. The service building has since been demolished and the Site is now vacant. In accordance with the Resolution of the Village of Ardsley Zoning Board of Appeals dated January 24, 2018, the gas station use is a pre-existing non-conforming use of the Site, has not been abandoned, and may be reinstated. Retail stores and shops are principally permitted uses in the B-1 Zoning District.

Due to certain identified spills at the Site and the installation of new tanks, the New York State Department of Environmental Conservation ("NYSDEC") now oversees the cleanup and remediation of the Site under a NYSDEC Consent Order. The status of cleanup efforts is set forth in a letter from Applicant's consultant submitted herewith.

The Current Application and Prior Review

The Applicant proposes to re-construct a gas station at the Site, with an efficient layout consisting of three diagonal pump islands (each accommodating two gas dispensers) with a canopy, a 2,210 square foot convenience store, four (4) electric car charging stations, and eight (8) parking spaces. The Applicant has eliminated the previously existing servicing of vehicles at the Site. The updated plan submitted herewith also incorporates attractive landscaping and sidewalk improvements, and improves traffic circulation at the Site.

By way of background, the Applicant first made an application for redevelopment of the Property in September 2020. On November 16, 2020, the Village Board declared itself Lead Agency under the State Environmental Quality Review Act ("SEQRA"), and referred the Project to the Village of Ardsley Planning Board and Board of Architectural Review ("BAR") for review and report or recommendation. The Applicant met with the Planning Board on multiple occasions, which culminated in a Memorandum from the Planning Board to the Village Board. The BAR communicated its favorable impression of the proposed design and materials and issued a letter dated June 28, 2023 to the Village Board with its comments. At its meeting of September 18, 2023, this Board opened the public hearing on site plan review of the proposed development. The Applicant presented the Project to this Board and the Board heard public comment. Thereafter, at its meeting on October 16, 2023, the Board again heard and received public comment, and directed the Applicant to work with Village staff and consultants to prepare an updated site plan submission based on the preferred design of the Site.

The Applicant has updated the Site Plan, Traffic Study, and the Stormwater Pollution Prevention Plan to incorporate comments received to date from the Village, and from the New York State Department of Transportation ("NYSDOT"). The proposed plans reflect traffic circulation improvements, reduction in impervious surfaces, and practices that enhance stormwater quality and reduce runoff from the Site associated with the Project, which together constitutes a substantial improvement over the conditions of the previously existing gas station.

In particular, as contemplated in the Stormwater Pollution Prevention Plan ("SWPPP"), stormwater runoff from the majority of the Site will flow overland into the drainage infrastructure, collecting sediment and any pollutants on its way from the driveway area to the intersection of Saw Mill River Road and Ridge Road. Stormwater runoff from the remaining portion of the Site would flow overland into the Bramble Brook. Notably, all stormwater runoff flowing into the Bramble Brook will only be from landscaped areas and a small portion from a sidewalk area. Stormwater runoff will be treated in either an underground sand filter, a water quality structure, or both. This runoff will also receive pretreatment in the sumps of the drain inlets (removing floatables, etc.) and in the sediment basin included in the underground sand filter that was not accounted for in the stormwater design. The perimeter trench drains will target and collect runoff from the gas pump areas and will convey this runoff into the sand filter. The Village, the owners,

and the Applicant will enter into a stormwater maintenance agreement to ensure continued maintenance of the proposed stormwater mitigation systems through the lifetime of the Project.

From a traffic circulation perspective, the initial site plan proposed to maintain all three existing two-way driveways (two along Route 9A and one along Ridge Road). Based on comments from the NYSDOT, the driveways along Route 9A now provide a one-way circulation with the southern driveway being an ingress only driveway and the northern driveway being an egress only driveway. Based on comments from the Village and its consultants, the Ridge Road driveway will be closed and the northern driveway along Route 9A will be limited to right turn exit only movements. These modifications improve traffic circulation by managing access and restricting turning movements to reduce conflict points.

Finally, the addition of four (4) publicly available EV chargers to the site will advance the goals of the New York State Climate Leadership and Community Protection Act ("The Climate Act"), which envisions the electrification of the transportation system through the expanded installation of EV charging infrastructure. The Applicant will offer this amenity to electric car owners, while continuing to serve the existing demands of non-electric vehicles.

Required Submission

In support of the application and in accordance with the Village's requirements, we respectfully submit the following materials:

1. A completed full Environmental Assessment Form (EAF) last revised December 4, 2023;
2. Letter from Environmental Consulting and Management Services, Inc. (ECMS), dated November 30, 2023 regarding status of NYSDEC remediation;
3. Traffic Study dated March 22, 2021, last revised November 30, 2023, prepared by JMC.
4. Stormwater Pollution Prevention Plan last revised December 1, 2023, prepared by JMC.
5. A set of drawings consisting of the following sheets:

Drawing No.	Title	Prepared By	Dated or Last Revised
C-000	Cover Sheet	JMC Site Development Consultants ("JMC")	12/1/2023
C-010	Existing Conditions Map and Site Removals Plan	JMC	12/1/2023
C-100	Layout Plan	JMC	12/1/2023
C-110	Turning Analysis Plan	JMC	12/1/2023
C-200	Site Grading Plan	JMC	12/1/2023
C-300	Site Utilities Plan	JMC	12/1/2023
C-400	Site Erosion and Sediment Control Plan	JMC	12/1/2023
C-600	Site Lighting Plan	JMC	12/1/2023
C-900	Site Details	JMC	12/1/2023
C-901	Site Details	JMC	12/1/2023
C-902	Site Details	JMC	12/1/2023
C-903	Site Details	JMC	12/1/2023
C-904	Site Details	JMC	12/1/2023

C-905	Site Details	JMC	12/1/2023
C-906	Site Details	JMC	12/1/2023
L-100	Site Landscaping Plan	JMC	12/1/2023

The Applicant intends to submit the aforementioned plans and final design details to the BAR for its review.

Conclusion

We respectfully request that this matter be placed on the December 18, 2023 agenda of the Board of Trustees for site plan review. In the interim, please feel free to contact me if you have any questions or if you would like any additional information.

Thank you for your consideration. We look forward to meeting with the Planning Board at its next available opportunity.

Very truly yours,

DIANA B. KOLEV

Enclosures

cc: Bryan Orser
Anthony P. Nester, RLA
Larry J. Tomasso, Building Inspector
David Smith, Village Planning Consultant

1666329_3.docx
0185041-001

Environmental Consulting and Management Services

10 Filmont Drive
New City, NY 10956

Cell: (203) 241-1030

Email: harrys@ecmsny.com

November 30, 2023

Mr. Drew Korn
JMC
120 Bedford Road
Armonk, NY 10504

Re: Thornwood Four Corners, LLC
Westchester County Petroleum Bulk Storage Site Number 3-137758
NYSDEC Consent Order Case No. R3-1115-10-17
Open NYSDEC Spill Number 16-00700
657 Saw Mill River Road, Ardsley, New York

Dear Mr. Korn and whomever this may concern,

Environmental Consulting and Management Services, Inc. (ECMS) has been hired by Thornwood Four Corners, LLC to manage and supervise environmental issues at the mentioned site. This letter, written at JMC's request, is to update interested parties about the cleanup process. ECMS is working with NYSDEC and WCDOH to handle the spill conditions. NYSDEC approved ECMS' cleanup plan on August 22, 2018. ECMS sent a Tank Closure and Remedial Excavation Summary Report to NYSDEC in 2022 detailing all the cleanup activities at the site. NYSDEC allows the redevelopment of PBS facilities during cleanup under the supervision of environmental consultants who follow the agreements with the NYSDEC.

Thornwood Four Corners, LLC, the tenant, and Thorpe-McCartney Family Partnership, the property owner, are the parties responsible as per the Consent Order. ECMS has been documenting and supervising the cleanup as part of the spill cleanup. Due to the cleanup actions, WCDOH and NYSDEC approved the PBS installation activities in 2020. The property can be redeveloped with proper notice to NYSDEC and WCDOH as per the Consent order. The next steps are to install monitoring wells and monitor the site to ensure the onsite excavation and water treatment were adequate to clean up the site. ECMS will summarize all actions in a "Remedial Action Report" (RAR) which will be sent to NYSDEC to address the current spill conditions.

Currently, ECMS needs to install wells and report on the site's soil and groundwater conditions to NYSDEC in a RAR. As per the consent order, these actions will not prevent or limit the site's redevelopment.

For any questions about this letter, please contact the person below, either by email at harrys@ecmsny.com or by phone at (203)241-1030.

Best regards,
Environmental Consulting & Management Services, Inc.

Harry Sudwischer
Director of Remediation and Spills

JMC Project 18175
November 21, 2023

Supplemental EAF Response
Full EAF Question E.1.h

Potential Contamination History
NYSDEC Spill Incidents Database

657 Saw Mill River Road
Village of Ardsley, NY

NYSDEC Spill Number	Spill Date	Spill Description	Date Spill Closed
9413625	01/12/1995	Gasoline	12/04/2005
9812270	01/02/1999	#2 Fuel Oil, 25 gallons	09/14/1999
0510803	12/15/2005	Waste Oil / Used Oil	12/19/2006
0513008	02/09/2006	Gasoline / Motor Oil	12/19/2006
0609536	11/18/2006	Gasoline, 2 gallons	01/10/2007
0702255	05/24/2007	Gasoline	12/18/2008
0702284	05/24/2007	Gasoline, 2 gallons	05/24/2007
0711929	02/12/2008	Waste Oil / Used Oil, 1 gallon; Motor Oil, 1 Gallon	02/26/2008
0712547	02/28/2008	Waste Oil / Used Oil, Motor Oil	02/29/2008
0712714	03/04/2008	#2 Fuel Oil / Gasoline / Waste Oil – Used Oil	03/13/2008
1005758	08/24/2010	Hydraulic Oil	03/07/2011
1510859	02/10/2016	Unknown Petroleum	03/31/2016
1600700	04/20/2016	Gasoline	Not Closed
1800467	04/13/2018	Motor Oil (Abandoned Drums)	Not Closed
1808870	11/20/2018	Unknown Petroleum	Not Closed

Source: Spill Incidents Database Search (ny.gov)

STORMWATER POLLUTION PREVENTION PLAN

PROPOSED GAS STATION/ CONVENIENCE MARKET

657 Saw Mill River Road
Village of Ardsley, New York

Applicant/Operator/ Owner: **Mr. Sam Ali**
914-473-0122

Prepared by:

JMC Project 18175

Last Revised: 12/01/2023

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC | JMC Site Development Consultants, LLC

120 BEDFORD ROAD | ARMONK, NY 10504 | 914.273.5225 | MAIL@JMCPLLC.COM | JMCPLLC.COM

TABLE OF CONTENTS

APPENDICES

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

SITE LOCATION MAP

DATE: 12/01/2023 — JMC PROJECT: 18175

FIGURE: SLM-1 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

18175–TRAFFIC–FIG.dwg; SLM.tab

REFERENCED DRAWINGS FOR SWPPP DESIGN AND DETAILS

JMC SITE PLANS

Dwg. No.	Title	Rev. No./Date
C-000	Cover Sheet	4 12/01/2023
C-010	Existing Conditions Map and Site Removals Plan	4 12/01/2023
C-100	Layout Plan	4 12/01/2023
C-110	Turning Analysis Plan	4 12/01/2023
C-200	Grading Plan	4 12/01/2023
C-300	Utilities Plan	4 12/01/2023
C-400	Erosion and Sediment Control Plan	4 12/01/2023
C-600	Lighting Plan	4 12/01/2023
C-900	Site Details	4 12/01/2023
C-901	Site Details	4 12/01/2023
C-902	Site Details	4 12/01/2023
C-903	Site Details	4 12/01/2023
C-904	Site Details	4 12/01/2023
C-905	Site Details	4 12/01/2023
C-906	Site Details	4 12/01/2023
L-100	Landscaping Plan	4 12/01/2023

I. INTRODUCTION

This Stormwater Pollution Prevention Plan has been prepared for the 0.53-acre Gas Station Site, located in the Village of Ardsley, Westchester County, New York (hereinafter referred to as the "Site"). The site is bordered by the Bramble Brook and Ashford Avenue to the north, Ridge Road to the south, wooded area to the east, and Saw Mill River Road to the west. The development has been designed in accordance with the following:

- New York State Department of Environmental Conservation (NYSDEC) SPDES General Permit No. GP-0-20-001, effective January 29, 2020.
- Chapter 170 & Chapter 171, titled "Storm Sewers" & "Stormwater Management and Erosion and Sediment Control" of the Ardsley Zoning Code.
- New York State Stormwater Design Manual, dated January 2015.

Site work on this project includes demolition of the existing gas station convenience store building, installation of six new gas pumps with canopy and subsurface gas tanks and installation of stormwater mitigation systems that will be further detailed in this report. A 2,210 square foot convenience store building will be installed with a total of 12 proposed parking spaces (not including the six pump spaces) with associated driveway, sidewalk, landscape and stormwater modifications.

II. STORMWATER MANAGEMENT PLANNING

In order to be eligible for coverage under the NYSDEC SPDES General Permit No. GP-0-20-001 for Stormwater Discharges from Construction Activities, the Stormwater Pollution Prevention Plan (SWPPP) includes stormwater management practices (SMP's) from the publication "New York State Stormwater Management Design Manual," last revised January 2015.

A Stormwater Pollution Prevention Plan has been prepared for this project because it is a construction activity that involves:

- Construction activity that discharges into an impaired watercourse.

The proposed stormwater facilities have been designed such that the quantity and quality of stormwater runoff during and after construction are not adversely altered or are enhanced when compared to pre-development conditions.

Based on the GIS information provided by the website of the New York State Office of Parks, Recreation and Historic Places, the site does not contain, nor is it immediately adjacent to any properties listed on the State or National Register of Historic Places.

The Six Step Process for Stormwater Site Planning and Practice Selection

Stormwater management using green infrastructure is summarized in the six-step process described below. The six-step process was adhered to when developing this SWPPP. Information is provided in this SWPPP which documents compliance with the required process as follows:

Step 1: Site Planning

Implement planning practices that protect natural resources and utilize the hydrology of the site. Strong consideration must be given to reducing impervious cover to aid in the preservation of natural resources including protecting natural areas, avoiding sensitive areas, and minimizing grading and soil disturbance.

Step 2: Determine Water Quality Treatment Volume (WQv)

Determine the required WQv for the site based on the site layout, impervious areas, and sub-catchments. This initial calculation of WQv will have to be revised after green infrastructure techniques are applied. The following method has been used to calculate the WQv.

- **90% Rule -** According to the New York State Stormwater Design Manual, Section 4.1, the water quality volume is determined from the 90% rule. The method is based on 90% of the average annual stormwater runoff volume which must be provided due to impervious surfaces. The Water Quality Volume (denoted as the WQv) is designed to improve water quality sizing to capture and treat 90% of the average annual stormwater runoff volume. The WQv is directly related to the amount of impervious cover created at a site. The average rainfall storm depth for 90% of storms in New York State in one year is used to calculate a volume of runoff. The rainfall depth depends on the location of the site within the state. From this depth of rainfall, the required water quality volume is calculated.

The project is a redevelopment and therefore will comply with the strategies outlined within Chapter 9: Redevelopment Projects of the Design Manual. There are different options to control water quality depending on the redevelopment.

The plan proposes that a minimum of 25% of the water quality volume (WQv) from the disturbed area is captured and treated by the implementation of standard and alternative practices. When utilizing structural stormwater management practices, these practices should be targeted to treat areas with the greatest pollutant generation potential (e.g. parking areas, service stations, etc).

Proposed standard SMP's will effectively treat 100% of the 1-year storm for all existing and new impervious areas and the proposed alternative SMP's will also treat 100% of the 1-year storm for all existing impervious areas which is above and beyond the water quality requirements for Redevelopment Projects.

Step 3: Runoff Reduction Volumes (RRv) by Applying Green Infrastructure Techniques and Standard SMP's

RRv is not required for this project since it is a redevelopment.

Step 4: Determine the minimum RRv Required

The minimum RRv is calculated similar to the WQV. However, it is determined using only the new impervious cover and accounts for the hydrologic soil group present. In no case shall the runoff reduction achieved from the newly constructed impervious area be less than the minimum runoff reduction volume (RRv_{min}).

As stated above, RRv is not required for this project since it is a redevelopment.

Step 5: Apply Standard Stormwater Management Practices to Address Remaining Water Quality Volume

Apply the standard SMP's to meet additional water quality volume requirements that cannot be addressed by applying the green infrastructure techniques. The standard SMP's with RRv capacity must be implemented to verify that the RRv requirement has been met.

- **Infiltration Practices –** A subsurface sand filter is proposed to treat and retain runoff from the portion of the site where the gas pumps are located. A perimeter trench drain will collect runoff from this area and convey the stormwater into the sand filter.

Step 6: Apply Volume and Peak Rate Control Practices to Meet Water Quantity Requirements

The Channel Protection Volume (CPv), Overbank Flood Control (Qp) and Extreme Flood Control (Qf) must be met for the plan to be completed. This is accomplished by using practices such as infiltration basins, dry detention basins, etc. to meet water quantity requirements. The following standards must be met:

1. **Stream Channel Protection (CPv)**

Stream Channel Protection Volume Requirements (CPv) are designed to protect stream channels from erosion. In New York State this goal is accomplished by providing 24-hour extended detention of the one-year, 24-hour storm event, remaining from runoff reduction. Reduction of runoff for meeting stream channel protection objectives, where site conditions allow, is encouraged and the volume reduction achieved through green infrastructure can be deducted from CPv. Trout waters may be exempted from the 24-hour extended detention requirement, with only 12 hours of extended detention required to meet this criterion. Detention time may be calculated using either a center of mass method or plug flow calculation method.

- CPv for a redevelopment project is not required if there is no increase in impervious area or changes to hydrology that increase the discharge rate. This criterion, as defined in Chapter 4 of New York State Stormwater Design Manual, is not based on a pre- versus post-development comparison. However, for a redevelopment project this requirement is relaxed. If the hydrology and hydraulic study shows that the post-construction 1-year 24-hour discharge rate and velocity are less than or equal to the pre-construction discharge rate, providing 24-hour detention of the 1-year storm to meet the channel protection criteria is not required.

2. **Overbank Flood (Qp) which is the 10 year storm.**

Overbank control requires storage to attenuate the post development 10-year, 24-hour peak discharge rate (Qp) to predevelopment rates.

The overbank flood control requirement (Qp) does not apply in certain conditions, including:

- The site discharges directly tidal waters or fifth order (fifth downstream) or larger streams.

- A downstream analysis reveals that overbank control is not needed.

3. Extreme Storm (Qf) which is the 100-year storm.

100 Year Control requires storage to attenuate the post development 100-year, 24-hour peak discharge rate (Qf) to predevelopment rates.

The 100-year storm control requirement can be waived if:

- The site discharges directly tidal waters or fifth order (fifth downstream) or larger streams.

- Development is prohibited within the ultimate 100-year floodplain

- A downstream analysis reveals that 100-year control is not needed.

- If redevelopment results in no increase in impervious area or changes to hydrology that increase the discharge rate from the site the hundred-year criteria does not apply.

Based on the foregoing, this project is eligible for coverage under NYSDEC SPDES General Permit No. GP-0-20-001.

III. STUDY METHODOLOGY

Runoff rates were calculated based upon the standards set forth by the United States Department of Agriculture Natural Resources Conservation Service Technical Release 55, Urban Hydrology for Small Watersheds (TR-55), dated June 1986. The methodology set forth in TR-55

considers a multitude of characteristics for watershed areas including soil types, soil permeability, vegetative cover, time of concentration, topography, rainfall intensity, ponding areas, etc.

The 1-, 10-, and 100-year storm recurrence intervals were reviewed in the design of the stormwater management facilities (see Appendices A & B Existing/Proposed Hydrologic Calculations).

Anticipated drainage conditions were analyzed considering the rate of runoff which will result from the construction of buildings, parking areas and other impervious surfaces associated with the site development.

Base Data and Design Criteria

For the stormwater management analysis, the following base information and methodology were used:

1. The site drainage patterns, and outfall facilities were reviewed by JMC personnel for the purpose of gathering background data and confirming existing mapping of the watershed areas.

2. A Natural Resource and Existing Drainage Area Map was developed from the topographical survey. The drainage area map reflects the existing conditions within and around the project area.

3. A Proposed Drainage Area Map was developed from the proposed grading design superimposed over the topographical survey. The drainage area map reflects the proposed conditions within the project area and the existing conditions to remain in the surrounding area.

4. The United States Department of Agriculture (USDA) Web Soil Survey of the site available on its website at http://websoilsurvey.nrcd.usda.gov.

5. Soil Survey of Putnam and Westchester Counties, 1994.

6. The United States Department of Agriculture Natural Resources Conservation Service National Engineering Handbook, Section 4 - Hydrology", dated March 1985.

7. The United States Department of Agriculture Natural Resources Conservation Service Technical Report No. 55, Urban Hydrology for Small Watersheds (TR-55), dated June 1986.

8. United States Department of Commerce Weather Bureau Technical Release No. 40 Rainfall Frequency Atlas of the United States.

The time of concentration was calculated using the methods described in Chapter 3 of TR-55, Second Edition, June 1986. Manning's kinematics wave equation was used to determine the travel time of sheet flow. The 2-year 24-hour precipitation amount of 3.43 inches was used in the equation for all storm events. The travel time for shallow concentrated flow was computed using Figure 3-1 and Table 3-1 of TR-55. Manning's Equation was used to determine the travel time for channel reaches.

9. All hydrologic calculations were performed with the Bentley PondPack software package version 10.0.

10. All hydraulic calculations were performed with the Civil 3D Storm Sewer Analysis, software package version 13.2.

11. The New York State Stormwater Management Design Manual, revised January 2015.

12. New York Standards and Specifications for Erosion and Sediment Control, November 2016.

13. The storm flows for the 1-, 10-, & 100-year recurrence interval storms were analyzed for the total watershed areas. The Type III distribution design storm for a 24-hour duration was used and the mass rainfall for each design storm was taken from the Extreme Precipitation in New York & New England developed by the Natural Resource Conservation Service (NRCS) and the Northeast Regional Climate Center (NRCC) as follows:

24 Hour Rainfall Amounts

Design Storm Recurrence Interval	Inches of Rainfall
1 Year	2.82
10 Year	5.07
100 Year	8.93

IV. EXISTING CONDITIONS

The approximately half acre property was the location of a former gas station and repair shop contained within a 2,370 square foot building with 2 gasoline pump islands (4 fueling positions). The existing building and gasoline pump islands are currently removed from the property. The Applicant proposes to construct a 2,210 square foot convenience store with a gasoline filling station. The redevelopment proposes 3 gasoline pump islands (6 fueling positions). The majority of the site did consist of Impervious Coverage. A large portion of the site drains towards the south while the northern portion of the site drains to the Bramble brook water course. The entire site is located with the Saw Mill River drainage basin. After stormwater runoff exits the project site, it flows to the Saw Mill River.

The following natural features, conservation areas, resource areas and drainage patterns of the project site have been identified and utilized to develop Drawing DA-1 "Existing Drainage Area Map" which is included in Appendix F:

- Wetlands (jurisdictional, wetland of special concern)
- Waterways (major, perennial, intermittent, springs)
- Buffers (stream, wetland, forest, etc.)
- Floodplains
- Vegetative cover
- Critical areas
- Topography (contour lines, existing flow paths, steep slopes, etc.)
- Soil (hydrologic soil groups, highly erodible soils, etc.)

Based on the USDA Web Soil Survey, all on-site soils belong to hydrological group D. The soil types, boundaries and drainage areas/designations are depicted on Drawing DA-1 within Appendix F.

One Design Line (DL-1) was identified for comparing peak rates of runoff and runoff volumes under existing and proposed conditions. Two separate drainage areas were identified in existing conditions based on the existing drainage divides at the site. The numbers included in the name of each drainage area correspond to the Design Line they drain towards.

The following is a description of each of the drainage areas analyzed in the existing conditions analysis:

Existing Drainage Area 1A (EDA-1A) is 0.558 acres in size and contains the majority of the Site and portions off-site also. It is located along Saw Mill River Road and Ridge Road. This area consists of pavement, the footprint of the former gas station building, and former entrance driveways. This drainage area drains in the southerly direction towards the intersection of Saw Mill River Road and Ridge Road into existing drainage infrastructure.

The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 92 and 5 minutes, respectively. Refer to Drawing DA-1 in Appendix F.

Existing Drainage Area 1B (EDA-1B) is 0.050 acres in size and is located on the Northern portion of the site along the Bramble Brook which is south of Ardsley Road. This area consists of vegetated areas and drains to the Bramble Brook which eventually discharges to the Saw Mill River.

The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 70 and 5 minutes, respectively. Refer to Drawing DA-1 in Appendix F.

The peak rates of runoff to the design points from the drainage areas for each storm are shown in the table below:

Table 1
Summary of Peak Rates of Runoff in Existing Conditions
(Cubic Feet per Second)

Storm Recurrence Interval	DP-1
1 year	1.15
10 year	2.34
100 year	4.37

The volumes of runoff to each design point are shown in the table below, as well as the total volume of runoff produced by the entire site.

Table 2
Summary of Volumes of Runoff in Existing Conditions
(Cubic Feet)

Storm Recurrence Interval	DP-1
1 year	4,147
10 year	8,803
100 year	17,094

V. PROPOSED CONDITIONS

Site work on this project includes demolition of the existing gas station convenience store building, installation of six new gas pumps with canopy and subsurface gas tanks and installation of stormwater mitigation systems that will be further detailed in this report. A 2,210 square foot convenience store building will be installed with a total of 12 proposed parking spaces (not including the six pump spaces) with associated driveway, sidewalk, landscape and stormwater modifications. The improvements also include a proposed subsurface sand filter to treat runoff from the site. The proposed improvements will result in a decrease in impervious coverage which will allows the peak rates and volumes of stormwater runoff to be attenuated during the 1, 10 and 100 year rainfall events.

This section describes the design and analysis of the proposed conditions used to demonstrate that the SWPPP meets the requirements of the SPDES General Permit.

The Six Step Process For Stormwater Site Planning and Practice Selection

Step 1: Site Planning

The following practices and site features were incorporated in the site design:

- Preserving hydrology - Maintaining drainage divides
- Waterways (major, perennial, intermittent, springs) – The location, setback, cross section, etc. of the existing waterway has been maintained.
- Critical areas have been preserved.
- Topography (contour lines, existing flow paths, steep slopes, etc.) has been maintained or disturbed to the minimum extent practicable.
- Soil (hydrologic soil groups, highly erodible soils, etc.)
- Bedrock, significant geology features have been accounted for.

Step 2: Determine Water Quality Treatment Volume (WQv)

The following method has been used to calculate the WQv.

- **90% Rule -** According to the New York State Stormwater Design Manual, Section 4.1, the water quality volume is determined from the 90% rule. The method is based on 90% of the average annual stormwater runoff volume which must be provided due to impervious surfaces. The Water Quality Volume (denoted as the WQv) is designed to improve water quality sizing to capture and treat 90% of the average annual stormwater runoff volume. The WQv is directly related to the amount of impervious cover created at a site. The average rainfall storm depth for 90% of storms in New York State in one year is used to calculate a volume of runoff. The rainfall depth depends on the location of the site within the state. From this depth of rainfall, the required water quality volume is calculated.

The project is a redevelopment and therefore will comply with the strategies outlined within Chapter 9: Redevelopment Projects of the Design Manual. There are different options to control water quality depending on the redevelopment.

The proposed stormwater management practices will effectively treat 100% of the 1-year storm for all impervious areas on-site which is consistent with the requirements for Redevelopment Projects.

Step 3: Runoff Reduction Volumes (RRv) by Applying Green Infrastructure Techniques and Standard SMP's

RRv is not required because this project is a redevelopment.

Step 4: Determine the minimum RRv Required

RRv is not required because this project is a redevelopment.

Step 5: Apply Standard Stormwater Management Practices to Address Remaining Water Quality Volume

- **FILTERING PRACTICES**

Underground Sand Filter (F-2)

Description

A filtering practice that treats stormwater as it flows through underground settling and filtering chambers.

Non Standard/Alternative SMP's to Address Remaining Water Quality Volume (for Redevelopment Projects)

- **Hydrodynamic Separators**

Step 6: Apply Volume and Peak Rate Control Practices to Meet Water Quantity Requirements

Underground Sand Filter (F-2)

Description

A filtering practice that treats stormwater as it flows through underground settling and filtering chambers.

All practices exceed the required elements of SMP criteria as outlined in Chapter 6 of the NYS Stormwater Management Design Manual. A summary of each category is provided below.

1. Feasibility – Stormwater practices are designed based upon unique physical environmental

considerations noted in the NYS Stormwater Management Design Manual (NYSSMDM).

2. Conveyance – The design conveys runoff to the designed stormwater practice in a manner that is safe, minimizes erosion and disruption to natural drainage channel and promotes filtering and infiltration.

3. Pretreatment – All stormwater practices provide pretreatment as required in accordance with NYSSMDM design guidelines.

4. Treatment Geometry – The plan provides water quality treatment in accordance with NYSSMDM guidelines.

5. Environmental/Landscaping –Extensive landscaping has been provided for each proposed stormwater practice to enhance pollutant removal and provide aesthetic enhancement to the property.

6. Maintenance – Maintenance for the environment practices has been provided and is detain the SWPPP Report as required. Maintenance access is provided in the design plans.

In order to determine the post-development rates of runoff generated on-site, the following drainage areas were analyzed in the post-development conditions. These areas are graphically depicted on Drawing DA-2 "Proposed Drainage Area Map" located in Appendix F.

One Design Line (DL-1) was identified for comparing peak rates of runoff in existing and proposed conditions. Three separate drainage areas were identified in proposed conditions based on the proposed drainage divides at the site. The numbers included in the name of each drainage area correspond to the Design Point they drain towards.

The following is a description of each of the drainage areas analyzed in the proposed conditions analysis:

Proposed Drainage Area 1A-1 (PDA-1A-1) is 0.424 acres in size and makes up the majority of the site along Saw Mill River Road and Ridge Road. This area consists of pavement, the addition of a proposed gas station convenience building, driveway improvements, addition of lawn areas and associated sidewalk improvements. This drainage area drains in the southerly direction. Runoff from this area is either captured by slotted drain or is captured by drain inlets and conveyed to the underground Sand Filter or Hydrodynamic Separator and after being treated, into the existing stormwater infrastructure and eventually discharged into the Saw Mill River.

The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 90 and 5 minutes, respectively.

Proposed Drainage Area 1A-2 (PDA-1A-2) 0.090 Acres in size and is located towards the center of the site. This drainage area drains in the southerly direction and is fully comprised of the gas pump concrete pad area and underground gas tank filling area. This area is captured by slotted drains and conveyed to a proposed subsurface sand filter for water quality treatment. Once treated, stormwater will be conveyed to the existing stormwater infrastructure and eventually discharged into the Saw Mill River.

The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 98 and 5 minutes, respectively. Refer to Drawing DA-2 in Appendix F.

Proposed Drainage Area 1B (PDA-1B) is 0.094 acres in size and is located on the Northern portion of the site along the Bramble Brook which is south of Ardsley Road. This area consists of mostly undisturbed vegetated areas with minor grading and building appurtenances. This drainage area drains to the Bramble Brook which eventually discharges to the Saw Mill River.

The Curve Number (CN) and Time of Concentration (Tc) for this drainage area are 75 and 5 minutes, respectively. Refer to Drawing DA-2 in Appendix F.

The peak rates of runoff to the design line for each of the analyzed drainage areas for each storm analyzed are shown in the table below:

Table 3
Summary of Proposed Peak Rates of Runoff in Proposed Conditions
(Cubic Feet per Second)

Storm Recurrence Interval	DP-1
1 year	1.08
10 year	2.27
100 year	4.31

The reductions in peak rates of runoff from proposed to existing conditions are shown in the table below:

Table 4
Percent Reductions in Peak Rates of Runoff (Existing vs. Proposed Conditions)
(Cubic Feet per Second)

Design Point	Storm Recurrence Frequency (Years)	Existing Peak Runoff Rate (cfs)	Proposed Peak Runoff Rate (cfs)	Percent Reduction (%)
1	1 year	1.15	1.08	6.1
	10 year	2.34	2.27	3.0
	100 year	4.37	4.31	1.4

As demonstrated in Table 4, the proposed stormwater improvements will result in significant reductions of peak rates of runoff for all storms and design points analyzed.

The peak rates of runoff to the design point of each of the analyzed drainage areas for each storm are shown in the table below:

Table 5
Summary of Proposed Volume of Runoff in Proposed Conditions
(Cubic Feet)

Storm Recurrence Interval	DP-1
1 year	3,936
10 year	8,507
100 year	16,737

The reductions in peak rates of runoff from proposed to existing conditions are shown on the table below:

Table 6
Percent Reductions in Volume of Runoff (Existing vs. Proposed Conditions)
(Cubic Feet)

Design Point	Storm Recurrence Frequency (Years)	Existing Peak Runoff Rate (cfs)	Proposed Peak Runoff Rate (cfs)	Percent Reduction (%)
1	1 year	4,147	3,936	5.1
	10 year	8,803	8,507	3.4
	100 year	17,094	16,737	2.1

As demonstrated in Table 6, the proposed stormwater improvements will result in reductions of volumes of runoff for all storms and the design line analyzed.

By reducing the peak rates of runoff and volumes discharging from the site, the velocity of runoff discharging form the site is consequently reduced thereby reducing the flow to the existing 12" reinforced concrete pipe that the site drains into.

VI. SOIL EROSION & SEDIMENT CONTROL

A potential impact of the proposed development on any soils or slopes will be that of erosion and transport of sediment during construction. An Erosion and Sediment Control Management Program will be established for the proposed development, beginning at the start of construction and continuing throughout its course, as outlined in the "New York State Standards and Specifications for Erosion and Sediment Control," November 2016. A continuing maintenance program will be implemented for the control of sediment transport and erosion control after construction and throughout the useful life of the project.

The Operator shall have a qualified professional conduct an assessment of the site prior to the commencement of construction and certify that the appropriate erosion and sediment controls, as shown on the Sediment & Erosion Control Plans, have been adequately installed to ensure

overall preparedness of the site for the commencement of construction. In addition, the Operator shall have a qualified professional conduct one site inspection at least every seven calendar days and at least two site inspections every seven calendar days when greater than five acres of soil is disturbed at any one time.

Prior to the commencement of construction activity, the owner or operator must identify the contractor(s) and subcontractor(s) that will be responsible for installing, constructing, repairing, replacing, inspecting and maintaining the erosion and sediment control practices included in the SWPPP; and the contractor(s) and subcontractor(s) that will be responsible for constructing the post-construction stormwater management practices included in the SWPPP. The owner or operator shall have each of the contractors and subcontractors identify at least one person from their company that will be responsible for implementation of the SWPPP. This person shall be known as the trained contractor. The owner or operator shall ensure that at least one trained contractor is on site on a daily basis when soil disturbance activities are being performed. The owner or operator shall have each of the contractors and subcontractors identified above sign a copy of the certification statement provided in this document before they commence any construction activity.

Soil Description

As provided by the United States Department of Agriculture, Soil Conservation Service "Web Soil Survey," soil classifications which exist on the subject site are described below.

Soils are placed into four hydrologic groups: A, B, C, and D. In the definitions of the classes, infiltration rate is the rate at which water enters the soil at the surface and is controlled by the surface conditions. Transmission rate is the rate at which water moves in the soil and is controlled by soil properties. Definitions of the classes are as follows:

A. (Low runoff potential). The soils have a high infiltration rate even when thoroughly wetted. They chiefly consist of deep, well drained to excessively drained sands or gravels. They have a high rate of water transmission.

B. The soil has a moderate infiltration rate when thoroughly wetted. They chiefly are moderately deep to deep, moderately well drained to well drained soils that have moderately fine to moderately coarse textures. They have a moderate rate of water transmission.

C. The soil has a slow infiltration rate when thoroughly wetted. They chiefly have a layer that impedes downward movement of water or have moderately fine to fine texture. They have a slow rate of water transmission.

D. (High runoff potential). The soil has a very slow infiltration rate when thoroughly wetted. They chiefly consist of clay soils that have a high swelling potential, soils that have a permanent high-water table, soils that have a claypan or clay layer at or near the surface, and shallow soils over nearly impervious material. They have a very slow rate of water transmission.

A soil's tendency to erode is also described in the USDA web soil survey. The ratings in this interpretation indicate the hazard of soil loss from unsurfaced areas. The ratings are based on soil erosion factor K, slope, and content of rock fragments. The hazard is described as "slight," "moderate," or "SEVERE." A rating of "slight" indicates that little or no erosion is likely; "moderate" indicates that some erosion is likely, that the temporarily unsurfaced / unstabilized during construction may require occasional maintenance, and that simple erosion-control measures are needed; and "SEVERE" indicates that significant erosion is expected, that the roads or trails require frequent maintenance, and that erosion-control measures are needed.

Per the Soil Survey, the following soils listed below are present at the site. Following this list is a detailed description of each soil type found on the property:

SYM.	HYDRO. SOIL GROUP	DESCRIPTION
Uf	N/A (Assumed D)	Urban Land

Uf, Urban Land

The Site is entirely made up of what is categorized as Urban Land. The USDA Web Soil Survey does not assign values to characteristics such as drainage type, parent material, etc. because of the unpredictability of Urban Land. For the stormwater calculations, it was assumed to be poorly drainged type 'D' soil.

On-Site Pollution Prevention

There are temporary pollution prevention measures used to control litter and construction debris on site, such as:

- Silt Fence
- Silt Sack
- Stone & Block Drop Inlet Protection

There will be inlet protection provided for all storm drains and inlets with the use of curb gutter inlet protection structures and stone & block drop inlet protection, which keep silt, sediment and construction litter and debris out of the on-site stormwater drainage system.

Temporary Control Measures

Temporary control measures and facilities will include silt fences, construction ditches, stabilized construction access, temporary seeding, mulching and sediment traps with temporary riser and anti-vortex devices.

Throughout the construction of the proposed redevelopment, temporary control facilities will be implemented to control on-site erosion and sediment transfer. Construction ditches, if required, will be used to direct stormwater runoff to temporary sediment traps for settlement. The sediment traps will be constructed as part of this project and will serve as temporary sediment basins to remove sediment and pollutants from the stormwater runoff produced during construction.

Descriptions of the temporary sediment & erosion controls that will be used during the development of the site including silt fence, stabilized construction access, seeding, mulching and inlet protection are as follows:

1. Silt Fence is constructed using a geotextile fabric. The fence will be either 18 inches or 30 inches high. The height of the fence can be increased in the event of placing these devices on uncompacted fills or extremely loose undisturbed soils. The fences will not be placed in areas which receive concentrated flows such as ditches, swales and channels nor will the filter fabric material be placed across the entrance to pipes, culverts, spillway structures, sediment traps or basins.

2. Stabilized Construction Access consists of AASHTO No. 1 rock. The rock entrance will be a minimum of 50 feet in length by 24 feet in width by 8 inches in depth.

3. Seeding will be used to create a vegetative surface to stabilize disturbed earth until at least 80% of the disturbed area has a perennial vegetative cover. This amount is required to adequately function as a sediment and erosion control facility. Grass lining will also be used to line temporary channels and the surrounding disturbed areas.

4. Mulching is used as an anchor for seeding and disturbed areas to reduce soil loss due to storm events. These areas will be mulched with straw at a rate of 3 tons per acre such that the mulch forms a continuous blanket. Mulch must be placed after seeding or within 48 hours after seeding is completed.

5. Inlet Protection will be provided for all stormwater basins and inlets with the use of curb & gutter inlet protection and stone & block inlet protection structures, which will keep silt, sediment and construction debris out of the storm system. Existing structures within existing paved areas will be protected using "Silt Sacks" inside the structures.

The contractor shall be responsible for maintaining the temporary sediment and erosion control measures throughout construction. This maintenance will include, but not be limited to, the following tasks:

1. For dust control purposes, moisten all exposed graded areas with water at least twice a day in those areas where soil is exposed and cannot be planted with a temporary cover due to construction operations or the season (December through March).

2. Inspection of erosion and sediment control measures shall be performed at the end of each construction day and immediately following each rainfall event. All required repairs shall be immediately executed by the contractor.

3. Sediment deposits shall be removed when they reach approximately ⅓ the height of the silt fence. All such sediment shall be properly disposed of in fill areas on the site, as directed by the Owner's Field Representative. Fill shall be protected following disposal with mulch, temporary and/or permanent vegetation and be completely circumscribed on the downhill side by silt fence.

4. Rake all exposed areas parallel to the slope during earthwork operations.

5. Following final grading, the disturbed area shall be stabilized with a permanent surface treatment (i.e. turf grass, pavement or sidewalk). During rough grading, areas which are not to be disturbed for fourteen or more days shall be stabilized with the temporary seed mixture, as defined on the plans. Seed all piles of dirt in exposed soil areas that will not receive a permanent surface treatment.

Concrete Material and Equipment Management

Concrete washouts shall be used to contain concrete and liquids when the chutes of concrete mixers and hoppers of concrete pumps are rinsed out after delivery. The washout facilities consolidate solid for easier disposal and prevent runoff of liquids. The wash water is alkaline and

contains high levels of chromium, which can leach into the ground and contaminate groundwater. It can also migrate to a storm drain, which can increase the pH of area waters and harm aquatic life. Solids that are improperly disposed of can clog storm drainpipes and cause flooding. Installing concrete washout facilities not only prevents pollution but also is a matter of good housekeeping at your construction site.

Prefabricated concrete washout containers can be delivered to the site to provide maintenance and disposal of materials. Regular pickup of solid and liquid waste materials will be necessary. To prevent leaks on the job site, ensure that prefabricated washout containers are watertight. A self-installed concrete washout facility can be utilized although they are much less reliable than prefabricated containers and are prone to leaks. There are many design options for the washout, but they are preferably built below-grade to prevent breaches and reduce the likelihood of runoff. Above-grade structures can also be used if they are sized and constructed correctly and are diligently maintained. One of the most common problems with self-installed concrete washout facilities is that they can leak or be breached because of constant use, therefore the contractor shall be sure to use quality materials and inspect the facilities on a daily basis.

Washouts must be sized to handle solids, wash water, and rainfall to prevent overflow. Concrete Washout Systems, Inc. estimates that 7 gallons of wash water are used to wash one truck chute and 50 gallons are used to wash out the hopper of a concrete pump truck.

For larger sites, a below-grade washout should be at least 10 feet wide and sized to contain all liquid and solid waste expected to be generated in between cleanout periods. A minimum of 12-inches of freeboard must be provided. The pit must be lined with plastic sheeting of at least 10-mil thickness without holes or tears to prevent leaching liquids into the ground. Concrete wash water should never be placed in a pit that is connected to the storm drain system or that drains to nearby waterways.

An above-grade washout can be constructed at least 10 feet wide by 10 feet long and sized to contain all liquid and solid waste expected to be generated in between cleanout periods. A

minimum of 4-inches of freeboard must be provided. The washout structures can be constructed with staked straw bales or sandbags double-or triple lined with plastic sheeting of at least 10-mil thickness without holes or tears.

Concrete washout facilities shall not be located within 50 feet of storm drains, open ditches, or water bodies and should be placed in locations that allow for convenient access for concrete trucks. The contractor shall check all concrete washout facilities daily to determine if they have been filled to 75 percent capacity, which is when materials need to be removed. Both above-and below-ground self-installed washouts should be inspected daily to ensure that plastic linings are intact and sidewalls have not been damaged by construction activities. Prefabricated washout containers should be inspected daily as well as to ensure the container is not leaking or nearing 75 percent capacity. Inspectors should also note whether the facilities are being used regularly. Additional signage for washouts may be needed in more convenient locations if concrete truck operators are not utilizing them.

The washout structures must be drained or covered prior to predicted rainstorms to prevent overflows. Hardened solids, either whole or broken must be removed and then they may be reused onsite or hauled away for recycling.

Once materials are removed from the concrete washout, a new structure must be built or excavated, or if the previous structure is still intact, inspect it for signs of weakening or damage and make any necessary repairs. Line the structure with new plastic that is free of holes or tears and replace signage if necessary. It is very important that new plastic be used after every cleaning because pumps and concrete removal equipment can damage the existing liner.

Construction Site Chemical Control

The purpose of this management measure is to prevent the generation of nonpoint source pollution from construction sites due to improper handling and usage of nutrients and toxic substances, and to prevent the movement of toxic substances from the construction site.

Many potential pollutants other than sediment are associated with construction activities. These pollutants include pesticides; fertilizers used for vegetative stabilization; petrochemicals; construction chemicals such as concrete products, sealers, and paints; wash water associated with these products; paper; wood; garbage; and sanitary waste.

Disposal of excess pesticides and pesticide-related wastes should conform to registered label directions for the disposal and storage of pesticides and pesticide containers set forth in applicable Federal, State and local regulations that govern their usage, handling, storage, and disposal.

Pesticides should be disposed of through either a licensed waste management firm or a treatment, storage and disposal (TSD) facility. Containers should be triple rinsed before disposal, and rinse waters should be reused as product.

Other practices include setting aside a locked storage area, tightly closing lids, storing in a cool, dry place, checking containers periodically for leaks or deterioration, maintaining a list of products in storage, using plastic sheeting to line the storage areas, and notifying neighboring property owners prior to spraying.

When storing petroleum products, follow these guidelines:

- Create a shelter around the area with cover and wind protection;
- Line the storage area with a double layer of plastic sheeting or similar material;
- Create an impervious berm around the perimeter with a capacity of 110 percent greater than that of the largest container;
- Clearly label all products;
- Keep tanks off the ground; and
- Keep lids securely fastened.

Post spill procedure information and have persons trained in spill handling on site or on call at all times. Materials for cleaning up spills should be kept on site and easily available. Spills should be

cleaned up immediately and the contaminated material properly disposed of. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff.

Thinners or solvents should not be discharged into sanitary or storm systems when cleaning machinery. Use alternative methods for cleaning larger equipment parts, such as high-pressure, high-temperature water washes, or steam cleaning. Equipment-washing detergents can be used, and wash water may be discharged into sanitary sewers if solids are removed from the solution first. (This practice should be verified with the local sewer authority.) Small parts can be cleaned with degreasing solvents, which can then be reused or recycled.

Solid Waste Management and Portable Sanitary Management

The purpose of this management measure is to prevent the potential for solid waste such as construction debris, trash, etc. from construction sites due to improper handling and storage. Debris and litter should be removed periodically from the BMP's and surrounding areas to prevent clogging of pipes and structures. All construction material shall be stored in designated staging areas. Roll-off containers shall be placed on site and all empty containers, construction debris and litter shall be placed in the containers.

Portable sanitary units may be utilized on-site, or bathrooms will be provided within construction trailers. A sanitation removal company will be hired to pump/remove any sanitary waste. If portable sanitary units are used and then cleaned after being emptied, the rinse water may not be disposed of to the storm drain system. It shall be contained for later disposal if it can't be disposed of on-site. Remove paper and trash before cleaning the portable sanitary units. The portable sanitary units shall be located away from the storm drain system if possible. Provide overhead cover for wash areas if possible. Maintain spill response material and equipment on site to eliminate the potential for contaminants and wash water from entering the storm drain system.

Permanent Control Measures and Facilities for Long Term Protection

Towards the completion of construction, permanent sediment and erosion control measures will

be developed for long term erosion protection. The following permanent control measures and facilities have been proposed to be implemented for the project:

1. CDS Water Quality Structure will be used to provide pretreatment of the water quality flow rate for separating sediment, debris, floatables, etc. from the runoff prior to discharge to the SMP's.

Specifications for Soil Restoration

Prior to the final stabilization of the disturbed areas, soil restoration will be required for all vegetated areas to recover the original properties and porosity of the soil. Soil Restoration Requirements are provided on Table 7 below:

Table 7

Soil Restoration Requirements

Type of Soil Disturbance	Soil Restoration Requirement		Comments/Examples
No soil disturbance	Restoration not permitted		Preservation of Natural Features
Minimal soil disturbance	Restoration not required		Clearing and grubbing
Areas where topsoil is stripped only – no change in grade	HSG A&B	HSG C&D	Protect area from any ongoing construction activities
	apply 6 inches of topsoil	Aerate* and apply 6 inches of topsoil	
Areas of cut or fill	HSG A&B	HSG C&D	Clearing and grubbing
	Aerate and apply 6 inches of topsoil	Apply full Soil Restoration**	
Heavy traffic areas on site (especially) in a zone 5-25 feet around buildings but not within a 5 foot perimeter around foundation walls)	Apply full Soil Restoration (decompaction and compost enhancement)		
Areas where Runoff Reduction and/or Infiltration practices are applied	Restoration not required, but may be applied to enhance the reduction specified for appropriate practices.		Keep construction equipment from crossing these areas. To protect newly installed practice from any ongoing construction

		activities construct a single phase operation fence area.
Redevelopment projects	Soil Restoration is required on redevelopment projects in areas where existing impervious area will be converted to pervious area.	

* Aeration includes the use of machines such as tractor-drawn implements with coulters making a narrow slit in the soil, a roller with many spikes making indentations in the soil, or prongs which function like a mini-subsoiler.

** Per "Deep Ripping and De-compaction, DEC 2008."

During periods of relatively low to moderate subsoil moisture, the disturbed subsoils are returned to rough grade and the following full soil restoration steps applied:

1. Apply 3 inches of compost over subsoil.

2. Till compost into subsoil to a depth of at least 12 inches using a cat-mounted ripper, tractor-mounted disc, or tiller, mixing, and circulating air and compost into subsoils.

3. Rock-pick until uplifted stone/rock materials of four inches and larger size are cleaned off the site.

Specifications for Final Stabilization of Graded Areas

Final stabilization of graded areas consists of the placement of topsoil and installation of landscaping (unless the area is to be paved, or a building is to be constructed in the location). Topsoil is to be spread as soon as grading operations are completed. Topsoil is to be placed to a minimum depth of six inches on all embankments, planting areas and seeding/sod areas. The subgrade is to be scarified to a depth of two inches to provide a bond of the topsoil with the subsoil. Topsoil is to be raked to an even surface and cleared of all debris, roots, stones and other unsatisfactory material.

Planting operations shall be conducted under favorable weather conditions as follows:

- Permanent Lawns - April 15 (provided soil is frost-free and not excessively moist) to May 15; August 15 to October 15.
- Temporary Lawn Seeding - if outside of the time periods noted above, the areas shall be seeded immediately on completion of topsoil operations with annual ryegrass (Italian rye) at a rate of six pounds per 1,000 square feet. Temporary lawn installation is permitted provided the soil is frost-free and not excessively moist. The permanent lawn is to be installed the next planting season.

On slopes with a grade of 3 horizontal to 1 vertical or greater, and in swales, a geotextile netting or mat shall be installed for stabilization purposes as shown on the Plans. Seeded areas are to be mulched with straw or hay at an application rate of 70-90 pounds per 1,000 s.f. Straw or hay mulch must be spread uniformly and anchored immediately after spreading to prevent wind blowing. Mulches must be inspected periodically and in particular after rainstorms to check for erosion. If erosion is observed, additional mulch must be applied. Netting shall be inspected after rainstorms for dislocation or failure; any damage shall be repaired immediately.

All denuded surfaces which will be exposed for a period of over two months or more shall be temporarily hydroseeded with (a) perennial ryegrass at a rate of 40 lbs per acre (1.0 lb per 1000 square feet); (b) Certified "Aroostook" winter rye (cereal rye) @ 100 lb per acre (2.5 lb/1000 s.f.) to be used in the months of October and November.

Permanent turfgrass cover is to consist of a seed mixture as follows:

(a) <u>Sunny sites</u>

Kentucky Bluegrass	2.0-2.6 pounds/1000 square feet
Perennial Ryegrass	0.6-0.7 pounds/1000 square feet
Fine Fescue	0.4-0.6 pounds/1000 square feet

(b) Shady sites

Kentucky Bluegrass	0.8-1.0 pounds/1000 square feet
Perennial Ryegrass	0.6-0.7 pounds/1000 square feet
Fine Fescue	2.6-3.3 pounds/1000 square feet

All plant materials shall comply with the standards of the American Association Of Nurserymen with respect to height and caliper as described in its publication American Standard for Nursery Stock, latest edition.

VII. CONSTRUCTION PHASE AND POST-CONSTRUCTION MAINTENANCE

During the construction phase and following construction of the project, a number of maintenance measures will be taken with respect to the site maintenance. Measures to be taken included the following:

1. During Construction

A comprehensive sediment and erosion control plan will be in place during the construction period. Maintenance measures for sediment and erosion controls will include:

A qualified professional acceptable to the municipality will be hired by the owner or operator to monitor the installation and maintenance of the sediment and erosion control plans. The qualified professional shall report directly to the Engineering Consultant and shall be responsible for ensuring compliance with the design of the sediment and erosion control plans.

The qualified professional so hired will inspect all sediment and erosion control measures at least every seven calendar days. In the event that there has been a variance with the design of the sediment and erosion control measures so that the ability of the measures to adequately perform the intended function is lessened or compromised and/or the facilities are not adequately maintained, the qualified professional shall be required to report such variance to the Engineering

Consultant within 48 hours and shall be empowered to order immediate repairs to the sediment and erosion control measures.

The qualified professional will also be responsible for observing the adequacy of the vegetation growth (trees, shrubs, groundcovers and turfgrasses) in newly graded areas and for ordering additional plantings in the event that the established plant materials do not adequately protect the ground surface from erosion.

2. Following Construction

Site maintenance activities on the property will include:

- Grounds maintenance, including mowing of lawns;
- Planting of trees, shrubs and groundcovers; pruning of trees and shrubs;
- Application of fertilizer and herbicides;
- Maintenance of stormwater management area;

Grounds maintenance on the site will be performed by landscaping contractor.

Fertilizer is typically applied twice in the year - once in the spring and once in the fall. The application of fertilizer is usually necessary to maintain healthy lawn growth due to competition for nutrients with trees and shrubs and since the clippings are often removed. It is not recommended that fertilizer be applied during the summer. It is at this time that lawns are typically dormant.

Fertilizers come in three basic types: (1) Organic; (2) Soluble synthetic and (3) Slow release.

Organic fertilizers are derived from plant or animal waste. Since they are heavier and bulkier than other fertilizers, it is necessary to apply a much greater amount at one time. Soluble synthetic fertilizers are predictable with determining the exact impact on a lawn. However more applications are necessary since their effect is often short term. Slow-release fertilizers have a

high percentage of nitrogen so quantities that need be handled at one time are smaller. Slow-release fertilizers will be utilized by the project.

A complete fertilizer contains all three of the primary nutrients - nitrogen (N), phosphorus (P) and potassium in the form of potash (K). Typically, a 3-1-2 ratio of nutrients (N-P-K) is used for lawn applications.

Fertilizer shall be applied by the landscape contractor in accordance with the manufacturer's instructions. The application of fertilizer does require some skill on the part of the operator. Should there be a spill of fertilizer, the landscape contractor shall be required to scrape or vacuum it up. The area will then be watered in accordance with the manufacturer's instructions to ensure that the fertilizer becomes soluble and available to plants and does not run off.

The owner will be responsible for the long-term operation and maintenance of the permanent stormwater management practices. The permanent stormwater management practices shall be maintained in accordance with the Maintenance Inspection Checklists provided in this document.

VIII. CONCLUSION

This Stormwater Pollution Prevention Plan has been prepared to describe the project's pre- and post-development stormwater management improvements and its sediment and erosion control improvements to be utilized during construction. The proposed permanent improvements and the interim improvements to be utilized during construction have been designed in accordance with the requirements of the:

- New York State Department of Environmental Conservation (NYSDEC) SPDES General Permit No. GP-0-20-001, effective January 29, 2020.
- Chapter 170 & Chapter 171, titled "Storm Sewers" & "Stormwater Management and Erosion and Sediment Control" of the Ardsley Zoning Code.
- New York State Stormwater Design Manual, dated January 2015.

The project employs a variety of practices to enhance stormwater quality and reduce peak rates of runoff associated with the proposed improvements. These measures include a water quality structure, a sand filter and a reduction of impervious coverage under proposed conditions as compared to existing conditions. These improvements will also mitigate runoff volumes from the proposed improvements as runoff volumes will be slightly reduced during all the analyzed rainfall events.

Based on the foregoing, it is our professional opinion that the proposed improvements will provide water quantity and quality enhancements which exceed the above-mentioned requirements and are not anticipated to have any adverse impacts to the site or any surrounding areas.

APPENDIX A

EXISTING HYDROLOGIC CALCULATIONS

Scenario: Pre-Development

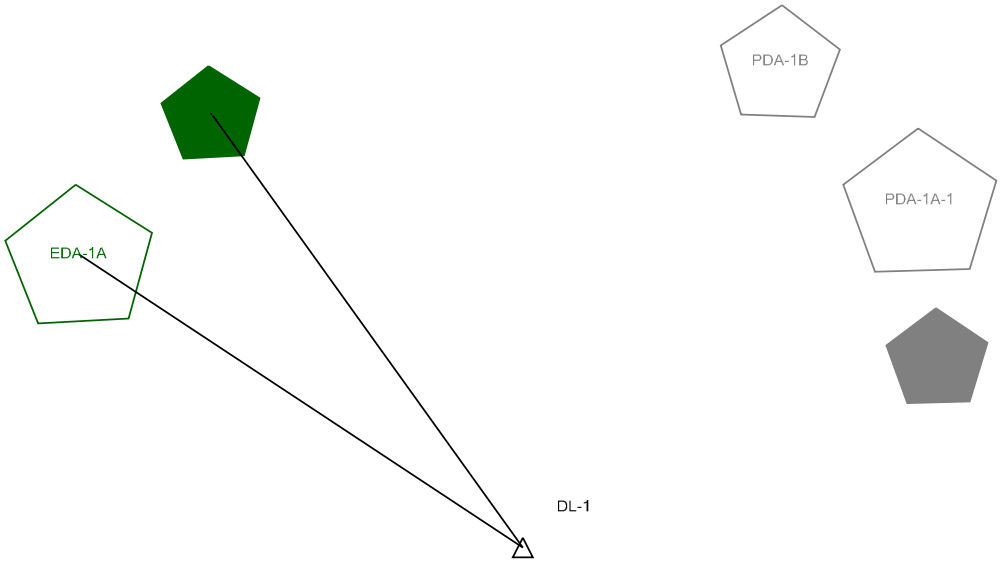


Table of Contents

Subsection: Master Network Summary

Catchments Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ft^3)	Time to Peak (hours)	Peak Flow (ft^3/s)
EDA-1B	Pre-Development-1 yr	1	112.000	12.100	0.03
EDA-1B	Pre-Development-10 yr	10	378.000	12.100	0.11
EDA-1B	Pre-Development-100 yr	100	954.000	12.100	0.27
EDA-1A	Pre-Development-1 yr	1	4,035.000	12.100	1.12
EDA-1A	Pre-Development-10 yr	10	8,425.000	12.100	2.23
EDA-1A	Pre-Development-100 yr	100	16,140.000	12.100	4.10

Node Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ft^3)	Time to Peak (hours)	Peak Flow (ft^3/s)
DL-1	Pre-Development-1 yr	1	4,147.000	12.100	1.15
DL-1	Pre-Development-10 yr	10	8,803.000	12.100	2.34
DL-1	Pre-Development-100 yr	100	17,094.000	12.100	4.37

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: Pre-Development-100 yr

Return Event: 100 years
Storm Event: 100-year

Time-Depth Curve: 100-year	
Label	100-year
Start Time	0.000 hours
Increment	0.100 hours
End Time	24.000 hours
Return Event	100 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.000	0.000	0.009	0.018	0.027	0.036
0.500	0.045	0.054	0.063	0.071	0.080
1.000	0.089	0.098	0.107	0.116	0.125
1.500	0.134	0.143	0.152	0.161	0.170
2.000	0.179	0.188	0.197	0.206	0.215
2.500	0.225	0.235	0.244	0.254	0.264
3.000	0.275	0.285	0.295	0.306	0.317
3.500	0.328	0.339	0.350	0.361	0.372
4.000	0.384	0.396	0.407	0.419	0.431
4.500	0.444	0.456	0.469	0.481	0.494
5.000	0.507	0.520	0.533	0.546	0.560
5.500	0.573	0.587	0.601	0.615	0.629
6.000	0.643	0.658	0.672	0.688	0.704
6.500	0.720	0.737	0.754	0.772	0.790
7.000	0.808	0.827	0.847	0.866	0.887
7.500	0.908	0.929	0.950	0.972	0.995
8.000	1.018	1.042	1.067	1.092	1.119
8.500	1.147	1.176	1.206	1.237	1.269
9.000	1.302	1.336	1.371	1.407	1.444
9.500	1.482	1.521	1.561	1.602	1.645
10.000	1.688	1.733	1.780	1.829	1.880
10.500	1.933	1.989	2.047	2.106	2.168
11.000	2.232	2.302	2.379	2.465	2.559
11.500	2.661	2.807	3.031	3.334	3.715
12.000	4.465	5.215	5.596	5.899	6.123
12.500	6.269	6.371	6.465	6.551	6.628
13.000	6.697	6.762	6.824	6.883	6.941
13.500	6.997	7.050	7.101	7.150	7.197
14.000	7.242	7.285	7.328	7.369	7.409
14.500	7.448	7.486	7.523	7.559	7.594
15.000	7.628	7.661	7.693	7.724	7.754
15.500	7.783	7.811	7.838	7.863	7.888
16.000	7.912	7.935	7.958	7.980	8.001
16.500	8.023	8.043	8.064	8.083	8.103
17.000	8.122	8.140	8.158	8.176	8.193

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: Pre-Development-100 yr

Return Event: 100 years
Storm Event: 100-year

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
17.500	8.210	8.226	8.242	8.258	8.273
18.000	8.287	8.301	8.315	8.329	8.343
18.500	8.357	8.370	8.384	8.397	8.410
19.000	8.423	8.436	8.449	8.461	8.474
19.500	8.486	8.499	8.511	8.523	8.534
20.000	8.546	8.558	8.569	8.580	8.592
20.500	8.603	8.614	8.625	8.636	8.646
21.000	8.657	8.668	8.678	8.688	8.699
21.500	8.709	8.719	8.729	8.739	8.748
22.000	8.758	8.768	8.777	8.786	8.796
22.500	8.805	8.814	8.823	8.832	8.840
23.000	8.849	8.858	8.866	8.874	8.883
23.500	8.891	8.899	8.907	8.915	8.922
24.000	8.930	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: Pre-Development-10 yr

Return Event: 10 years
Storm Event: 10-year

Time-Depth Curve: 10-year	
Label	10-year
Start Time	0.000 hours
Increment	0.100 hours
End Time	24.000 hours
Return Event	10 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.000	0.000	0.005	0.010	0.015	0.020
0.500	0.025	0.030	0.035	0.041	0.046
1.000	0.051	0.056	0.061	0.066	0.071
1.500	0.076	0.081	0.086	0.091	0.096
2.000	0.101	0.107	0.112	0.117	0.122
2.500	0.128	0.133	0.139	0.144	0.150
3.000	0.156	0.162	0.168	0.174	0.180
3.500	0.186	0.192	0.199	0.205	0.211
4.000	0.218	0.225	0.231	0.238	0.245
4.500	0.252	0.259	0.266	0.273	0.280
5.000	0.288	0.295	0.303	0.310	0.318
5.500	0.325	0.333	0.341	0.349	0.357
6.000	0.365	0.373	0.382	0.391	0.400
6.500	0.409	0.418	0.428	0.438	0.448
7.000	0.459	0.470	0.481	0.492	0.503
7.500	0.515	0.527	0.540	0.552	0.565
8.000	0.578	0.591	0.606	0.620	0.635
8.500	0.651	0.668	0.685	0.702	0.720
9.000	0.739	0.758	0.778	0.799	0.820
9.500	0.841	0.864	0.886	0.910	0.934
10.000	0.958	0.984	1.010	1.038	1.067
10.500	1.098	1.129	1.162	1.196	1.231
11.000	1.267	1.307	1.351	1.400	1.453
11.500	1.511	1.594	1.721	1.893	2.109
12.000	2.535	2.961	3.177	3.349	3.476
12.500	3.559	3.617	3.670	3.719	3.763
13.000	3.802	3.839	3.874	3.908	3.941
13.500	3.972	4.003	4.032	4.060	4.086
14.000	4.112	4.136	4.160	4.184	4.206
14.500	4.229	4.250	4.271	4.292	4.312
15.000	4.331	4.350	4.368	4.385	4.402
15.500	4.419	4.435	4.450	4.464	4.479
16.000	4.492	4.505	4.518	4.530	4.543
16.500	4.555	4.567	4.578	4.589	4.600
17.000	4.611	4.622	4.632	4.642	4.652

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: Pre-Development-10 yr

Return Event: 10 years
Storm Event: 10-year

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
17.500	4.661	4.670	4.680	4.688	4.697
18.000	4.705	4.713	4.721	4.729	4.737
18.500	4.745	4.752	4.760	4.767	4.775
19.000	4.782	4.790	4.797	4.804	4.811
19.500	4.818	4.825	4.832	4.839	4.845
20.000	4.852	4.859	4.865	4.872	4.878
20.500	4.884	4.891	4.897	4.903	4.909
21.000	4.915	4.921	4.927	4.933	4.939
21.500	4.944	4.950	4.956	4.961	4.967
22.000	4.972	4.978	4.983	4.988	4.994
22.500	4.999	5.004	5.009	5.014	5.019
23.000	5.024	5.029	5.034	5.038	5.043
23.500	5.048	5.052	5.057	5.061	5.066
24.000	5.070	(N/A)	(N/A)	(N/A)	(N/A)

Time-Depth Curve: 1-year	
Label	1-year
Start Time	0.000 hours
Increment	0.100 hours
End Time	24.000 hours
Return Event	1 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.000	0.000	0.003	0.006	0.008	0.011
0.500	0.014	0.017	0.020	0.023	0.025
1.000	0.028	0.031	0.034	0.037	0.039
1.500	0.042	0.045	0.048	0.051	0.054
2.000	0.056	0.059	0.062	0.065	0.068
2.500	0.071	0.074	0.077	0.080	0.084
3.000	0.087	0.090	0.093	0.097	0.100
3.500	0.103	0.107	0.110	0.114	0.118
4.000	0.121	0.125	0.129	0.132	0.136
4.500	0.140	0.144	0.148	0.152	0.156
5.000	0.160	0.164	0.168	0.172	0.177
5.500	0.181	0.185	0.190	0.194	0.199
6.000	0.203	0.208	0.212	0.217	0.222
6.500	0.227	0.233	0.238	0.244	0.249
7.000	0.255	0.261	0.267	0.274	0.280
7.500	0.287	0.293	0.300	0.307	0.314
8.000	0.321	0.329	0.337	0.345	0.353
8.500	0.362	0.371	0.381	0.391	0.401
9.000	0.411	0.422	0.433	0.444	0.456
9.500	0.468	0.480	0.493	0.506	0.519
10.000	0.533	0.547	0.562	0.577	0.594
10.500	0.611	0.628	0.646	0.665	0.685
11.000	0.705	0.727	0.751	0.778	0.808
11.500	0.840	0.886	0.957	1.053	1.173
12.000	1.410	1.647	1.767	1.863	1.934
12.500	1.980	2.012	2.042	2.069	2.093
13.000	2.115	2.135	2.155	2.174	2.192
13.500	2.209	2.226	2.243	2.258	2.273
14.000	2.287	2.301	2.314	2.327	2.340
14.500	2.352	2.364	2.376	2.387	2.398
15.000	2.409	2.419	2.429	2.439	2.449
15.500	2.458	2.467	2.475	2.483	2.491
16.000	2.499	2.506	2.513	2.520	2.527
16.500	2.533	2.540	2.546	2.553	2.559
17.000	2.565	2.571	2.576	2.582	2.587

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
17.500	2.593	2.598	2.603	2.608	2.612
18.000	2.617	2.621	2.626	2.630	2.635
18.500	2.639	2.643	2.648	2.652	2.656
19.000	2.660	2.664	2.668	2.672	2.676
19.500	2.680	2.684	2.688	2.691	2.695
20.000	2.699	2.702	2.706	2.710	2.713
20.500	2.717	2.720	2.724	2.727	2.730
21.000	2.734	2.737	2.740	2.744	2.747
21.500	2.750	2.753	2.756	2.760	2.763
22.000	2.766	2.769	2.772	2.775	2.778
22.500	2.780	2.783	2.786	2.789	2.792
23.000	2.794	2.797	2.800	2.802	2.805
23.500	2.808	2.810	2.813	2.815	2.818
24.000	2.820	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time of Concentration Calculations
Label: EDA-1A
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.083 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.083 hours

Subsection: Time of Concentration Calculations
Label: EDA-1A
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

==== User Defined

Tc =	Value entered by user
Where:	Tc= Time of concentration, hours

Subsection: Time of Concentration Calculations
Label: EDA-1B
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.083 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.083 hours

Subsection: Time of Concentration Calculations
Label: EDA-1B
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

==== User Defined

Tc =	Value entered by user
Where:	Tc= Time of concentration, hours

Subsection: Runoff CN-Area
Label: EDA-1A
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

Runoff Curve Number Data

Soil/Surface Description	CN	Area (ft^2)	C	UC	Adjusted CN
Woods - grass combination - good - Soil C	72.000	5,741.000	0.0000	0.0000	72.000
Impervious Areas - Paved parking lots, roofs, driveways, Streets and roads - Soil C	98.000	18,575.000	0.0000	0.0000	98.000
COMPOSITE AREA & WEIGHTED CN --->	(N/A)	24,316.000	(N/A)	(N/A)	91.861

Subsection: Runoff CN-Area
Label: EDA-1B
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

Runoff Curve Number Data

Soil/Surface Description	CN	Area (ft^2)	C	UC	Adjusted CN
Woods - grass combination - good - Soil C	72.000	1,485.000	0.0000	0.0000	72.000
Impervious Areas - Paved parking lots, roofs, driveways, Streets and roads - Soil C	98.000	36.000	0.0000	0.0000	98.000
Brush - brush, weed, grass mix - good - Soil C	65.000	651.000	0.0000	0.0000	65.000
COMPOSITE AREA & WEIGHTED CN --->	(N/A)	2,172.000	(N/A)	(N/A)	70.333

Storm Event	1-year
Return Event	1 years
Duration	72.000 hours
Depth	2.820 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	24,316.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	1.12 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	1.12 ft³/s

Drainage Area	
SCS CN (Composite)	92.000
Area (User Defined)	24,316.000 ft²
Maximum Retention (Pervious)	0.870 in
Maximum Retention (Pervious, 20 percent)	0.174 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	1.992 in
Runoff Volume (Pervious)	4,035.646 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	4,035.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	7.59 ft³/s

Subsection: Unit Hydrograph Summary
Label: EDA-1A
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	10-year
Return Event	10 years
Duration	72.000 hours
Depth	5.070 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	24,316.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	2.23 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	2.23 ft³/s

Drainage Area	
SCS CN (Composite)	92.000
Area (User Defined)	24,316.000 ft²
Maximum Retention (Pervious)	0.870 in
Maximum Retention (Pervious, 20 percent)	0.174 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	4.158 in
Runoff Volume (Pervious)	8,424.821 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	8,425.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	7.59 ft³/s

Subsection: Unit Hydrograph Summary
Label: EDA-1A
Scenario: Pre-Development-10 yr

Return Event: 10 years
Storm Event: 10-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	100-year
Return Event	100 years
Duration	72.000 hours
Depth	8.930 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	24,316.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	4.10 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	4.10 ft³/s

Drainage Area	
SCS CN (Composite)	92.000
Area (User Defined)	24,316.000 ft²
Maximum Retention (Pervious)	0.870 in
Maximum Retention (Pervious, 20 percent)	0.174 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	7.965 in
Runoff Volume (Pervious)	16,139.900 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	16,140.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	7.59 ft³/s

Subsection: Unit Hydrograph Summary
Label: EDA-1A
Scenario: Pre-Development-100 yr

Return Event: 100 years
Storm Event: 100-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	1-year
Return Event	1 years
Duration	72.000 hours
Depth	2.820 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	2,172.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.122 hours
Flow (Peak, Computed)	0.03 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.03 ft³/s

Drainage Area	
SCS CN (Composite)	70.000
Area (User Defined)	2,172.000 ft²
Maximum Retention (Pervious)	4.286 in
Maximum Retention (Pervious, 20 percent)	0.857 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	0.617 in
Runoff Volume (Pervious)	111.603 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	112.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	0.68 ft³/s

Subsection: Unit Hydrograph Summary
Label: EDA-1B
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Subsection: Unit Hydrograph Summary
Label: EDA-1B
Scenario: Pre-Development-10 yr

Return Event: 10 years
Storm Event: 10-year

Storm Event	10-year
Return Event	10 years
Duration	72.000 hours
Depth	5.070 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	2,172.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.111 hours
Flow (Peak, Computed)	0.11 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.11 ft³/s

Drainage Area	
SCS CN (Composite)	70.000
Area (User Defined)	2,172.000 ft²
Maximum Retention (Pervious)	4.286 in
Maximum Retention (Pervious, 20 percent)	0.857 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	2.088 in
Runoff Volume (Pervious)	377.995 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	378.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	0.68 ft³/s

Subsection: Unit Hydrograph Summary
Label: EDA-1B
Scenario: Pre-Development-10 yr

Return Event: 10 years
Storm Event: 10-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Subsection: Unit Hydrograph Summary
Label: EDA-1B
Scenario: Pre-Development-100 yr

Return Event: 100 years
Storm Event: 100-year

Storm Event	100-year
Return Event	100 years
Duration	72.000 hours
Depth	8.930 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	2,172.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.111 hours
Flow (Peak, Computed)	0.27 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.27 ft³/s

Drainage Area	
SCS CN (Composite)	70.000
Area (User Defined)	2,172.000 ft²
Maximum Retention (Pervious)	4.286 in
Maximum Retention (Pervious, 20 percent)	0.857 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	5.273 in
Runoff Volume (Pervious)	954.476 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	954.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	0.68 ft³/s

Subsection: Unit Hydrograph Summary
Label: EDA-1B
Scenario: Pre-Development-100 yr

Return Event: 100 years
Storm Event: 100-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Subsection: Addition Summary
Label: DL-1
Scenario: Pre-Development-1 yr

Return Event: 1 years
Storm Event: 1-year

Summary for Hydrograph Addition at 'DL-1'

Upstream Link	Upstream Node
<Catchment to Outflow Node>	EDA-1A
<Catchment to Outflow Node>	EDA-1B

Node Inflows

Inflow Type	Element	Volume (ft³)	Time to Peak (hours)	Flow (Peak) (ft³/s)
Flow (From)	EDA-1A	4,035.464	12.100	1.12
Flow (From)	EDA-1B	111.578	12.100	0.03
Flow (In)	DL-1	4,147.042	12.100	1.15

Subsection: Addition Summary
Label: DL-1
Scenario: Pre-Development-10 yr

Return Event: 10 years
Storm Event: 10-year

Summary for Hydrograph Addition at 'DL-1'

Upstream Link	Upstream Node
<Catchment to Outflow Node>	EDA-1A
<Catchment to Outflow Node>	EDA-1B

Node Inflows

Inflow Type	Element	Volume (ft³)	Time to Peak (hours)	Flow (Peak) (ft³/s)
Flow (From)	EDA-1A	8,424.625	12.100	2.23
Flow (From)	EDA-1B	377.948	12.100	0.11
Flow (In)	DL-1	8,802.573	12.100	2.34

Subsection: Addition Summary
Label: DL-1
Scenario: Pre-Development-100 yr

Return Event: 100 years
Storm Event: 100-year

Summary for Hydrograph Addition at 'DL-1'

Upstream Link	Upstream Node
<Catchment to Outflow Node>	EDA-1A
<Catchment to Outflow Node>	EDA-1B

Node Inflows

Inflow Type	Element	Volume (ft³)	Time to Peak (hours)	Flow (Peak) (ft³/s)
Flow (From)	EDA-1A	16,139.705	12.100	4.10
Flow (From)	EDA-1B	954.407	12.100	0.27
Flow (In)	DL-1	17,094.111	12.100	4.37

Index

APPENDIX B

PROPOSED HYDROLOGIC CALCULATIONS

Scenario: POST-DEVELOPMENT

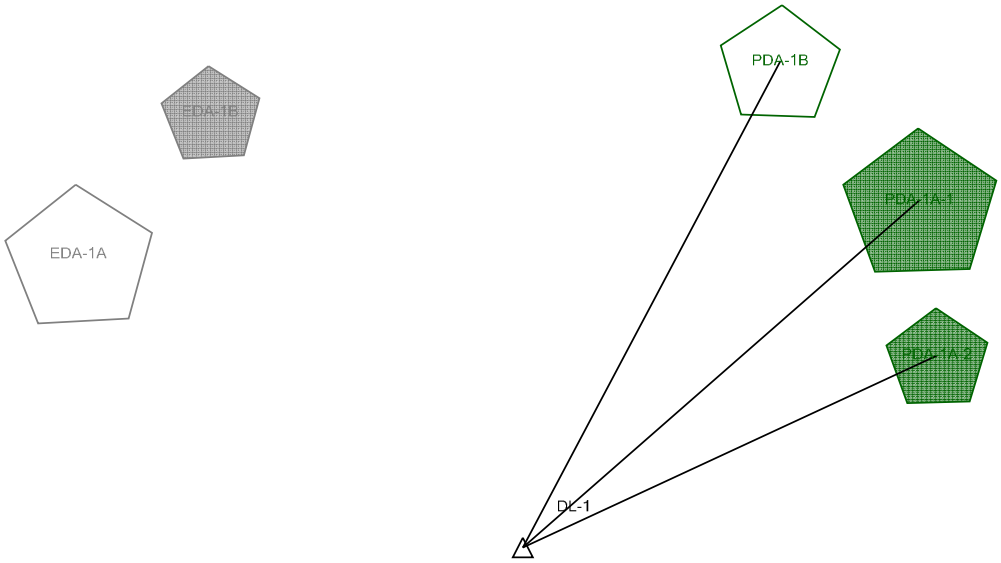


Table of Contents

Table of Contents

Subsection: Master Network Summary

Catchments Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ft^3)	Time to Peak (hours)	Peak Flow (ft^3/s)
PDA-1A-1	POST-DEVELOPMENT -1 YR	1	2,798.000	12.100	0.79
PDA-1A-1	POST-DEVELOPMENT -10 YR	10	6,064.000	12.100	1.64
PDA-1A-1	POST-DEVELOPMENT -100 YR	100	11,875.000	12.100	3.07
PDA-1B	POST-DEVELOPMENT -1 YR	1	288.000	12.100	0.08
PDA-1B	POST-DEVELOPMENT -10 YR	10	855.000	12.100	0.25
PDA-1B	POST-DEVELOPMENT -100 YR	100	2,008.000	12.100	0.56
PDA-1A-2	POST-DEVELOPMENT -1 YR	1	850.000	12.100	0.21
PDA-1A-2	POST-DEVELOPMENT -10 YR	10	1,588.000	12.100	0.39
PDA-1A-2	POST-DEVELOPMENT -100 YR	100	2,855.000	12.100	0.68

Node Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ft^3)	Time to Peak (hours)	Peak Flow (ft^3/s)
DL-1	POST-DEVELOPMENT -1 YR	1	3,936.000	12.100	1.08
DL-1	POST-DEVELOPMENT -10 YR	10	8,507.000	12.100	2.27
DL-1	POST-DEVELOPMENT -100 YR	100	16,737.000	12.100	4.31

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: POST-DEVELOPMENT-100 YR

Return Event: 100 years
Storm Event: 100-year

Time-Depth Curve: 100-year	
Label	100-year
Start Time	0.000 hours
Increment	0.100 hours
End Time	24.000 hours
Return Event	100 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.000	0.000	0.009	0.018	0.027	0.036
0.500	0.045	0.054	0.063	0.071	0.080
1.000	0.089	0.098	0.107	0.116	0.125
1.500	0.134	0.143	0.152	0.161	0.170
2.000	0.179	0.188	0.197	0.206	0.215
2.500	0.225	0.235	0.244	0.254	0.264
3.000	0.275	0.285	0.295	0.306	0.317
3.500	0.328	0.339	0.350	0.361	0.372
4.000	0.384	0.396	0.407	0.419	0.431
4.500	0.444	0.456	0.469	0.481	0.494
5.000	0.507	0.520	0.533	0.546	0.560
5.500	0.573	0.587	0.601	0.615	0.629
6.000	0.643	0.658	0.672	0.688	0.704
6.500	0.720	0.737	0.754	0.772	0.790
7.000	0.808	0.827	0.847	0.866	0.887
7.500	0.908	0.929	0.950	0.972	0.995
8.000	1.018	1.042	1.067	1.092	1.119
8.500	1.147	1.176	1.206	1.237	1.269
9.000	1.302	1.336	1.371	1.407	1.444
9.500	1.482	1.521	1.561	1.602	1.645
10.000	1.688	1.733	1.780	1.829	1.880
10.500	1.933	1.989	2.047	2.106	2.168
11.000	2.232	2.302	2.379	2.465	2.559
11.500	2.661	2.807	3.031	3.334	3.715
12.000	4.465	5.215	5.596	5.899	6.123
12.500	6.269	6.371	6.465	6.551	6.628
13.000	6.697	6.762	6.824	6.883	6.941
13.500	6.997	7.050	7.101	7.150	7.197
14.000	7.242	7.285	7.328	7.369	7.409
14.500	7.448	7.486	7.523	7.559	7.594
15.000	7.628	7.661	7.693	7.724	7.754
15.500	7.783	7.811	7.838	7.863	7.888
16.000	7.912	7.935	7.958	7.980	8.001
16.500	8.023	8.043	8.064	8.083	8.103
17.000	8.122	8.140	8.158	8.176	8.193

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: POST-DEVELOPMENT-100 YR

Return Event: 100 years
Storm Event: 100-year

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
17.500	8.210	8.226	8.242	8.258	8.273
18.000	8.287	8.301	8.315	8.329	8.343
18.500	8.357	8.370	8.384	8.397	8.410
19.000	8.423	8.436	8.449	8.461	8.474
19.500	8.486	8.499	8.511	8.523	8.534
20.000	8.546	8.558	8.569	8.580	8.592
20.500	8.603	8.614	8.625	8.636	8.646
21.000	8.657	8.668	8.678	8.688	8.699
21.500	8.709	8.719	8.729	8.739	8.748
22.000	8.758	8.768	8.777	8.786	8.796
22.500	8.805	8.814	8.823	8.832	8.840
23.000	8.849	8.858	8.866	8.874	8.883
23.500	8.891	8.899	8.907	8.915	8.922
24.000	8.930	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: POST-DEVELOPMENT-10 YR

Return Event: 10 years
Storm Event: 10-year

Time-Depth Curve: 10-year	
Label	10-year
Start Time	0.000 hours
Increment	0.100 hours
End Time	24.000 hours
Return Event	10 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.000	0.000	0.005	0.010	0.015	0.020
0.500	0.025	0.030	0.035	0.041	0.046
1.000	0.051	0.056	0.061	0.066	0.071
1.500	0.076	0.081	0.086	0.091	0.096
2.000	0.101	0.107	0.112	0.117	0.122
2.500	0.128	0.133	0.139	0.144	0.150
3.000	0.156	0.162	0.168	0.174	0.180
3.500	0.186	0.192	0.199	0.205	0.211
4.000	0.218	0.225	0.231	0.238	0.245
4.500	0.252	0.259	0.266	0.273	0.280
5.000	0.288	0.295	0.303	0.310	0.318
5.500	0.325	0.333	0.341	0.349	0.357
6.000	0.365	0.373	0.382	0.391	0.400
6.500	0.409	0.418	0.428	0.438	0.448
7.000	0.459	0.470	0.481	0.492	0.503
7.500	0.515	0.527	0.540	0.552	0.565
8.000	0.578	0.591	0.606	0.620	0.635
8.500	0.651	0.668	0.685	0.702	0.720
9.000	0.739	0.758	0.778	0.799	0.820
9.500	0.841	0.864	0.886	0.910	0.934
10.000	0.958	0.984	1.010	1.038	1.067
10.500	1.098	1.129	1.162	1.196	1.231
11.000	1.267	1.307	1.351	1.400	1.453
11.500	1.511	1.594	1.721	1.893	2.109
12.000	2.535	2.961	3.177	3.349	3.476
12.500	3.559	3.617	3.670	3.719	3.763
13.000	3.802	3.839	3.874	3.908	3.941
13.500	3.972	4.003	4.032	4.060	4.086
14.000	4.112	4.136	4.160	4.184	4.206
14.500	4.229	4.250	4.271	4.292	4.312
15.000	4.331	4.350	4.368	4.385	4.402
15.500	4.419	4.435	4.450	4.464	4.479
16.000	4.492	4.505	4.518	4.530	4.543
16.500	4.555	4.567	4.578	4.589	4.600
17.000	4.611	4.622	4.632	4.642	4.652

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: POST-DEVELOPMENT-10 YR

Return Event: 10 years
Storm Event: 10-year

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
17.500	4.661	4.670	4.680	4.688	4.697
18.000	4.705	4.713	4.721	4.729	4.737
18.500	4.745	4.752	4.760	4.767	4.775
19.000	4.782	4.790	4.797	4.804	4.811
19.500	4.818	4.825	4.832	4.839	4.845
20.000	4.852	4.859	4.865	4.872	4.878
20.500	4.884	4.891	4.897	4.903	4.909
21.000	4.915	4.921	4.927	4.933	4.939
21.500	4.944	4.950	4.956	4.961	4.967
22.000	4.972	4.978	4.983	4.988	4.994
22.500	4.999	5.004	5.009	5.014	5.019
23.000	5.024	5.029	5.034	5.038	5.043
23.500	5.048	5.052	5.057	5.061	5.066
24.000	5.070	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Time-Depth Curve: 1-year	
Label	1-year
Start Time	0.000 hours
Increment	0.100 hours
End Time	24.000 hours
Return Event	1 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.000	0.000	0.003	0.006	0.008	0.011
0.500	0.014	0.017	0.020	0.023	0.025
1.000	0.028	0.031	0.034	0.037	0.039
1.500	0.042	0.045	0.048	0.051	0.054
2.000	0.056	0.059	0.062	0.065	0.068
2.500	0.071	0.074	0.077	0.080	0.084
3.000	0.087	0.090	0.093	0.097	0.100
3.500	0.103	0.107	0.110	0.114	0.118
4.000	0.121	0.125	0.129	0.132	0.136
4.500	0.140	0.144	0.148	0.152	0.156
5.000	0.160	0.164	0.168	0.172	0.177
5.500	0.181	0.185	0.190	0.194	0.199
6.000	0.203	0.208	0.212	0.217	0.222
6.500	0.227	0.233	0.238	0.244	0.249
7.000	0.255	0.261	0.267	0.274	0.280
7.500	0.287	0.293	0.300	0.307	0.314
8.000	0.321	0.329	0.337	0.345	0.353
8.500	0.362	0.371	0.381	0.391	0.401
9.000	0.411	0.422	0.433	0.444	0.456
9.500	0.468	0.480	0.493	0.506	0.519
10.000	0.533	0.547	0.562	0.577	0.594
10.500	0.611	0.628	0.646	0.665	0.685
11.000	0.705	0.727	0.751	0.778	0.808
11.500	0.840	0.886	0.957	1.053	1.173
12.000	1.410	1.647	1.767	1.863	1.934
12.500	1.980	2.012	2.042	2.069	2.093
13.000	2.115	2.135	2.155	2.174	2.192
13.500	2.209	2.226	2.243	2.258	2.273
14.000	2.287	2.301	2.314	2.327	2.340
14.500	2.352	2.364	2.376	2.387	2.398
15.000	2.409	2.419	2.429	2.439	2.449
15.500	2.458	2.467	2.475	2.483	2.491
16.000	2.499	2.506	2.513	2.520	2.527
16.500	2.533	2.540	2.546	2.553	2.559
17.000	2.565	2.571	2.576	2.582	2.587

Subsection: Time-Depth Curve
Label: Time-Depth - 1
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.100 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
17.500	2.593	2.598	2.603	2.608	2.612
18.000	2.617	2.621	2.626	2.630	2.635
18.500	2.639	2.643	2.648	2.652	2.656
19.000	2.660	2.664	2.668	2.672	2.676
19.500	2.680	2.684	2.688	2.691	2.695
20.000	2.699	2.702	2.706	2.710	2.713
20.500	2.717	2.720	2.724	2.727	2.730
21.000	2.734	2.737	2.740	2.744	2.747
21.500	2.750	2.753	2.756	2.760	2.763
22.000	2.766	2.769	2.772	2.775	2.778
22.500	2.780	2.783	2.786	2.789	2.792
23.000	2.794	2.797	2.800	2.802	2.805
23.500	2.808	2.810	2.813	2.815	2.818
24.000	2.820	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time of Concentration Calculations
Label: PDA-1A-1
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.083 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.083 hours

Subsection: Time of Concentration Calculations
Label: PDA-1A-1
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

==== User Defined

Tc =	Value entered by user
Where:	Tc= Time of concentration, hours

Subsection: Time of Concentration Calculations
Label: PDA-1A-2
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.083 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.083 hours

Subsection: Time of Concentration Calculations
Label: PDA-1A-2
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

==== User Defined

Tc =	Value entered by user
Where:	Tc= Time of concentration, hours

Subsection: Time of Concentration Calculations
Label: PDA-1B
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.083 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.083 hours

Subsection: Time of Concentration Calculations
Label: PDA-1B
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

==== User Defined

Tc =	Value entered by user
Where:	Tc= Time of concentration, hours

Subsection: Runoff CN-Area
Label: PDA-1A-1
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Runoff Curve Number Data

Soil/Surface Description	CN	Area (ft^2)	C	UC	Adjusted CN
Open space (Lawns,parks etc.) - Good condition; grass cover > 75% - Soil C	74.000	3,606.000	0.0000	0.0000	74.000
Impervious Areas - Paved parking lots, roofs, driveways, Streets and roads - Soil C	98.000	12,278.000	0.0000	0.0000	98.000
Woods - grass combination - good - Soil C	72.000	2,569.000	0.0000	0.0000	72.000
COMPOSITE AREA & WEIGHTED CN --->	(N/A)	18,453.000	(N/A)	(N/A)	89.690

Subsection: Runoff CN-Area
Label: PDA-1A-2
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Runoff Curve Number Data

Soil/Surface Description	CN	Area (ft^2)	C	UC	Adjusted CN
Impervious Areas - Paved parking lots, roofs, driveways, Streets and roads - Soil B	98.000	3,942.000	0.0000	0.0000	98.000
COMPOSITE AREA & WEIGHTED CN --->	(N/A)	3,942.000	(N/A)	(N/A)	98.000

Subsection: Runoff CN-Area
Label: PDA-1B
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Runoff Curve Number Data

Soil/Surface Description	CN	Area (ft^2)	C	UC	Adjusted CN
Open space (Lawns,parks etc.) - Good condition; grass cover > 75% - Soil C	74.000	2,509.000	0.0000	0.0000	74.000
Brush - brush, weed, grass mix - good - Soil C	65.000	651.000	0.0000	0.0000	65.000
Impervious Areas - Paved parking lots, roofs, driveways, Streets and roads - Soil C	98.000	407.000	0.0000	0.0000	98.000
Woods - grass combination - good - Soil C	72.000	525.000	0.0000	0.0000	72.000
COMPOSITE AREA & WEIGHTED CN --->	(N/A)	4,092.000	(N/A)	(N/A)	74.699

Storm Event	1-year
Return Event	1 years
Duration	72.000 hours
Depth	2.820 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	18,453.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	0.79 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.79 ft³/s

Drainage Area	
SCS CN (Composite)	90.000
Area (User Defined)	18,453.000 ft²
Maximum Retention (Pervious)	1.111 in
Maximum Retention (Pervious, 20 percent)	0.222 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	1.820 in
Runoff Volume (Pervious)	2,797.987 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	2,798.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	5.76 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1A-1
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	10-year
Return Event	10 years
Duration	72.000 hours
Depth	5.070 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	18,453.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	1.64 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	1.64 ft³/s

Drainage Area	
SCS CN (Composite)	90.000
Area (User Defined)	18,453.000 ft²
Maximum Retention (Pervious)	1.111 in
Maximum Retention (Pervious, 20 percent)	0.222 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	3.944 in
Runoff Volume (Pervious)	6,064.651 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	6,064.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	5.76 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1A-1
Scenario: POST-DEVELOPMENT-10 YR

Return Event: 10 years
Storm Event: 10-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	100-year
Return Event	100 years
Duration	72.000 hours
Depth	8.930 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	18,453.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	3.07 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	3.07 ft³/s

Drainage Area	
SCS CN (Composite)	90.000
Area (User Defined)	18,453.000 ft²
Maximum Retention (Pervious)	1.111 in
Maximum Retention (Pervious, 20 percent)	0.222 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	7.722 in
Runoff Volume (Pervious)	11,875.122 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	11,875.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	5.76 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1A-1
Scenario: POST-DEVELOPMENT-100 YR

Return Event: 100 years
Storm Event: 100-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	1-year
Return Event	1 years
Duration	72.000 hours
Depth	2.820 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	3,942.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	0.21 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.21 ft³/s

Drainage Area	
SCS CN (Composite)	98.000
Area (User Defined)	3,942.000 ft²
Maximum Retention (Pervious)	0.204 in
Maximum Retention (Pervious, 20 percent)	0.041 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	2.589 in
Runoff Volume (Pervious)	850.507 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	850.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	1.23 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1A-2
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	10-year
Return Event	10 years
Duration	72.000 hours
Depth	5.070 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	3,942.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	0.39 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.39 ft³/s

Drainage Area	
SCS CN (Composite)	98.000
Area (User Defined)	3,942.000 ft²
Maximum Retention (Pervious)	0.204 in
Maximum Retention (Pervious, 20 percent)	0.041 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	4.833 in
Runoff Volume (Pervious)	1,587.660 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	1,588.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	1.23 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1A-2
Scenario: POST-DEVELOPMENT-10 YR

Return Event: 10 years
Storm Event: 10-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	100-year
Return Event	100 years
Duration	72.000 hours
Depth	8.930 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	3,942.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	0.68 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.68 ft³/s

Drainage Area	
SCS CN (Composite)	98.000
Area (User Defined)	3,942.000 ft²
Maximum Retention (Pervious)	0.204 in
Maximum Retention (Pervious, 20 percent)	0.041 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	8.690 in
Runoff Volume (Pervious)	2,854.561 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	2,855.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	1.23 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1A-2
Scenario: POST-DEVELOPMENT-100 YR

Return Event: 100 years
Storm Event: 100-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	1-year
Return Event	1 years
Duration	72.000 hours
Depth	2.820 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	4,092.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.111 hours
Flow (Peak, Computed)	0.08 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.08 ft³/s

Drainage Area	
SCS CN (Composite)	75.000
Area (User Defined)	4,092.000 ft²
Maximum Retention (Pervious)	3.333 in
Maximum Retention (Pervious, 20 percent)	0.667 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	0.845 in
Runoff Volume (Pervious)	288.183 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	288.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	1.28 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1B
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	10-year
Return Event	10 years
Duration	72.000 hours
Depth	5.070 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	4,092.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.111 hours
Flow (Peak, Computed)	0.25 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.25 ft³/s

Drainage Area	
SCS CN (Composite)	75.000
Area (User Defined)	4,092.000 ft²
Maximum Retention (Pervious)	3.333 in
Maximum Retention (Pervious, 20 percent)	0.667 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	2.506 in
Runoff Volume (Pervious)	854.601 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	855.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	1.28 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1B
Scenario: POST-DEVELOPMENT-10 YR

Return Event: 10 years
Storm Event: 10-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Storm Event	100-year
Return Event	100 years
Duration	72.000 hours
Depth	8.930 in
Time of Concentration (Composite)	0.083 hours
Area (User Defined)	4,092.000 ft²

Computational Time Increment	0.011 hours
Time to Peak (Computed)	12.100 hours
Flow (Peak, Computed)	0.56 ft³/s
Output Increment	0.050 hours
Time to Flow (Peak Interpolated Output)	12.100 hours
Flow (Peak Interpolated Output)	0.56 ft³/s

Drainage Area	
SCS CN (Composite)	75.000
Area (User Defined)	4,092.000 ft²
Maximum Retention (Pervious)	3.333 in
Maximum Retention (Pervious, 20 percent)	0.667 in

Cumulative Runoff	
Cumulative Runoff Depth (Pervious)	5.888 in
Runoff Volume (Pervious)	2,007.852 ft³

Hydrograph Volume (Area under Hydrograph curve)	
Volume	2,008.000 ft³

SCS Unit Hydrograph Parameters	
Time of Concentration (Composite)	0.083 hours
Computational Time Increment	0.011 hours
Unit Hydrograph Shape Factor	483.432
K Factor	0.749
Receding/Rising, Tr/Tp	1.670
Unit peak, qp	1.28 ft³/s

Subsection: Unit Hydrograph Summary
Label: PDA-1B
Scenario: POST-DEVELOPMENT-100 YR

Return Event: 100 years
Storm Event: 100-year

SCS Unit Hydrograph Parameters	
Unit peak time, Tp	0.056 hours
Unit receding limb, Tr	0.222 hours
Total unit time, Tb	0.278 hours

Subsection: Addition Summary
Label: DL-1
Scenario: POST-DEVELOPMENT-1 YR

Return Event: 1 years
Storm Event: 1-year

Summary for Hydrograph Addition at 'DL-1'

Upstream Link	Upstream Node
<Catchment to Outflow Node>	PDA-1A-1
<Catchment to Outflow Node>	PDA-1A-2
<Catchment to Outflow Node>	PDA-1B

Node Inflows

Inflow Type	Element	Volume (ft³)	Time to Peak (hours)	Flow (Peak) (ft³/s)
Flow (From)	PDA-1A-1	2,797.823	12.100	0.79
Flow (From)	PDA-1A-2	850.500	12.100	0.21
Flow (From)	PDA-1B	288.133	12.100	0.08
Flow (In)	DL-1	3,936.456	12.100	1.08

Subsection: Addition Summary
Label: DL-1
Scenario: POST-DEVELOPMENT-10 YR

Return Event: 10 years
Storm Event: 10-year

Summary for Hydrograph Addition at 'DL-1'

Upstream Link	Upstream Node
<Catchment to Outflow Node>	PDA-1A-1
<Catchment to Outflow Node>	PDA-1A-2
<Catchment to Outflow Node>	PDA-1B

Node Inflows

Inflow Type	Element	Volume (ft^3)	Time to Peak (hours)	Flow (Peak) (ft^3/s)
Flow (From)	PDA-1A-1	6,064.464	12.100	1.64
Flow (From)	PDA-1A-2	1,587.652	12.100	0.39
Flow (From)	PDA-1B	854.517	12.100	0.25
Flow (In)	DL-1	8,506.633	12.100	2.27

Subsection: Addition Summary
Label: DL-1
Scenario: POST-DEVELOPMENT-100 YR

Return Event: 100 years
Storm Event: 100-year

Summary for Hydrograph Addition at 'DL-1'

Upstream Link	Upstream Node
<Catchment to Outflow Node>	PDA-1A-1
<Catchment to Outflow Node>	PDA-1A-2
<Catchment to Outflow Node>	PDA-1B

Node Inflows

Inflow Type	Element	Volume (ft^3)	Time to Peak (hours)	Flow (Peak) (ft^3/s)
Flow (From)	PDA-1A-1	11,874.931	12.100	3.07
Flow (From)	PDA-1A-2	2,854.550	12.100	0.68
Flow (From)	PDA-1B	2,007.740	12.100	0.56
Flow (In)	DL-1	16,737.221	12.100	4.31

Index

APPENDIX C

NYSDEC STORMWATER SIZING CALCULATIONS

WATER QUALITY VOLUME WORKSHEET

JMC Project:	**18175**
Design Point:	**DL-1**

Ardsley Gas Station	Drainage Area:	**PDA-1A-1&2**

Initial Water Quality Treatment Volume

DESCRIPTION	Design Storm	Area	Impervious Area	Percent Impervious	Runoff Coefficient	Total Required WQ Volume
SYMBOL	P	A	I	%I	R_V	WQ_V
VALUE	1.5	0.51	0.37	72.43	0.701841929	**1,965**
UNITS	In	Ac	Ac	%	CF	CF
VALUE	Enhanced Phosphorus Removal (WQ_V = 1-yr Storm Runoff)					

Runoff Reduction Techniques (Area)

DESCRIPTION	Total Area	Impervious Area
SYMBOL	A	I
Conservation of Natural Areas		
Sheetflow to Riparian Buffers or Filter Strips		
Vegetated Swale		
Tree Planting / Tree Pit		
Disconnection of Rooftop Runoff		
Stream Daylighting		
TOTAL		
UNITS	Ac	Ac

Adjusted Water Quality Treatment Volume

DESCRIPTION	Design Storm	Area	Impervious Area	Percent Impervious	Runoff Coefficient	Total Required WQ Volume
SYMBOL	P	A	I	%I	R_V	WQ_V
VALUE	1.5	0.51	0.37	72.43	0.701841929	**1,965**
UNITS	In	Ac	Ac	%	CF	CF
VALUE	Enhanced Phosphorus Removal (WQ_V = 1-yr Storm Runoff)					

Date Printed: 11/30/2023

SAND FILTER

JMC Project:	**18175**
Design Point:	**DL-1**
Drainage Area:	**PDA 1A-2**

Perimeter Sand Filter

Site Data for Drainage Area to be Treated by Practice			
DESCRIPTION	*SYMBOL*	*VALUE*	*UNITS*
Design Storm [90% Rainfall Event Number]	P	1.5	In
Impervious Area	I	0.09	Ac
Area	A	0.09	Ac
Percent Impervious	%I	100.00	%
Runoff Coefficient [0.05 + 0.009 x %I]	R_V	0.95	CF
TOTAL VOLUME Required [$WQ_V = (P \times R_V \times A) / 12$]	WQ_V	**468**	CF

Minimum Sandfilter Bed Area			
DESCRIPTION	*SYMBOL*	*VALUE*	*UNITS*
Water Quality Volume	WQ_V	468	CF
Coefficient of permeability of filter media (hydraulic conductivity)	k	3.50	Ft / Day
Filter bed Depth (Sand Media)	d_f	1.50	Ft
Average Height of water above filter bed	h_f	1.50	Ft
Design filter bed drain Time	t_f	1.67	Days
Required Surface Area of Filter Bed [$A_f = (WQ_V \times d_f) / (k \times (h_f + d_f) \times t_f)$]	A_f	**40.04**	SF

Proposed SandfilterArea			
DESCRIPTION	*SYMBOL*	*VALUE*	*UNITS*
Calculated filter bed area (Length x Width)		42.00	SF
Surface Area of Filter Bed Provided	A_f	**42.00**	SF
Actual Volume Provided		**490.98**	CF

Sedimentation basin area			
DESCRIPTION	*SYMBOL*	*VALUE*	*UNITS*
Required Sedimentation Basin Volume = SBv=(0.25*WQV)	SBv	**117**	CF
Provided Sedimentation Basin Area	As	**54**	SF
Provided Sedimentation Basin Volume SBv = As * 2.2'	SBv	**119**	CF

PROPRIETARY PRACTICE WORKSHEET

Continuous Deflective Separation Unit - WQS-1

JMC Project:	**18175**
Design Point:	**DL-1**
Drainage Area:	**PDA-1A-1&2**
Rainfall Distribution Type:	**III**

		A	**B**	**C**
Coefficients for the equation unit peak [$R = I_a / P$] [$C_i = A \times R^2 + B \times R + C$]	C_0	-1.774	0.3301	2.4577
	C_1	1.8622	-0.7397	-0.4627
	C_2	-0.0648	0.2276	-0.1932

Site Data for Drainage Area to be Treated by Practice			
DESCRIPTION	*SYMBOL*	*VALUE*	*UNITS*
Design Storm [90% Rainfall Event Number]	P	2.8	In
Impervious Area	I	0.37	Ac
Area	A	0.51	Ac
Percent Impervious	%I	72.43	%
Runoff Coefficient [0.05 + 0.009 x %I]	R_V	0.70	CF
TOTAL VOLUME Required [$WQ_V = (P \times R_V \times A) / 12$]	WQ_V	**3,667**	CF
Design Storm [1-yr Storm Depth]	P	2.8	In
TOTAL VOLUME Required *(TMDL)* [WQ_V = 1-yr Storm Runoff]	WQ_V	**3,667**	CF

Water Quality Peak Flow Calculation			
DESCRIPTION	*SYMBOL*	*VALUE*	*UNITS*
Water Quality Volume	WQ_V	3,667	CF
Design Storm [90% Rainfall Event Number] **or** [1-yr Storm Depth]	P	2.8	In
Time of Concentration	t_c	0.0833	Hr
Runoff Volume [$Q = WQ_V / (A \times 3630)$]	Q	1.96	In
Curve Number [$CN = 1000 / (10 + 5P + 10Q - 10 \times (Q^2 + 1.25\ QP)^{½}$]	CN	91.70	
Curve Number	CN	92	
Initial Abstraction [$I_a = 200 / CN - 2$]	I_a	0.18	In
Ratio [$R = I_a / P$]	R	0.06	
$C_0 = A \times R^2 + B \times R + C$	C_0	2.47	
$C_1 = A \times R2 + B \times R + C$	C_1	-0.50	
$C_2 = A \times R2 + B \times R + C$	C_2	-0.18	
Unit Peak Discharge	q_u	639.13	$cfs/mi^2/in$
Peak Discharge [$Q_p = q_u \times A \times Q / 640$]	Q_p	**1.01**	cfs

Proposed Device			
DESCRIPTION	*SYMBOL*	*VALUE*	*UNITS*
Water Quality Peak Flow Provided	Q_p	**1.8**	cfs
Water Quality Volume Provided [$WQ_V = 640 \times 3600 \times Q_P / q_u$]	WQ_V	**6,489**	CF
Model Designation		Cascade CS-4	
Quantity		1	

Date Printed: 11/30/2023

APPENDIX D

TEMPORARY EROSION AND SEDIMENT CONTROL INSPECTION AND MAINTENANCE CHECKLIST PERMANENT STORMWATER PRACTICE OPERATION, MAINTENANCE AND MANAGEMENT INSPECTION CHECKLISTS

JMC Project 18175
Ardsley Gas Station
657 Saw Mill River Road
Village of Ardsley, NY

Temporary Erosion and Sediment Control Inspection and Maintenance Checklist

Erosion and Sediment Control Measure	Inspection/Maintenance Intervals	Inspection/Maintenance Requirements
Stabilized Construction Entrance	Daily	• Periodic top dressing with additional aggregate as required • Clean sediment in public right-of-ways immediately
Silt Fence	Weekly + After Each Rain	• Remove & redistribute sediment when bulges develop in the silt fence.
Inlet Protection	Weekly + After Each Rain	• Remove sediment as necessary and replace filter fabric, crushed stone etc. • Any broken and damaged components should be replaced. • Check all materials for proper anchorage and secure as necessary.
Concrete Washout	Daily	• Damaged or leaking facilities shall be deactivated and repaired or replaced immediately.
	After Each Rain	• Pump excess rainwater that has accumulated over hardened concrete to a stabilized area.
		• Remove accumulated hardened material when 75% of the storage capacity of the structure is filled. Replace plastic liner with each cleaning of the washout facility.

Permanent Stormwater Management Practice Inspection and Maintenance Checklist (Cont'd)

Stormwater Management Practice	Inspection/Maintenance Intervals	Inspection/Maintenance Requirements
Drain Inlets	Monthly	• Check for blockage and/or erosion at top of each inlet. Repair/remove as necessary. • Check for sediment and debris collected within sumps and clean out as necessary.
Hydrodynamic Water Quality Structure	(See Maintenance Guidelines in Appendix D of the SWPPP)	• Open access cover for visual inspection and measure the distance from the standing water surface to the sediment pile with a measuring stick or tape. If less than 4 feet, insert hose from vacuum truck into the sump and screen through both access covers to clean out the standing water, layer of oil, sediment, trash, etc. • The screen must be powerwashed to ensure it is free of trash and debris.

Permanent Stormwater Management Practice Inspection and Maintenance Checklist (Cont'd)

Stormwater Management Practice	Inspection/Maintenance Intervals	• Inspection/Maintenance Requirements
Subsurface Sand Filter	Quaterly + After Major Storms	• Check level of sediment and debris accumulated within the system. • Check structural integrity of the system pipes, structures, etc. for cracking, bulging or deterioration. Repair/remove as necessary. • Confirm all inlets and outlet structures/pipes are operating properly.

The owner/operator responsible for inspection and maintenance as outlined above:

Thornwood Four Corners, LLC
Bryan Orser
25 Saint Charles Street
Thornwood, New York 10594
Phone: (914) 473-0122

p:\2018\18175\drainage\reports\2022-01-13_dc\appendix f temp and perm maint checklist\temporary & permanent s&e inspection and maintenance checklist.docx

APPENDIX E

CONTRACTOR'S CERTIFICATION

JMC Project 18175
Ardsley Gas Station
657 Saw Mill River Road
Village of Ardsley, NY

CONTRACTOR'S CERTIFICATION

"I hereby certify under penalty of law that I understand and agree to comply with the terms and conditions of the SWPPP and agree to implement any corrective actions identified by the qualified inspector during a site inspection. I also understand that the owner or operator must comply with the terms and conditions of the most current version of the New York State Pollutant Discharge Elimination System ("SPDES") general permit for stormwater discharges from construction activities and that it is unlawful for any person to cause or contribute to a violation of water quality standards. Furthermore, I am aware that there are significant penalties for submitting false information, that I do not believe to be true, including the possibility of fine and imprisonment for knowing violations"

Company Name: _____

Address: _____

Telephone Number: _____

Name and Title: _____

Signature: _____ Date: _____

Permit Identification No.:_____

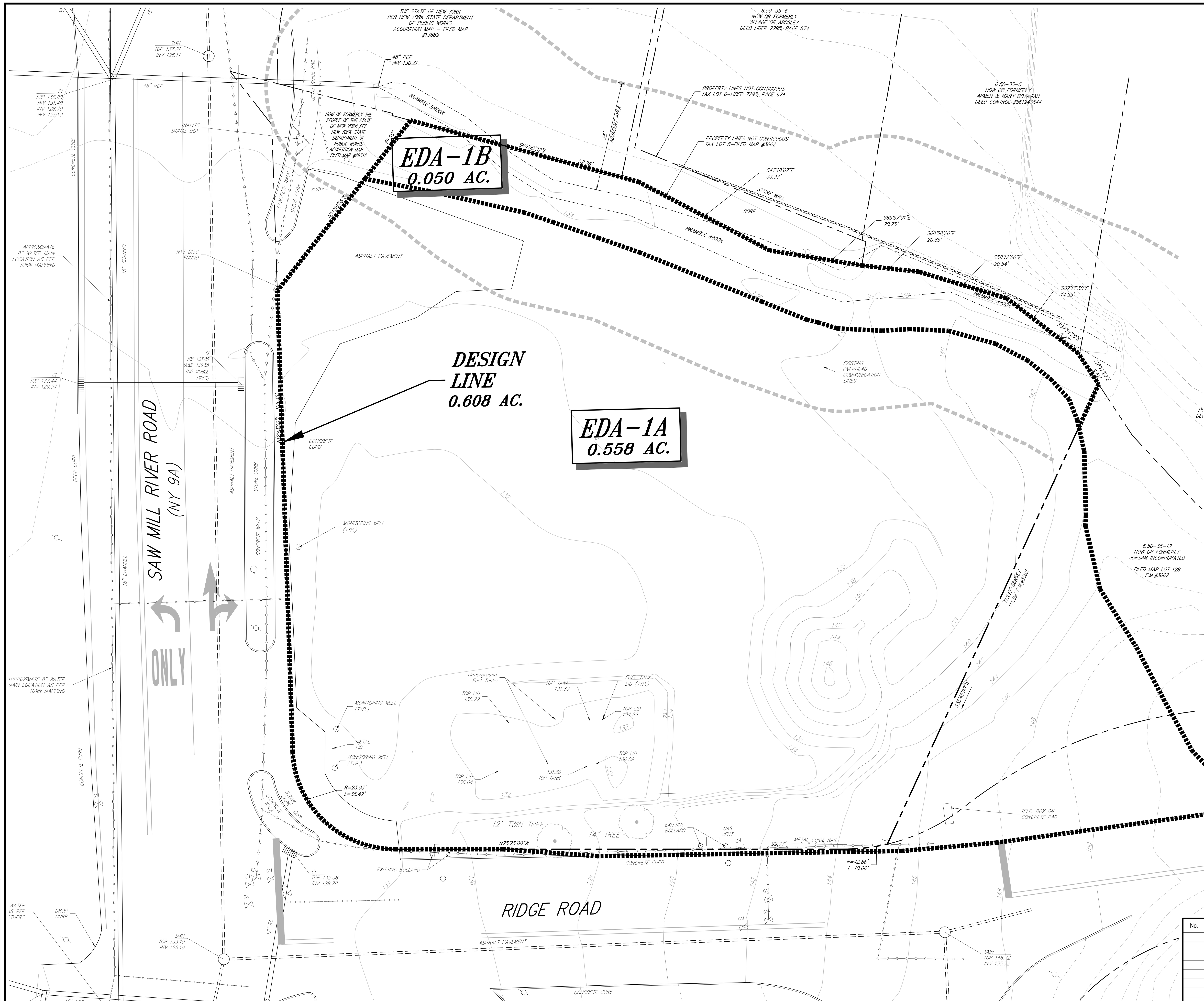
Name and Title of Trained Contractor:_____

Elements of the SWPPP Contractor is responsible for:_____

p:\2018\18175\drainage\reports\2022-01-13_dc\appendix g contractor's certification\nys contractors certification.docx

APPENDIX F

DRAWINGS



LEGEND

	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE
	EXISTING WETLAND BUFFER
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
172	EXISTING CONTOUR
170	EXISTING INDEX CONTOUR
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
—x—x—x—x—	EXISTING FENCE
T10 M	EXISTING TREE AND DESIGNATION
	EXISTING DIRECTIONAL ARROWS
	EXISTING PAINT
	EXISTING PEDESTRIAN CROSSING
36" RCP	EXISTING STORM DRAIN LINE AND SIZE
8" SAN	EXISTING SANITARY LINE AND SIZE
—W—W—W—W—W—W—	EXISTING WATER LINE
—G—G—G—G—G—G—	EXISTING GAS LINE
—OHW—OHW—OHW—OHW—	EXISTING OVERHEAD WIRES
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING BOLLARD
	EXISTING FIRE HYDRANT
GV	EXISTING GAS VALVE
WV	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	DRAINAGE DIVIDE

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM A SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/01/2016.

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

EXISTING DRAINAGE AREA MAP

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

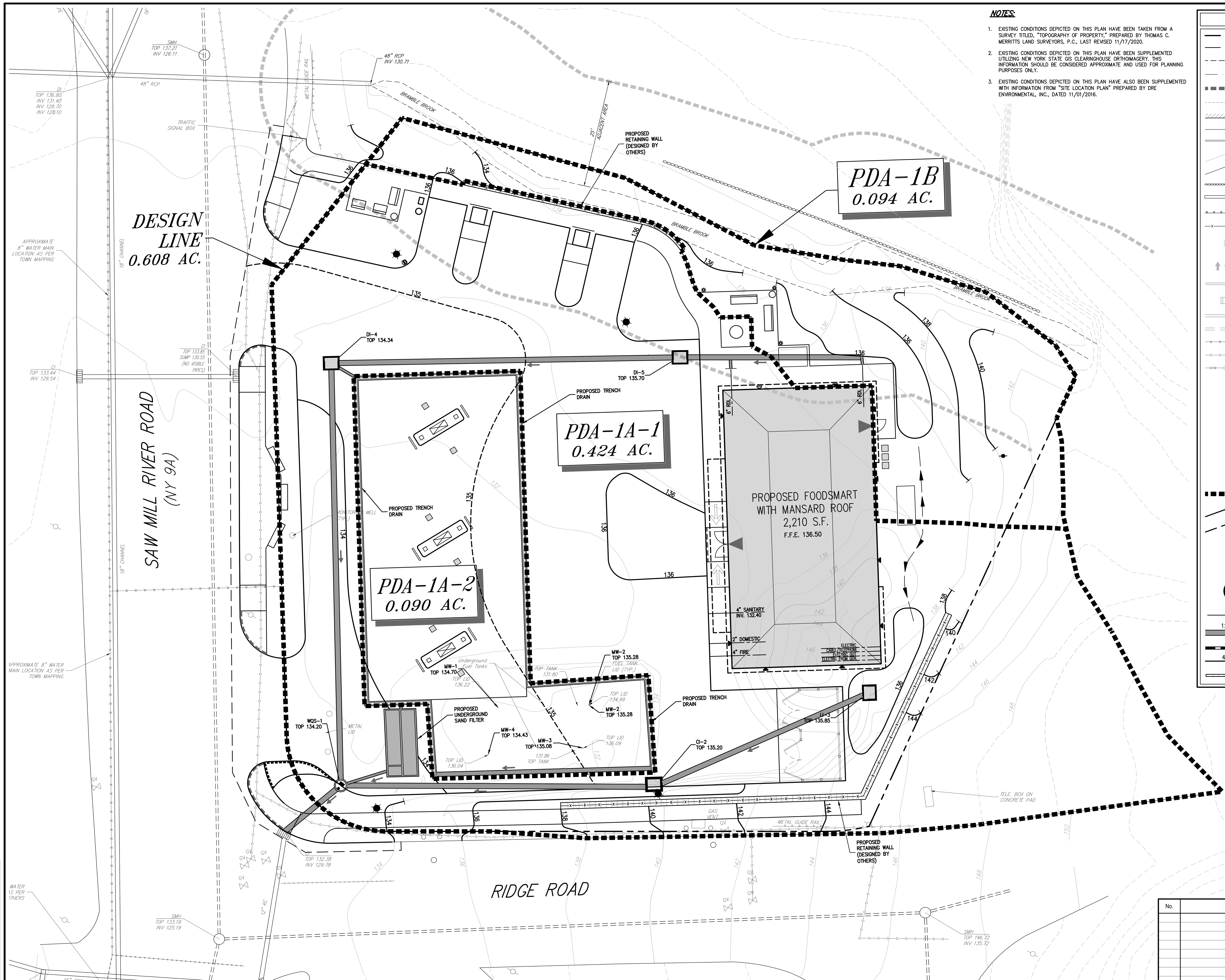
ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

No.	Revision	Date	By

Previous Editions Obsolete

Drawn: RB Approved: AN
Scale: 1" = 10'
Date: 12/01/2023
Project No: 18175
18175-SITE EDA-DA-1 EDA.ls
Drawing No: DA-1

NOT FOR CONSTRUCTION



NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM A SURVEY TITLED, "TOPOGRAPHY OF PROPERTY," PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., LAST REVISED 11/17/2020.
2. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN SUPPLEMENTED UTILIZING NEW YORK STATE GIS CLEARINGHOUSE ORTHOIMAGERY. THIS INFORMATION SHOULD BE CONSIDERED APPROXIMATE AND USED FOR PLANNING PURPOSES ONLY.
3. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE ALSO BEEN SUPPLEMENTED WITH INFORMATION FROM "SITE LOCATION PLAN" PREPARED BY DRE ENVIRONMENTAL, INC., DATED 11/01/2016.

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE
- EXISTING WETLAND BUFFER
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING TREE AND DESIGNATION
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PEDESTRIAN CROSSING
- EXISTING STORM DRAIN LINE AND SIZE
- EXISTING SANITARY LINE AND SIZE
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD WIRES
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING BOLLARD
- EXISTING FIRE HYDRANT
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- DRAINAGE DIVIDE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED SPOT GRADE
- PROPOSED TYPE CI DRAIN INLET
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TRENCH DRAIN
- PROPOSED STORM DRAIN LINE AND SIZE
- PROPOSED SANITARY SEWER LINE & SIZE
- PROPOSED WATER LINE & SIZE
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)

APPLICANT/OWNER:
THORNWOOD FOUR CORNERS LLC.
25 SAINT CHARLES STREET
THORNWOOD, NY 10594

ARCHITECT:
GK+A ARCHITECTS, PC
36 AMES AVENUE
RUTHERFORD, NEW JERSEY 07070

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
voice 914.273.5225 • fax 914.273.2102
www.jmcpllc.com

PROPOSED DRAINAGE AREA PLAN

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

No.	Revision	Date	By

Previous Editions Obsolete

Drawn: RB	Approved: AN
Scale:	1" = 10'
Date:	12/01/2023
Project No:	18175
18175-SITE	PDA-DA-2 / PDA.ls
Drawing No:	DA-2

APPENDIX G

NOTICE OF INTENT

NOI for coverage under Stormwater General Permit for Construction Activity

version 1.37

(Submission #: HPZ-JGA1-8K31V, version 1)

Details

Submitted	12/1/2023 (0 days ago) by Frederick Bohlander
Alternate Identifier	Gas Station/Convenience Market
Submission ID	HPZ-JGA1-8K31V
Submission Reason	New
Status	Submitted
Active Steps	Under Review ,Under Review

Form Input

Owner/Operator Information

Owner/Operator Name (Company/Private Owner/Municipality/Agency/Institution, etc.)
Thornwood Four Corners, LLC

Owner/Operator Contact Person Last Name (NOT CONSULTANT)
Orser

Owner/Operator Contact Person First Name
Bryan

Owner/Operator Mailing Address
25 Saint Charles Street

City
Thornwood

State
New York

Zip
10594

Phone
914-473-0122

Email
bryan@americantransit.us

Federal Tax ID
81-1919474

If the owner/operator is an organization, provide the Federal Tax ID number, or Employer Identification Number (EIN), in the format xx-xxxxxxx. If the owner/operator is an individual and not an organization, enter "Not Applicable" or "N/A" and do not provide the individual's social security number.

Project Location

Project/Site Name
Gas Station/Convenience Market

Street Address (Not P.O. Box)
657 Saw Mill River Road

Side of Street
East

City/Town/Village (THAT ISSUES BUILDING PERMIT)
Ardsley

State
NY

Zip
10502

DEC Region
3

The DEC Region must be provided. Please use the NYSDEC Stormwater Interactive Map (https://gisservices.dec.ny.gov/gis/stormwater/) to confirm which DEC Region this site is located in. To view the DEC Regions, click on “Other Useful Reference Layers” on the left side of the map, then click on “DEC Administrative Boundary.” Zoom out as needed to see the Region boundaries.

For projects that span multiple Regions, please select a primary Region and then provide the additional Regions as a note in Question 39.

County
WESTCHESTER

Name of Nearest Cross Street
Ashford Avenue

Distance to Nearest Cross Street (Feet)
50

Project In Relation to Cross Street
South

Tax Map Numbers Section-Block-Parcel
650-35-10

Tax Map Numbers
650-35-10

If the project does not have tax map numbers (e.g. linear projects), enter “Not Applicable” or "N/A".

1. Coordinates

Provide the Geographic Coordinates for the project site. The two methods are:
- Navigate to the project location on the map (below) and click to place a marker and obtain the XY coordinates.
- The "Find Me" button will provide the lat/long for the person filling out this form. Then pan the map to the correct location and click the map to place a marker and obtain the XY coordinates.

Navigate to your location and click on the map to get the X,Y coordinates
41.0112611,-73.84813199999999

Project Details

2. What is the nature of this project?
Redevelopment with no increase in impervious area

For the purposes of this eNOI, “New Construction” refers to any project that does not involve the disturbance of existing impervious area (i.e. 0 acres). If existing impervious area will be disturbed on the project site, it is considered redevelopment with either increase in impervious area or no increase in impervious area.

3. Select the predominant land use for both pre and post development conditions.

Pre-Development Existing Landuse
Commercial

Post-Development Future Land Use
Commercial

3a. If Single Family Subdivision was selected in question 3, enter the number of subdivision lots.
NONE PROVIDED

---

4. In accordance with the larger common plan of development or sale, enter the total project site acreage, the acreage to be disturbed and the future impervious area (acreage)within the disturbed area.

*** ROUND TO THE NEAREST TENTH OF AN ACRE. ***

Total Site Area (acres)
0.5

Total Area to be Disturbed (acres)
0.5

Existing Impervious Area to be Disturbed (acres)
0.5

Future Impervious Area Within Disturbed Area (acres)
0.4

5. Do you plan to disturb more than 5 acres of soil at any one time?
No

---

6. Indicate the percentage (%) of each Hydrologic Soil Group(HSG) at the site.

A (%)
0

B (%)
0

C (%)
0

D (%)
100

7. Is this a phased project?
No

8. Enter the planned start and end dates of the disturbance activities.

Start Date
04/01/2024

End Date
10/07/2024

9. Identify the nearest surface waterbody(ies) to which construction site runoff will discharge.
Saw Mill River

Drainage ditches and storm sewer systems are not considered surface waterbodies. Please identify the surface waterbody that they discharge to. If the nearest surface waterbody is unnamed, provide a description of the waterbody, such as, “Unnamed tributary to Niagara River.”

9a. Type of waterbody identified in question 9?
River Off Site

Other Waterbody Type Off Site Description
NONE PROVIDED

9b. If "wetland" was selected in 9A, how was the wetland identified?
NONE PROVIDED

10. Has the surface waterbody(ies) in question 9 been identified as a 303(d) segment in Appendix E of GP-0-20-001?
Yes

11. Is this project located in one of the Watersheds identified in Appendix C of GP-0-20-001?
No

12. Is the project located in one of the watershed areas associated with AA and AA-S classified waters?
No

Please use the DEC Stormwater Interactive Map (https://gisservices.dec.ny.gov/gis/stormwater/) to confirm if this site is located in one of the watersheds of an AA or AA-S classified water. To view the watershed areas, click on “Permit Related Layers” on the left side of the map, then click on “Class AA AAS Watersheds.”

If No, skip question 13.

13. Does this construction activity disturb land with no existing impervious cover and where the Soil Slope Phase is identified as D (provided the map unit name is inclusive of slopes greater than 25%), E or F on the USDA Soil Survey?
No

If Yes, what is the acreage to be disturbed?
NONE PROVIDED

14. Will the project disturb soils within a State regulated wetland or the protected 100 foot adjacent area?
No

15. Does the site runoff enter a separate storm sewer system (including roadside drains, swales, ditches, culverts, etc)?
Yes

16. What is the name of the municipality/entity that owns the separate storm sewer system?
New York State

17. Does any runoff from the site enter a sewer classified as a Combined Sewer?
No

18. Will future use of this site be an agricultural property as defined by the NYS Agriculture and Markets Law?
No

19. Is this property owned by a state authority, state agency, federal government or local government?
No

20. Is this a remediation project being done under a Department approved work plan? (i.e. CERCLA, RCRA, Voluntary Cleanup Agreement, etc.)
No

Required SWPPP Components

21. Has the required Erosion and Sediment Control component of the SWPPP been developed in conformance with the current NYS Standards and Specifications for Erosion and Sediment Control (aka Blue Book)?
Yes

22. Does this construction activity require the development of a SWPPP that includes the post-construction stormwater management practice component (i.e. Runoff Reduction, Water Quality and Quantity Control practices/techniques)?
Yes

If you answered No in question 22, skip question 23 and the Post-construction Criteria and Post-construction SMP Identification sections.

23. Has the post-construction stormwater management practice component of the SWPPP been developed in conformance with the current NYS Stormwater Management Design Manual?
Yes

24. The Stormwater Pollution Prevention Plan (SWPPP) was prepared by:
Professional Engineer (P.E.)

SWPPP Preparer
JMC, PLLC - Rick Bohlander, PE

Contact Name (Last, First)
Bohlander, Rick

Mailing Address
120 Bedford Road

City
Armonk

State
New York

Zip
10504

Phone
914-273-5225

Email
rbohlander@jmcpllc.com

Download SWPPP Preparer Certification Form
Please take the following steps to prepare and upload your preparer certification form:

1) Click on the link below to download a blank certification form
2) The certified SWPPP preparer should sign this form
3) Scan the signed form
4) Upload the scanned document
Download SWPPP Preparer Certification Form

Please upload the SWPPP Preparer Certification
SWPPP Preparer (signed).pdf - 12/01/2023 11:01 AM
Comment
NONE PROVIDED

Erosion & Sediment Control Criteria

25. Has a construction sequence schedule for the planned management practices been prepared?
Yes

26. Select all of the erosion and sediment control practices that will be employed on the project site:

Temporary Structural
Dust Control
Silt Fence
Stabilized Construction Entrance
Storm Drain Inlet Protection

Biotechnical
None

Vegetative Measures
Mulching
Protecting Vegetation
Seeding
Sodding
Topsoiling

Permanent Structural
Land Grading
Retaining Wall

Other
NONE PROVIDED

Post-Construction Criteria

*** IMPORTANT: Completion of Questions 27-39 is not required if response to Question 22 is No.**

27. Identify all site planning practices that were used to prepare the final site plan/layout for the project.
Locating Development in Less Sensitive Areas
Parking Reduction

27a. Indicate which of the following soil restoration criteria was used to address the requirements in Section 5.1.6("Soil Restoration") of the Design Manual (2010 version).
All disturbed areas will be restored in accordance with the Soil Restoration requirements in Table 5.3 of the Design Manual (see page 5-22).

28. Provide the total Water Quality Volume (WQv) required for this project (based on final site plan/layout). (Acre-feet)
0.045

29. Post-construction SMP Identification
Use the Post-construction SMP Identification section to identify the RR techniques (Area Reduction), RR techniques(Volume Reduction) and Standard SMPs with RRv Capacity that were used to reduce the Total WQv Required (#28).

Identify the SMPs to be used by providing the total impervious area that contributes runoff to each technique/practice selected. For the Area Reduction Techniques, provide the total contributing area (includes pervious area) and, if applicable, the total impervious area that contributes runoff to the technique/practice.

Note: Redevelopment projects shall use the Post-Construction SMP Identification section to identify the SMPs used to treat and/or reduce the WQv required. If runoff reduction techniques will not be used to reduce the required WQv, skip to question 33a after identifying the SMPs.

30. Indicate the Total RRv provided by the RR techniques (Area/Volume Reduction) and Standard SMPs with RRv capacity identified in question 29. (acre-feet)
0

31. Is the Total RRv provided (#30) greater than or equal to the total WQv required (#28)?
No

If Yes, go to question 36. If No, go to question 32.

32. Provide the Minimum RRv required based on HSG. [Minimum RRv Required = (P) (0.95) (Ai) / 12, Ai=(s) (Aic)] (acre-feet)
0

32a. Is the Total RRv provided (#30) greater than or equal to the Minimum RRv Required (#32)?
Yes

If Yes, go to question 33.
Note: Use the space provided in question #39 to summarize the specific site limitations and justification for not reducing 100% of WQv required (#28). A detailed evaluation of the specific site limitations and justification for not reducing 100% of

the WQv required (#28) must also be included in the SWPPP.

If No, sizing criteria has not been met; therefore, NOI can not be processed. SWPPP preparer must modify design to meet sizing criteria.

33. SMPs
Use the Post-construction SMP Identification section to identify the Standard SMPs and, if applicable, the Alternative SMPs to be used to treat the remaining total WQv (=Total WQv Required in #28 - Total RRv Provided in #30).

Also, provide the total impervious area that contributes runoff to each practice selected.

NOTE: Use the Post-construction SMP Identification section to identify the SMPs used on Redevelopment projects.

33a. Indicate the Total WQv provided (i.e. WQv treated) by the SMPs identified in question #33 and Standard SMPs with RRv Capacity identified in question #29. (acre-feet)
0.045

Note: For the standard SMPs with RRv capacity, the WQv provided by each practice = the WQv calculated using the contributing drainage area to the practice - provided by the practice. (See Table 3.5 in Design Manual)

34. Provide the sum of the Total RRv provided (#30) and the WQv provided (#33a).
0.045

35. Is the sum of the RRv provided (#30) and the WQv provided (#33a) greater than or equal to the total WQv required (#28)?
Yes

If Yes, go to question 36.

If No, sizing criteria has not been met; therefore, NOI can not be processed. SWPPP preparer must modify design to meet sizing criteria.

36. Provide the total Channel Protection Storage Volume (CPv required and provided or select waiver (#36a), if applicable.

CPv Required (acre-feet)
0.045

CPv Provided (acre-feet)
0.045

36a. The need to provide channel protection has been waived because:
NONE PROVIDED

37. Provide the Overbank Flood (Qp) and Extreme Flood (Qf) control criteria or select waiver (#37a), if applicable.

Overbank Flood Control Criteria (Qp)

Pre-Development (CFS)
2.34

Post-Development (CFS)
2.27

Total Extreme Flood Control Criteria (Qf)

Pre-Development (CFS)
4.37

Post-Development (CFS)
4.31

37a. The need to meet the Qp and Qf criteria has been waived because:
NONE PROVIDED

38. Has a long term Operation and Maintenance Plan for the post-construction stormwater management practice(s) been developed?
Yes

If Yes, Identify the entity responsible for the long term Operation and Maintenance
Thornwood Four Corners, LLC

39. Use this space to summarize the specific site limitations and justification for not reducing 100% of WQv required (#28). (See question #32a) This space can also be used for other pertinent project information.
NONE PROVIDED

Post-Construction SMP Identification

Runoff Reduction (RR) Techniques, Standard Stormwater Management Practices (SMPs) and Alternative SMPs
Identify the Post-construction SMPs to be used by providing the total impervious area that contributes runoff to each technique/practice selected. For the Area Reduction Techniques, provide the total contributing area (includes pervious area) and, if applicable, the total impervious area that contributes runoff to the technique/practice.

RR Techniques (Area Reduction)

Round to the nearest tenth

Total Contributing Acres for Conservation of Natural Area (RR-1)
0

Total Contributing Impervious Acres for Conservation of Natural Area (RR-1)
0

Total Contributing Acres for Sheetflow to Riparian Buffers/Filter Strips (RR-2)
0

Total Contributing Impervious Acres for Sheetflow to Riparian Buffers/Filter Strips (RR-2)
0

Total Contributing Acres for Tree Planting/Tree Pit (RR-3)
0

Total Contributing Impervious Acres for Tree Planting/Tree Pit (RR-3)
0

Total Contributing Acres for Disconnection of Rooftop Runoff (RR-4)
0

RR Techniques (Volume Reduction)

Total Contributing Impervious Acres for Disconnection of Rooftop Runoff (RR-4)
0

Total Contributing Impervious Acres for Vegetated Swale (RR-5)
0

Total Contributing Impervious Acres for Rain Garden (RR-6)
0

Total Contributing Impervious Acres for Stormwater Planter (RR-7)
0

Total Contributing Impervious Acres for Rain Barrel/Cistern (RR-8)
0

Total Contributing Impervious Acres for Porous Pavement (RR-9)
0

Total Contributing Impervious Acres for Green Roof (RR-10)
0

Standard SMPs with RRv Capacity

Total Contributing Impervious Acres for Infiltration Trench (I-1)
0

Total Contributing Impervious Acres for Infiltration Basin (I-2)
0

Total Contributing Impervious Acres for Dry Well (I-3)
0

Total Contributing Impervious Acres for Underground Infiltration System (I-4)
0

Total Contributing Impervious Acres for Bioretention (F-5)
0

Total Contributing Impervious Acres for Dry Swale (O-1)
0

Standard SMPs

Total Contributing Impervious Acres for Micropool Extended Detention (P-1)
0

Total Contributing Impervious Acres for Wet Pond (P-2)
0

Total Contributing Impervious Acres for Wet Extended Detention (P-3)
0

Total Contributing Impervious Acres for Multiple Pond System (P-4)
0

Total Contributing Impervious Acres for Pocket Pond (P-5)
0

Total Contributing Impervious Acres for Surface Sand Filter (F-1)
0

Total Contributing Impervious Acres for Underground Sand Filter (F-2)
0

Total Contributing Impervious Acres for Perimeter Sand Filter (F-3)
0.023

Total Contributing Impervious Acres for Organic Filter (F-4)
0

Total Contributing Impervious Acres for Shallow Wetland (W-1)
0

Total Contributing Impervious Acres for Extended Detention Wetland (W-2)
0

Total Contributing Impervious Acres for Pond/Wetland System (W-3)
0

Total Contributing Impervious Acres for Pocket Wetland (W-4)
0

Total Contributing Impervious Acres for Wet Swale (O-2)
0

Alternative SMPs (DO NOT INCLUDE PRACTICES BEING USED FOR PRETREATMENT ONLY)

Total Contributing Impervious Area for Hydrodynamic
0.37

Total Contributing Impervious Area for Wet Vault
0

Total Contributing Impervious Area for Media Filter
0

"Other" Alternative SMP?
0

Total Contributing Impervious Area for "Other"
0

Provide the name and manufaturer of the alternative SMPs (i.e. proprietary practice(s)) being used for WQv treatment.

Note: Redevelopment projects which do not use RR techniques, shall use questions 28, 29, 33 and 33a to provide SMPs used, total WQv required and total WQv provided for the project.

Manufacturer of Alternative SMP
Contech

Name of Alternative SMP
NONE PROVIDED

Other Permits

40. Identify other DEC permits, existing and new, that are required for this project/facility.
Individual SPDES

If SPDES Multi-Sector GP, then give permit ID
NONE PROVIDED

If Other, then identify
NONE PROVIDED

41. Does this project require a US Army Corps of Engineers Wetland Permit?
No

If "Yes," then indicate Size of Impact, in acres, to the nearest tenth
NONE PROVIDED

42. If this NOI is being submitted for the purpose of continuing or transferring coverage under a general permit for stormwater runoff from construction activities, please indicate the former SPDES number assigned.
NONE PROVIDED

MS4 SWPPP Acceptance

43. Is this project subject to the requirements of a regulated, traditional land use control MS4?
Yes - Please attach the MS4 Acceptance form below

If No, skip question 44

44. Has the "MS4 SWPPP Acceptance" form been signed by the principal executive officer or ranking elected official and submitted along with this NOI?
Yes

MS4 SWPPP Acceptance Form Download
Download form from the link below. Complete, sign, and upload.
MS4 SWPPP Acceptance Form

MS4 Acceptance Form Upload
MS4 (not signed).pdf - 12/01/2023 11:30 AM
Comment
NONE PROVIDED

Owner/Operator Certification

Owner/Operator Certification Form Download
Download the certification form by clicking the link below. Complete, sign, scan, and upload the form.
Owner/Operator Certification Form (PDF, 45KB)

Upload Owner/Operator Certification Form
constnoiooocert (signed).pdf - 12/01/2023 11:32 AM
Comment
NONE PROVIDED

Attachments

Date	Attachment Name	Context	User
12/1/2023 11:32 AM	constnoiooocert (signed).pdf	Attachment	Frederick Bohlander
12/1/2023 11:30 AM	MS4 (not signed).pdf	Attachment	Frederick Bohlander
12/1/2023 11:01 AM	SWPPP Preparer (signed).pdf	Attachment	Frederick Bohlander

Status History

	User	Processing Status
12/1/2023 10:30:55 AM	Frederick Bohlander	Draft
12/1/2023 1:30:39 PM	Frederick Bohlander	Submitting
12/1/2023 1:30:48 PM	Frederick Bohlander	Submitted

Processing Steps

Step Name	Assigned To/Completed By	Date Completed
Form Submitted	Frederick Bohlander	12/1/2023 1:30:48 PM
Under Review	DAVID GASPER	
Under Review	Daniel von Schilgen	

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

NYS Department of Environmental Conservation
Division of Water
625 Broadway, 4th Floor
Albany, New York 12233-3505

MS4 Stormwater Pollution Prevention Plan (SWPPP) Acceptance Form

for

Construction Activities Seeking Authorization Under SPDES General Permit

*(NOTE: Attach Completed Form to Notice Of Intent and Submit to Address Above)

I. Project Owner/Operator Information	
1. Owner/Operator Name:	Thornwood Four Corners, LLC
2. Contact Person:	Sam Ali
3. Street Address:	25 Saint Charles Street
4. City/State/Zip:	Thornwood, New York
II. Project Site Information	
5. Project/Site Name:	Gas Station/Convience Market
6. Street Address:	657 Saw Mill River Road
7. City/State/Zip:	Thornwood, New York 10594
III. Stormwater Pollution Prevention Plan (SWPPP) Review and Acceptance Information	
8. SWPPP Reviewed by:	
9. Title/Position:	
10. Date Final SWPPP Reviewed and Accepted:	
IV. Regulated MS4 Information	
11. Name of MS4:	
12. MS4 SPDES Permit Identification Number: NYR20A	
13. Contact Person:	
14. Street Address:	
15. City/State/Zip:	
16. Telephone Number:	

MS4 SWPPP Acceptance Form - continued

V. Certification Statement - MS4 Official (principal executive officer or ranking elected official) or Duly Authorized Representative

I hereby certify that the final Stormwater Pollution Prevention Plan (SWPPP) for the construction project identified in question 5 has been reviewed and meets the substantive requirements in the SPDES General Permit For Stormwater Discharges from Municipal Separate Storm Sewer Systems (MS4s). Note: The MS4, through the acceptance of the SWPPP, assumes no responsibility for the accuracy and adequacy of the design included in the SWPPP. In addition, review and acceptance of the SWPPP by the MS4 does not relieve the owner/operator or their SWPPP preparer of responsibility or liability for errors or omissions in the plan.

Printed Name:

Title/Position:

Signature:

Date:

VI. Additional Information

(NYS DEC - MS4 SWPPP Acceptance Form - January 2015)

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Owner/Operator Certification Form

SPDES General Permit For Stormwater Discharges From Construction Activity (GP-0-20-001)

Project/Site Name: Gas Station/Convenience Market

eNOI Submission Number: HPZ-JGA1-8K31V

eNOI Submitted by: ☐ **Owner/Operator** ☑ **SWPPP Preparer** ☐ **Other**

Certification Statement - Owner/Operator

I have read or been advised of the permit conditions and believe that I understand them. I also understand that, under the terms of the permit, there may be reporting requirements. I hereby certify that this document and the corresponding documents were prepared under my direction or supervision. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. I further understand that coverage under the general permit will be identified in the acknowledgment that I will receive as a result of submitting this NOI and can be as long as sixty (60) business days as provided for in the general permit. I also understand that, by submitting this NOI, I am acknowledging that the SWPPP has been developed and will be implemented as the first element of construction, and agreeing to comply with all the terms and conditions of the general permit for which this NOI is being submitted.

Owner/Operator First Name M.I. Last Name

Frederick Bohlander Digitally signed by Frederick Bohlander
Date: 2023.12.01 11:31:44 -05'00'

Signature

12/01/2023

Date

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

SWPPP Preparer Certification Form

SPDES General Permit for Stormwater Discharges From Construction Activity (GP-0-20-001)

Project Site Information

Project/Site Name

Gas Station/Convenience Market

Owner/Operator Information

Owner/Operator (Company Name/Private Owner/Municipality Name)

Thornwood Four Corners, LLC

Certification Statement – SWPPP Preparer

I hereby certify that the Stormwater Pollution Prevention Plan (SWPPP) for this project has been prepared in accordance with the terms and conditions of the GP-0-20-001. Furthermore, I understand that certifying false, incorrect or inaccurate information is a violation of this permit and the laws of the State of New York and could subject me to criminal, civil and/or administrative proceedings.

Rick	P	Bohlander
First name	MI	Last Name

Frederick Bohlander Digitally signed by Frederick Bohlander Date: 2023.12.01 11:01:07 -05'00' 12/01/2023

Signature Date

Revised: January 2020

TRAFFIC STUDY

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD
VILLAGE OF ARDSLEY, NEW YORK

Prepared for: **Thornwood Four Corners LLC**
25 Saint Charles Street
Thornwood, NY 10594

Prepared by:

JMC Project **18175**

Date: March 22, 2021
Revised: November 30, 2023

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC | JMC Site Development Consultants, LLC
120 BEDFORD ROAD | ARMONK, NY 10504 | 914.273.5225 | MAIL@JMCPLLC.COM | JMCPLLC.COM

TABLE OF CONTENTS

I. INTRODUCTION

This Traffic Study has been prepared to assess existing conditions as well as future traffic operations in association with the proposed redevelopment of the property located at 657 Saw Mill River Road. The site is bordered by NY 9A to the west and Ridge Road to the south. The location of the site is shown on figures contained in Appendix B.

The approximately half acre property was the location of a former gas station and repair shop contained within a 2,370 square foot building with 2 gasoline pump islands (4 fueling positions). The existing building and gasoline pump islands are currently removed from the property. The Applicant proposes to construct a 2,210 square foot convenience store with a gasoline filling station. The redevelopment proposes 3 gasoline pump islands (6 fueling positions).

Access to the property is currently provided via two full movement driveways along Saw Mill River Road (NY 9A) and a single full movement driveway along Ridge Road. Under proposed conditions, the existing driveways along NY 9A are proposed to be reconstructed to provide a one-way flow with the southern driveway being ingress only and northern driveway being egress only. The existing driveway along Ridge Road is proposed to be removed. Based on the memorandum from the Village's Planning Board to the Village's Board of Trustees, the Applicant proposes to restrict the northern egress only driveway to right turn exiting movements only.

II. EXISTING TRAFFIC CONDITIONS

A. Existing Roadway Network

JMC performed field reconnaissance of the existing roadway network within the area of this Study in order to gather existing conditions data that is relevant and necessary for the completion of the Study. This reconnaissance included a determination of lane widths, striping, horizontal and vertical alignments, signs, speed limits, traffic flows, on-street parking, sidewalks, curbing, etc. for each of the

roadways. The following is a summary of some of our findings related to the major roadways within the summary area.

NY 9A is also known as Saw Mill River Road. It is a north/south roadway which provides one lane in each direction in the study area and widens to provide additional lanes at several intersections. NY 9A is under the jurisdiction of the New York State Department of Transportation (NYSDOT). NY 9A has a posted speed limit of 30 mph in the vicinity of the site. On-street parking is generally prohibited on both sides of the street.

Ridge Road and Bridge Street are local roadways under the jurisdiction of the Village of Ardsley. Both roadways provide one lane in each direction and have a posted speed limit of 30 mph. On-street parking is prohibited within the study area along Ridge Road and Bridge Street.

In order to evaluate the changes in traffic associated with the proposed redevelopment, the following intersections have been analyzed:

1. NY 9A & Ashford Avenue with Addyman Square
2. NY 9A & Site Driveway A
3. NY 9A & Site Driveway B
4. NY 9A & Ridge Road with Bridge Street
5. Ridge Road & Site Driveway C

NY 9A intersects Ashford Avenue at a five-legged signalized intersection. The northbound approach provides a left turn lane, a thru lane and a right turn lane. The southbound approach provides a left turn lane, a thru lane and a right turn lane. The Ashford Avenue eastbound approach provides a left turn lane and a thru lane with shared right turns. The Ashford Avenue westbound approach provides a left turn lane, two thru lanes and a channelized right turn lane. The fifth leg of the intersection is Addyman Square which provides access to a small parking lot. There

are existing bus stops located north of the intersection along NY 9A in both directions as well as east of the intersection along Ashford Avenue in both directions. An aerial snapshot of the intersection is shown below.

Site Driveway A intersects NY 9A as an unsignalized T-type intersection. The northbound approach provides two lanes for shared thru and right turns, while the southbound approach provides one shared lane for thru and left turns. Site Driveway A is the existing northern driveway along NY 9A which provides a single lane for left and right turns. Under proposed conditions, the driveway would be reconstructed and converted to an egress only driveway for right turn exiting movements only.

The intersection of NY 9A and Site Driveway B is a three-legged unsignalized intersection. The northbound approach provides two lanes for shared thru and right turns, while the southbound approach provides one shared lane for thru and left

turns. Site Driveway B is the existing southern driveway along NY 9A which provides a single lane for left and right turns. Under proposed conditions, the driveway would be reconstructed and converted to an ingress only driveway.

Ridge Road intersects NY 9A opposite and offset from Bridge Street at a four-legged unsignalized intersection. A single lane is provided along all approaches for thru and turning movements. The Ridge Road and Bridge Street approaches are under stop control. An aerial snapshot of the intersection is shown below.

The intersection of Ridge Road and Site Driveway C is a three-legged unsignalized intersection. Ridge Road provides a single lane for both the eastbound and westbound approaches for thru and turning movements. Site Driveway C is the existing driveway along Ridge Road which provides a single lane for left and right turns. Under proposed conditions, this driveway would removed.

B. Existing Volumes

Traffic counts were performed at the studied intersections in order to quantify and analyze existing peak hour volumes as well as establish base conditions for projecting future operations. The counts included pedestrian activities and truck

traffic.

Traffic counts were conducted from 7:00 – 9:00 AM and from 4:00 – 6:00 PM at all the studied intersections on Thursday October 26, 2023. The peak hour volumes occurred between 7:30-8:30 AM during the weekday morning and 5:00-6:00 PM during the weekday afternoon. The intersection traffic count data is included in Appendix C.

The counted peak hour volumes were compared between nearby studied intersections and were conservatively balanced between the studied intersections. The adjusted peak hour volumes are reflected in our 2023 Existing Volumes contained in Appendix B.

C. Intersection Analysis Methodology

The intersections have been analyzed based on the methodologies of the Highway Capacity Manual 6th Edition. Information derived from the manual relative to the level of service criteria is provided below.

1. Level-of-Service Criteria for Signalized Intersections

Levels of Service (LOS) for signalized intersections are defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called control delay. Control delay includes the delays of initial deceleration, move-up time in the queue, stops, and reacceleration. In this chapter, control delay may also be referred to as signal

delay. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a peak 15-minute analysis period. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the volume/capacity (*v/c)* ratio for the lane group in question.

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of services occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycles failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per

vehicle and/or the arrival flow rates exceed the capacity of the intersection. It will also occur at high v/c ratios below 1.0 with many individual cycle failures. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 80 seconds.

The LOS criteria for signalized intersections are presented below.

Signalized Level of Service Criteria		
Control Delay (Seconds/Vehicle)	**LOS by Volume-to-Capacity Ratio**	
	v/c ≤ 1.0	**v/c > 1.0**
≤10	A	F
>10 and ≤20	B	F
>20 and ≤35	C	F
>35 and ≤55	D	F
>55 and ≤80	E	F
>80	F	F

For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

2. Level of Service for Unsignalized Intersections

The Levels of Service (LOS) for Two Way Stop Control (TWSC) and All Way Stop Control (AWSC) intersections and Roundabouts are determined by the computed or measured control delay and are defined for each minor movement. LOS is not defined for the intersection as a whole for TWSC intersections. LOS criteria are presented below.

Unsignalized Level of Service Criteria		
Control Delay (Seconds/Vehicle)	**LOS by Volume-to-Capacity Ratio**	
	v/c ≤ 1.0	**v/c > 1.0**
≤10	A	F
>10 and ≤15	B	F
>15 and ≤25	C	F
>25 and ≤35	D	F
>35 and ≤50	E	F
>50	F	F

For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or the intersection as a whole at TWSC intersections. For approach-based and intersectionwide assessments at AWSC intersections and roundabouts, LOS is defined solely by control delay.

Average control delay less than 10 seconds/vehicle are defined as LOS A. Follow-up times of less than 5 seconds/vehicle have been measured when there is no conflicting traffic, so control delays of less than 10 seconds/vehicle are appropriate for low flow conditions. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 50 seconds.

The LOS criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. A number of driver behavior considerations combine to make delays at signalized intersections less onerous than delays at unsignalized

intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at an unsignalized intersections versus that at signalized intersections. For these reasons, it is considered that the control delay threshold for any given LOS would be less for an unsignalized intersection than it would be for a signalized intersection.

D. Existing Operations

The intersection capacity analyses based on the existing volumes and conditions are shown on Tables 2 and 3. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group on Tables 2 and 3.

During the peak weekday AM hour, the overall intersection of NY 9A and Ashford Avenue operates at a level of service D. The eastbound left turn, westbound left turn, westbound thru, northbound left turn, southbound approach, southbound thru and Addyman Square approach operate at a level of service E. All other movements at the studied intersections operate at a level of service D or better during the peak weekday AM hour.

During the peak weekday PM hour, the overall intersection of NY 9A and Ashford Avenue operates at a level of service E. The eastbound approach and lanes, westbound approach, westbound left turn, westbound thru, and Addyman Square approach operates at a level of service E. The Bridge Street approach to NY 9A operates at a level of service F. All other movements at the studied intersections operate at a level of service D or better during the peak weekday PM hour.

III. PROJECTED TRAFFIC CONDITIONS

A. No-Build Volumes

In order to project future traffic increases to the 2026 design year, the existing volumes were increased by a general growth rate of 1.0% per year compounded annually. Based on NYSDOT's 2019 Traffic Volume Report, the traffic volumes on NY 9A along the property's frontage decreased from the 2012 count data to 2019 count data by 0.20% per year. Based on the State's traffic volume data, the general growth rate utilized in this study provides a conservative analysis. Based on discussions with the Village Staff and their consultant, there are no significant other developments to be considered within the study area. The resulting 2026 no-build volumes represent traffic operations in 2026 without the redevelopment of the site.

The intersection capacity analyses based on the no-build volumes and conditions are shown on Tables 2 and 3. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group on Tables 2 and 3.

During the peak weekday AM hour, the overall intersection of NY 9A and Ashford Avenue are projected to increase in delay from a level of service D under existing conditions to a level of service E under no-build conditions. The Ashford Avenue eastbound and westbound approaches are projected to increase in delay from a level of service D under existing conditions to a level of service E under no-build conditions. All other turning movements at the studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions during the peak weekday AM hour.

During the peak weekday PM hour, the NY 9A northbound left turn, NY 9A southbound approach, NY 9A southbound thru lane and right turn lane at its intersection with Ashford Avenue are projected to increase in delay from a level of service D under existing conditions to a level of service E under no-build conditions. All other turning movements at the studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions during the peak weekday PM hour.

B. Build Volumes

As previously mentioned, the Applicant proposes to construct a 2,210 square foot convenience store with 6 fueling position. The property was the location of a former gas station and repair shop contained within a 2,370 square foot building with 2 gasoline pump islands (4 fueling positions). The projected traffic associated with the proposed use and former use are based on information published by Institute of Transportation Engineers (ITE) in its publication "Trip Generation Manual, 11th Edition." Table 1, contained in Appendix A, depicts the traffic volumes associated with the former and proposed use as well as incorporates pass-by trips for the uses which are trips that typically drive past or near the subject property and will patronize the development when it is completed.

It should be noted that based on ITE data, a significant portion of the peak hour trips generated at this type of development are attracted as pass-by or diverted link trips. ITE data shows that a gasoline station use, like the proposed development, can anticipate 58% and 42% of its peak weekday AM and peak weekday PM hour trips, respectively, to be pass-by or diverted link trips. To provide a conservative analysis, the pass-by percentage was capped at 25% for the proposed use. The proposed development will result in approximately 72 and 83 primary trips during the peak weekday AM and PM hours, respectively. For comparative purposes, the proposed development will result in approximately 41 net additional primary trips during the peak weekday AM and PM hours compared to the former development. To provide

a conservative analysis, this study does not consider a reoccupancy of the volumes associated with the former development.

The primary volumes were routed through the studied intersections based on existing traffic volumes as well as consideration of the arrival & departure patterns of the site traffic and a review of the adjacent roadway network. The pass-by volumes were routed through the studied intersections based on existing traffic volumes. Adding the development related traffic to the no-build volumes results in 2026 Build Volumes which reflect projected volumes after the completion of the development.

IV. FINDINGS & CONCLUSION

Based on a review of the capacity analyses, we recommend improvements of the traffic signal timing during both studied peak hours. The recommended timing adjustment involves shifting 5 seconds from the Addyman Square phase to provide 3 seconds to the Ashford Avenue eastbound left turn phase and 2 seconds to the NY 9A northbound left turn phase.

Intersection traffic capacity analyses computed based on the Build Volumes with the proposed signal timing improvements indicate that the studied intersections will operate at the same levels of service as projected for the No-Build Volumes during all studied peak hours except for three movements during the peak weekday AM hour and one movement during the peak weekday PM hour. Projected operations with the proposed development are shown on Tables 2 and 3.

During the peak weekday AM hour, the Ashford Avenue eastbound thru/right lane and NY 9A southbound right turn lane are projected to increase in delay from a level of service D under no-build conditions to a level of service E under build conditions with the timing improvements. The Addyman Square approach to NY 9A is projected to increase in delay from a level of service E under no-build conditions to a level of service F under build conditions. The Addyman Square delay under build conditions is 0.3 seconds into the level of service F threshold. The proposed Site Driveway A is projected to operate at

a level of service B while turning left from NY 9A into Site Driveway B is projected to operate at a level of service A. All other turning movements at the studied intersections under build conditions are projected to operate at the same levels of service as projected under no-build conditions during the peak weekday AM hour.

During the peak weekday PM hour, the Addyman Square approach to NY 9A is projected to increase in delay from a level of service E under no-build conditions to a level of service F under build conditions. The Addyman Square delay under build conditions is 8.3 seconds into the level of service F threshold. The proposed Site Driveway A and proposed Site Driveway B are projected to operate at a level of service B. All other turning movements at the studied intersections under build conditions are projected to operate at the same levels of service as projected under no-build conditions during the peak weekday PM hour.

It is the professional opinion of JMC that the proposed convenience store with a gasoline filling station will not have a significant impact on overall traffic operations in the study area.

Respectfully submitted,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC

Marc Petroro, PE, PTOE
Senior Project Manager

Kevin Masciovecchio, PE
Senior Designer III

APPENDIX A

TABLES

TABLE 1

PROPOSED DEVELOPMENT VOLUMES[1]

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
a. Previously Existing 4 Fueling Position Gasoline/Service Station Driveway Volumes (ITE Code 944)[2]	21	20	41	28	28	56
b. Previously Existing Gasoline/Service Station Pass-By Volumes (AM=25%, PM=25%)	5	5	10	7	7	14
c. Previously Existing Gasoline/Service Station Primary Volumes (Row c = Row a - Row b)	16	15	31	21	21	42
d. Proposed 6 Fueling Position Convenience Store/Gasoline Station Driveway Volumes (ITE Code 945)[2]	48	48	96	55	56	111
e. Proposed Convenience Store/Gasoline Station Pass-By Volumes (AM=25%, PM=25%)	12	12	24	14	14	28
f. Proposed Convenience Store/Gasoline Station Primary Volumes (Row f = Row d - Row e)	36	36	72	41	42	83
g. Net Additional Driveway Volumes (Row g = Row d - Row a)	27	28	55	27	28	55
h. Net Additional Pass-By Volumes (Row h = Row e - Row b)	7	7	14	7	7	14
i. Net Additional Primary Volumes (Row i = Row f - Row c)	20	21	41	20	21	41

Notes:

(1) Trip generation is based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

(2) Gasoline / Service Station (ITE Code 944) is defined by ITE as including gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash.

(3) Convenience Store/Gasoline Station (ITE Code 945) is defined by ITE as a facility with a co-located convenience store and gas station. The convenence store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

TABLE 2

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2023 EXISTING			2026 NO BUILD			2026 BUILD		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. NY 9A, Ashford Avenue, & Addyman Square (Signalized)	EASTBOUND (Ashford Ave)	LEFT	0.86	56.2	E	0.93	66.4	E	0.99	80.5	F
		THRU/RIGHT	0.83	52.7	D	0.81	51.0	D	0.81	52.2	D
		COMPOSITE	-	54.4	D	-	58.5	E	-	65.8	E
	WESTBOUND (Ashford Ave)	LEFT	0.49	66.6	E	0.55	71.1	E	0.54	68.5	E
		THRU	0.51	57.9	E	0.47	57.2	E	0.37	54.6	D
		RIGHT	0.08	0.4	A	0.08	0.4	A	0.07	0.3	A
		COMPOSITE	-	54.7	D	-	55.4	E	-	53.9	D
	NORTHBOUND (NY 9A)	LEFT	0.90	67.2	E	0.95	77.3	E	1.08	113.9	F
		THRU	0.61	46.6	D	0.62	47.5	D	0.65	50.9	D
		RIGHT	0.13	0.7	A	0.13	0.8	A	0.17	2.3	A
		COMPOSITE	-	48.2	D	-	52.3	D	-	65.8	E
	SOUTHBOUND (NY 9A)	LEFT	0.17	31.5	C	0.18	32.4	C	0.19	34.8	C
		THRU	0.77	58.5	E	0.77	58.5	E	0.78	61.8	E
		RIGHT	0.65	54.5	D	0.64	54.7	D	0.64	56.8	E
		COMPOSITE	-	55.2	E	-	55.4	E	-	58.2	E
	SOUTHEAST (Addyman Sq)	LEFT/THRU/RIGHT	0.05	72.3	E	0.05	74.7	E	0.06	77.3	E
	INTERSECTION	COMPOSITE	-	53.1	D	-	55.8	E	-	62.4	E
1a. NY 9A, Ashford Avenue, & Addyman Square (Signalized with Improvements)	EASTBOUND (Ashford Ave)	LEFT							0.93	68.2	E
		THRU/RIGHT							0.88	60.2	E
		COMPOSITE							-	64.1	E
	WESTBOUND (Ashford Ave)	LEFT							0.63	77.6	E
		THRU							0.48	60.6	E
		RIGHT							0.08	0.4	A
		COMPOSITE							-	60.3	E
	NORTHBOUND (NY 9A)	LEFT		N/A			N/A		0.95	76.3	E
		THRU							0.61	48.0	D
		RIGHT							0.16	2.2	A
		COMPOSITE							-	51.2	D
	SOUTHBOUND (NY 9A)	LEFT							0.18	33.4	C
		THRU							0.77	60.5	E
		RIGHT							0.63	55.9	E
		COMPOSITE							-	57.0	E
	SOUTHEAST (Addyman Sq)	LEFT/THRU/RIGHT							0.07	80.3	F
	INTERSECTION	COMPOSITE							-	58.5	E
2. NY 9A & Site Driveway A (Unsignalized)	WESTBOUND (Site Dwy A)	RIGHT	-	-	-	-	-	-	0.08	11.0	B
	NORTHBOUND (NY 9A)	THRU	-	-	-	-	-	-	-	-	-
	SOUTHBOUND (NY 9A)	THRU	-	-	-	-	-	-	-	-	-
3. NY 9A & Site Driveway B (Unsignalized)	WESTBOUND (Site Dwy B)	LEFT/RIGHT	-	-	-	-	-	-		N/A	
	NORTHBOUND (NY 9A)	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND (NY 9A)	LEFT/THRU	-	-	-	-	-	-	0.04	9.0	A

P:\2018\18175\ADMIN\TRAFFIC\18175-INT Operation Table_2023-11-30.xlsx; AM.tab

TABLE 2

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2023 EXISTING			2026 NO BUILD			2026 BUILD		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
4. NY 9A & Ridge Road / Bridge Street (Unsignalized)	EASTBOUND (Bridge St)	LEFT/THRU/RIGHT	0.09	23.0	C	0.09	24.1	C	0.09	24.6	C
	WESTBOUND (Ridge Rd)	LEFT/THRU/RIGHT	0.12	16.5	C	0.13	16.9	C	0.14	16.8	C
	NORTHBOUND (NY 9A)	LEFT/THRU/RIGHT	0.01	8.5	A	0.01	8.6	A	0.01	8.6	A
	SOUTHBOUND (NY 9A)	LEFT/THRU/RIGHT	0.02	8.8	A	0.02	8.8	A	0.02	8.8	A
5. Ridge Road & Site Driveway C (Unsignalized)	EASTBOUND (Ridge Rd)	THRU	-	-	-	-	-	-			
	WESTBOUND (Ridge Rd)	THRU	-	-	-	-	-	-		N/A	
	SOUTHBOUND (Site Dwy C)	LEFT/RIGHT	-	-	-	-	-	-			

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

P:\2018\18175\ADMIN\TRAFFIC\18175-INT Operation Table_2023-11-30.xlsx; AM.tab

TABLE 3

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2023 EXISTING			2026 NO BUILD			2026 BUILD		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. NY 9A, Ashford Avenue, & Addyman Square (Signalized)	EASTBOUND (Ashford Ave)	LEFT	0.82	69.0	E	0.83	69.3	E	0.74	60.0	E
		THRU/RIGHT	0.81	65.6	E	0.82	66.4	E	0.83	66.1	E
		COMPOSITE	-	67.3	E	-	67.8	E	-	63.1	E
	WESTBOUND (Ashford Ave)	LEFT	0.67	71.7	E	0.67	71.9	E	0.67	71.2	E
		THRU	0.67	65.3	E	0.67	65.5	E	0.66	64.8	E
		RIGHT	0.12	0.6	A	0.12	0.6	A	0.12	0.6	A
		COMPOSITE	-	61.4	E	-	61.6	E	-	61.4	E
	NORTHBOUND (NY 9A)	LEFT	0.82	54.1	D	0.89	64.5	E	0.97	80.6	F
		THRU	0.61	45.3	D	0.63	46.7	D	0.66	47.4	D
		RIGHT	0.09	0.2	A	0.09	0.2	A	0.12	1.2	A
		COMPOSITE	-	43.8	D	-	48.1	D	-	52.8	D
	SOUTHBOUND (NY 9A)	LEFT	0.06	32.4	C	0.06	33.1	C	0.07	33.5	C
		THRU	0.72	53.7	D	0.75	55.9	E	0.77	57.3	E
		RIGHT	0.68	54.4	D	0.71	56.4	E	0.71	56.6	E
		COMPOSITE	-	53.5	D	-	55.6	E	-	56.5	E
	SOUTHEAST (Addyman Sq)	LEFT/THRU/RIGHT	0.20	76.0	E	0.20	76.8	E	0.20	77.1	E
	INTERSECTION	COMPOSITE	-	56.0	E	-	57.9	E	-	58.2	E
1a. NY 9A, Ashford Avenue, & Addyman Square (Signalized with Improvements)	EASTBOUND (Ashford Ave)	LEFT							0.77	62.0	E
		THRU/RIGHT							0.83	65.2	E
		COMPOSITE							-	63.6	E
	WESTBOUND (Ashford Ave)	LEFT							0.73	76.7	E
		THRU							0.68	66.0	E
		RIGHT							0.12	0.6	A
		COMPOSITE							-	63.9	E
	NORTHBOUND (NY 9A)	LEFT		N/A			N/A		0.88	60.1	E
		THRU							0.63	45.2	D
		RIGHT							0.11	1.1	A
		COMPOSITE							-	44.7	D
	SOUTHBOUND (NY 9A)	LEFT							0.06	31.7	C
		THRU							0.77	57.0	E
		RIGHT							0.71	56.3	E
		COMPOSITE							-	56.2	E
	SOUTHEAST (Addyman Sq)	LEFT/THRU/RIGHT							0.30	88.3	F
	INTERSECTION	COMPOSITE							-	56.5	E
2. NY 9A & Site Driveway A (Unsignalized)	WESTBOUND (Site Dwy A)	RIGHT	-	-	-	-	-	-	0.13	12.7	B
	NORTHBOUND (NY 9A)	THRU	-	-	-	-	-	-	-	-	-
	SOUTHBOUND (NY 9A)	THRU	-	-	-	-	-	-	-	-	-
3. NY 9A & Site Driveway B (Unsignalized)	WESTBOUND (Site Dwy B)	LEFT/RIGHT	-	-	-	-	-	-		N/A	
	NORTHBOUND (NY 9A)	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND (NY 9A)	LEFT/THRU	-	-	-	-	-	-	0.06	10.0	B

P:\2018\18175\ADMIN\TRAFFIC\18175-INT Operation Table_2023-11-30.xlsx; PM.tab

TABLE 3

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2023 EXISTING			2026 NO BUILD			2026 BUILD		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
4. NY 9A & Ridge Road / Bridge Street (Unsignalized)	EASTBOUND (Bridge St)	LEFT/THRU/RIGHT	0.67	134.1	F	0.77	169.6	F	0.82	186.9	F
	WESTBOUND (Ridge Rd)	LEFT/THRU/RIGHT	0.31	22.2	C	0.33	23.4	C	0.34	23.6	C
	NORTHBOUND (NY 9A)	LEFT/THRU/RIGHT	0.01	9.3	A	0.01	9.4	A	0.01	9.4	A
	SOUTHBOUND (NY 9A)	LEFT/THRU/RIGHT	0.04	9.4	A	0.04	9.5	A	0.04	9.5	A
5. Ridge Road & Site Driveway C (Unsignalized)	EASTBOUND (Ridge Rd)	THRU	-	-	-	-	-	-			
	WESTBOUND (Ridge Rd)	THRU	-	-	-	-	-	-		N/A	
	SOUTHBOUND (Site Dwy C)	LEFT/RIGHT	-	-	-	-	-	-			

Notes:

(1) V/C represents volume/capacity ratio

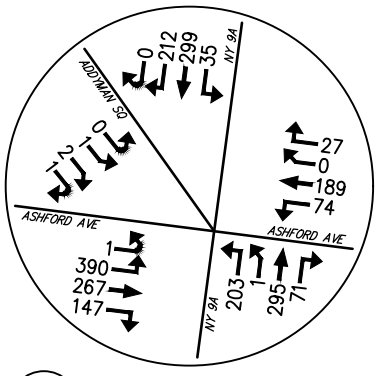
(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

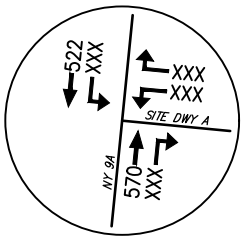
P:\2018\18175\ADMIN\TRAFFIC\18175-INT Operation Table_2023-11-30.xlsx; PM.tab

APPENDIX B

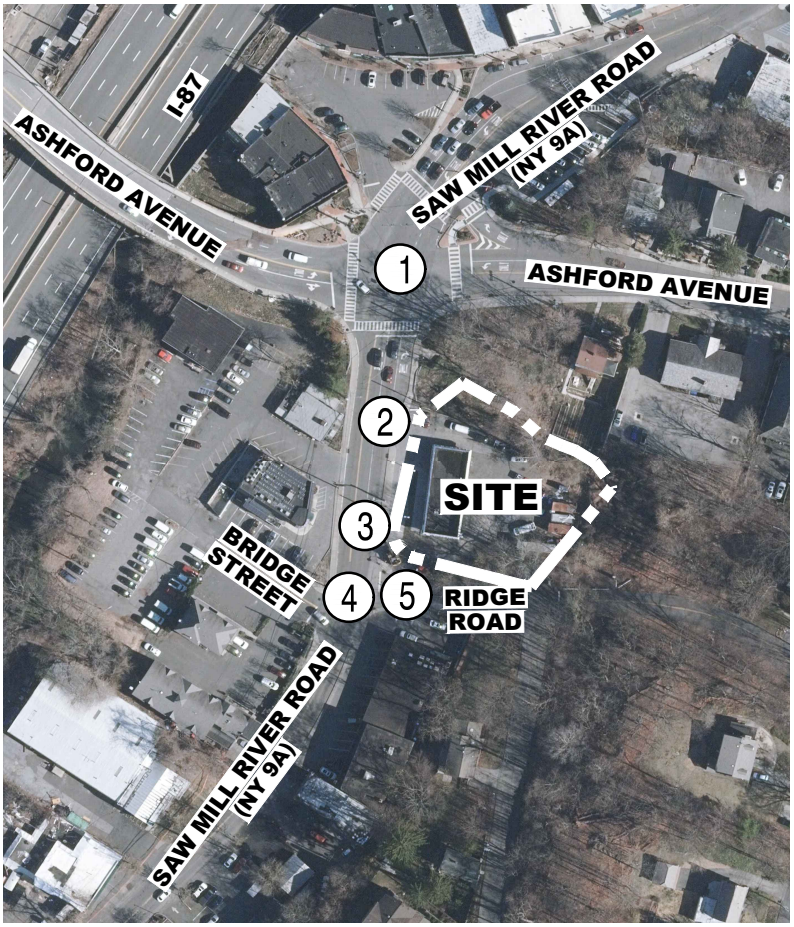
TRAFFIC VOLUME FIGURES

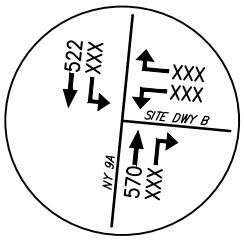


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

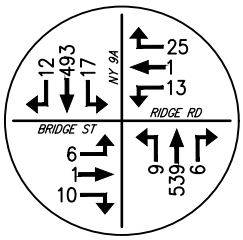


2 NY 9A & SITE DRIVEWAY A

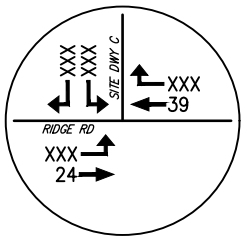




3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

2023 EXISTING VOLUMES

PEAK WEEKDAY AM HOUR (7:45 - 8:45)

REV: 11/2023

DATE: 03/22/2021

JMC PROJECT: 18175

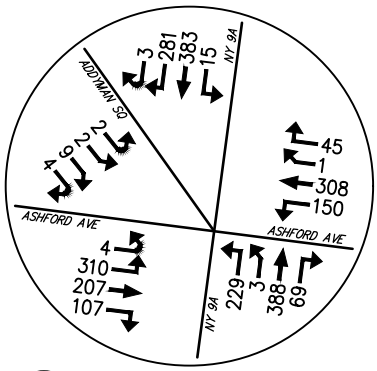
FIGURE: 01 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

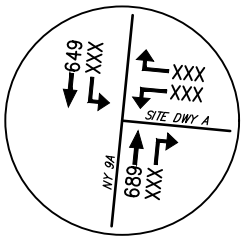
(914) 273-5225
fax 273-2102

JMCPLLC.COM

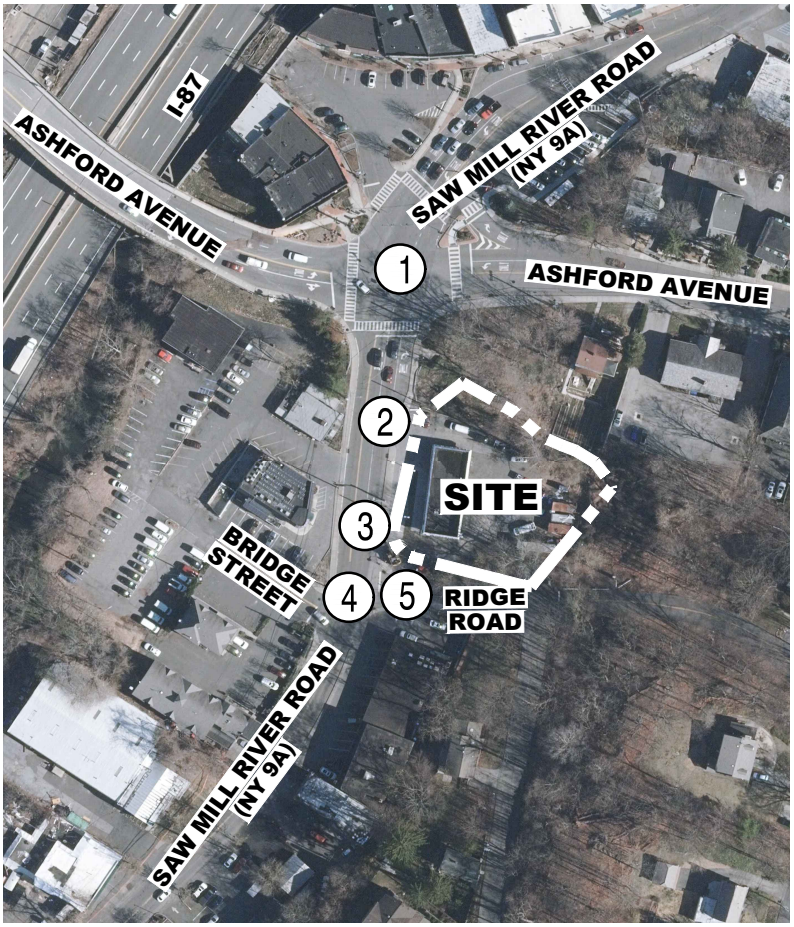
18175-TRAFFIC-FIG.dwg; TRAFFIC-FIGS-EX.tab

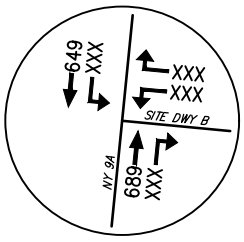


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

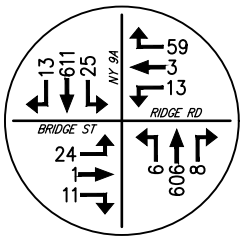


2 NY 9A & SITE DRIVEWAY A

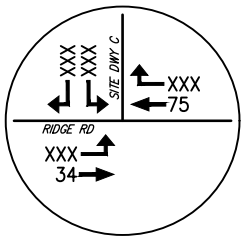




3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

2023 EXISTING VOLUMES

PEAK WEEKDAY PM HOUR (5:00 - 6:00)

REV: 11/2023

DATE: 03/22/2021

JMC PROJECT: 18175

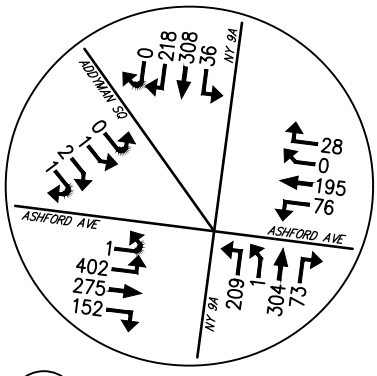
FIGURE: 02 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

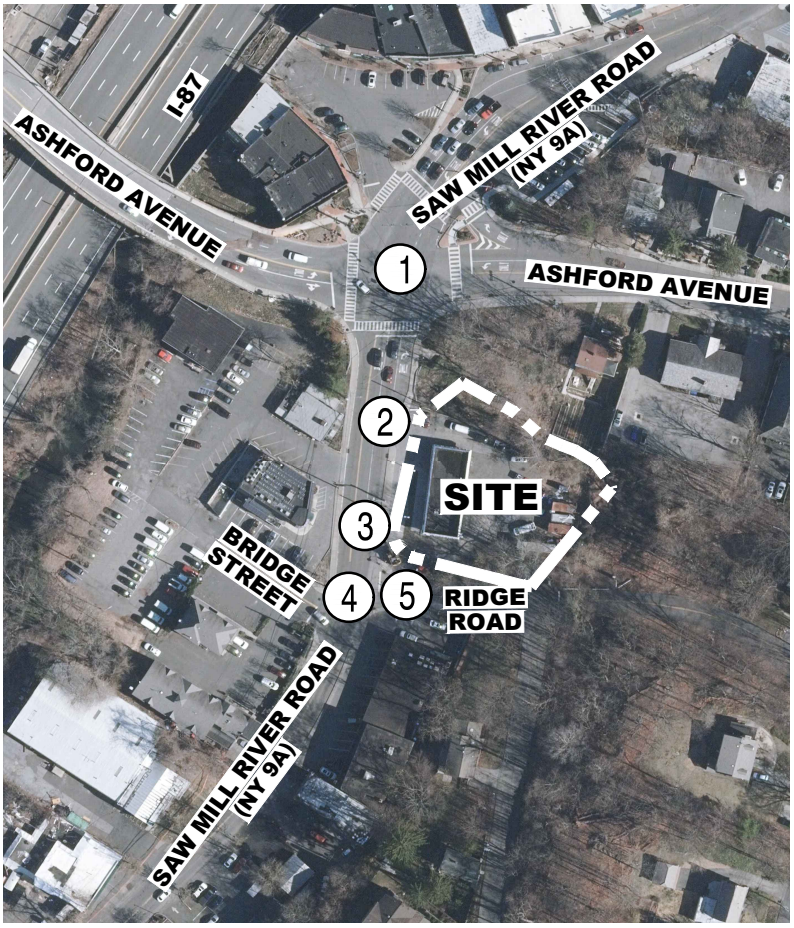
(914) 273-5225
fax 273-2102

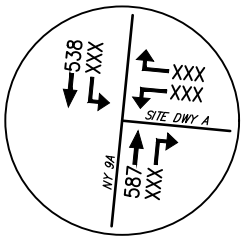
JMCPLLC.COM

18175-TRAFFIC-FIG.dwg; TRAFFIC-FIGS-EX.tab

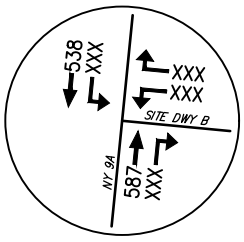


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

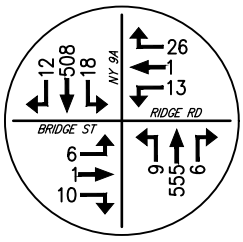




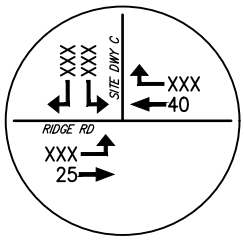
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

2026 NO BUILD VOLUMES

PEAK WEEKDAY AM HOUR

REV: 11/2023

DATE: 03/22/2021

JMC PROJECT: 18175

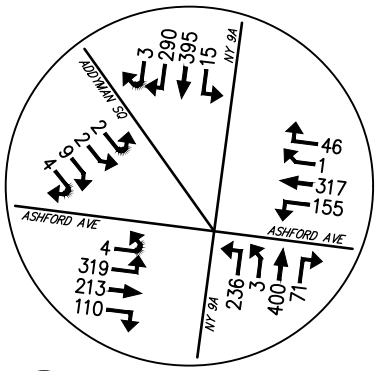
FIGURE: 03 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

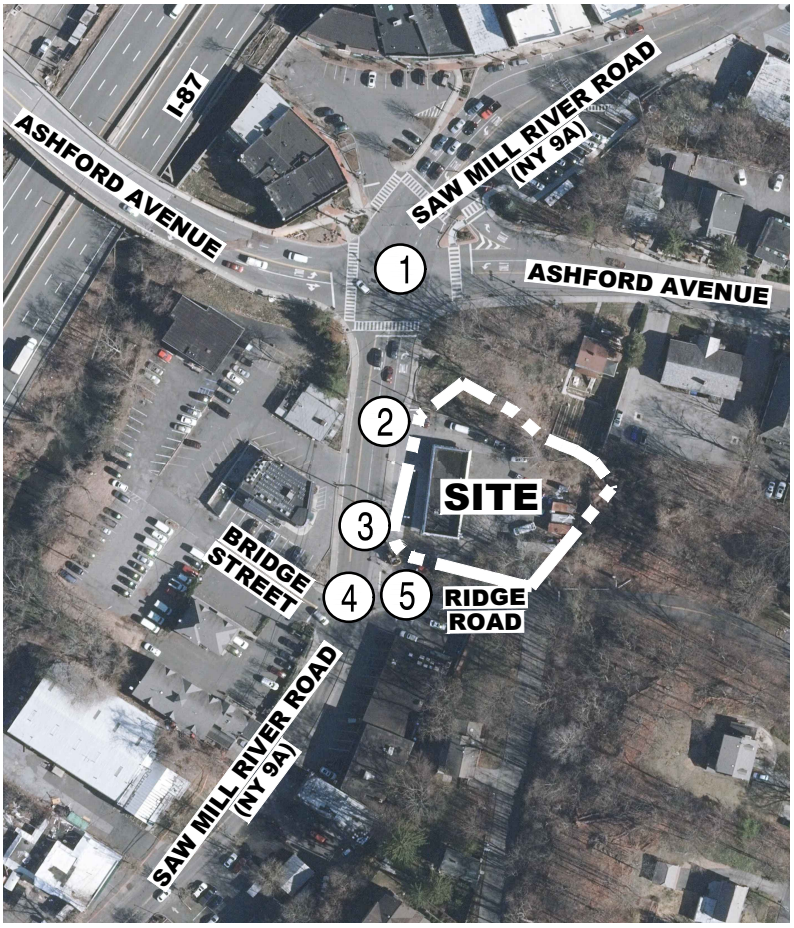
(914) 273-5225
fax 273-2102

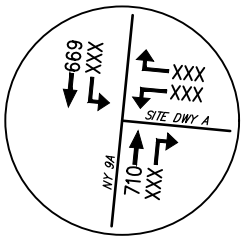
JMCPLLC.COM

18175-TRAFFIC-FIG.dwg; TRAFFIC-FIGS-EX.tab

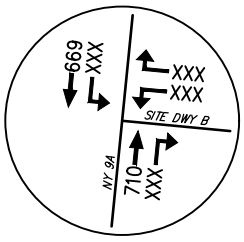


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

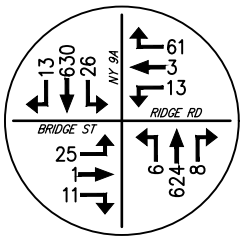




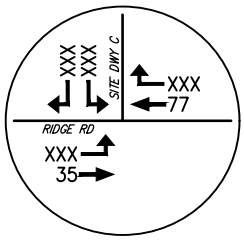
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

2026 NO BUILD VOLUMES

PEAK WEEKDAY PM HOUR

REV: 11/2023

DATE: 03/22/2021

JMC PROJECT: 18175

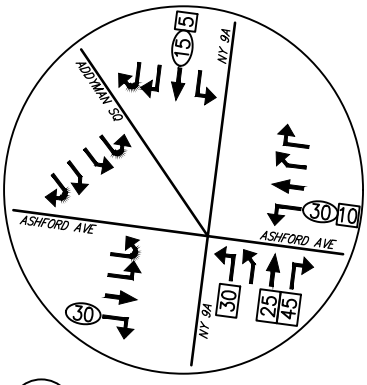
FIGURE: 04 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

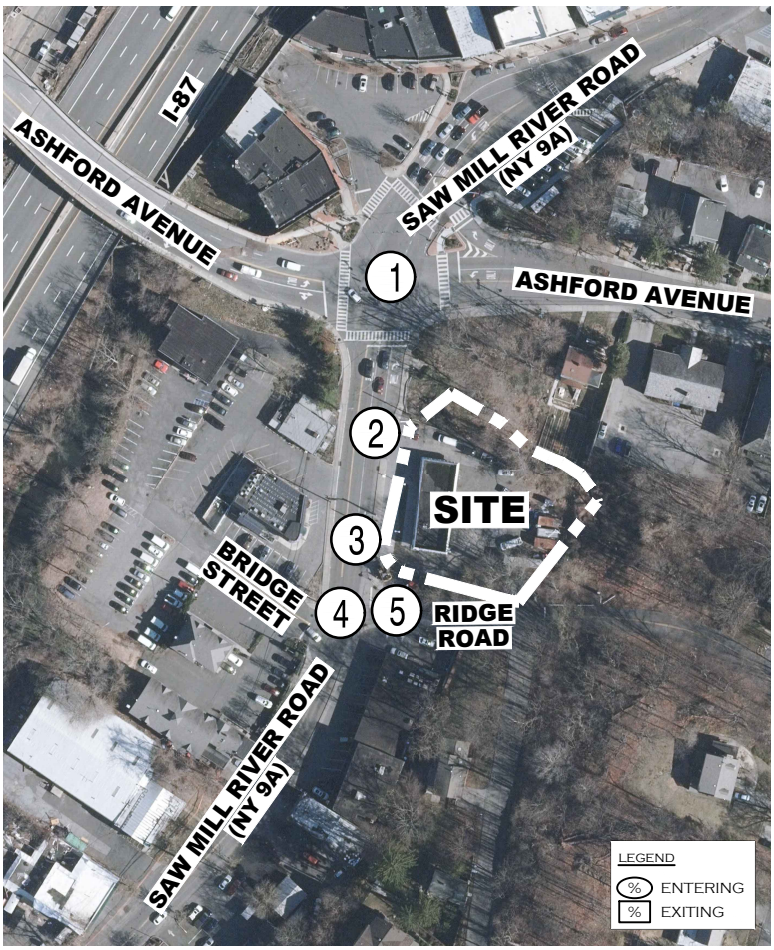
(914) 273-5225
fax 273-2102

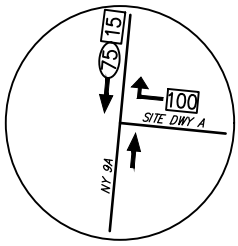
JMCPLLC.COM

18175-TRAFFIC-FIG.dwg; TRAFFIC-FIGS-EX.tab

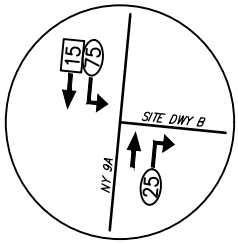


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

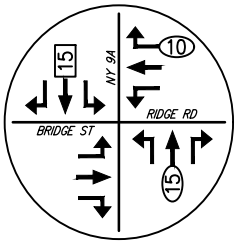




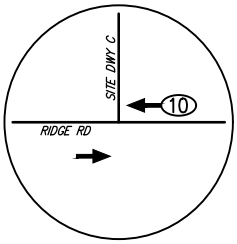
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

PRIMARY TRIP DISTRIBUTIONS

REV: 11/2023
DATE: 03/22/2021 — JMC PROJECT: 18175

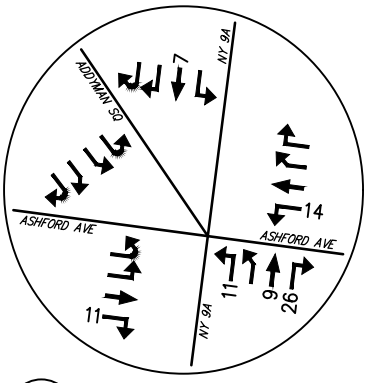
FIGURE: 05 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

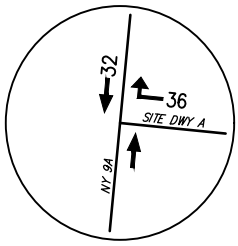
(914) 273-5225
fax 273-2102

JMCPLLC.COM

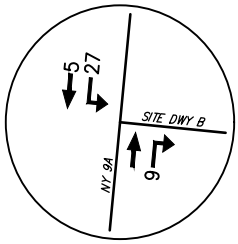
18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab



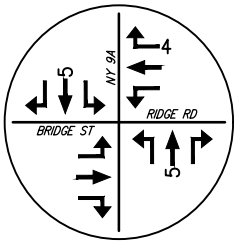
1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE



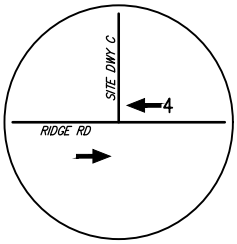
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

PRIMARY VOLUMES
PEAK WEEKDAY AM HOUR
REV: 11/2023
DATE: 03/22/2021
JMC PROJECT: 18175

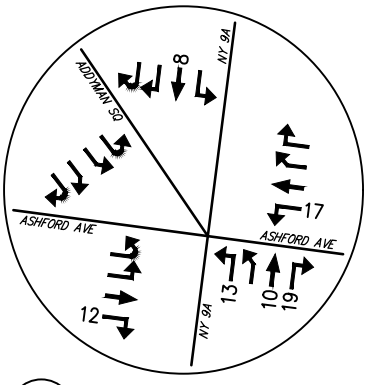
FIGURE: 06 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

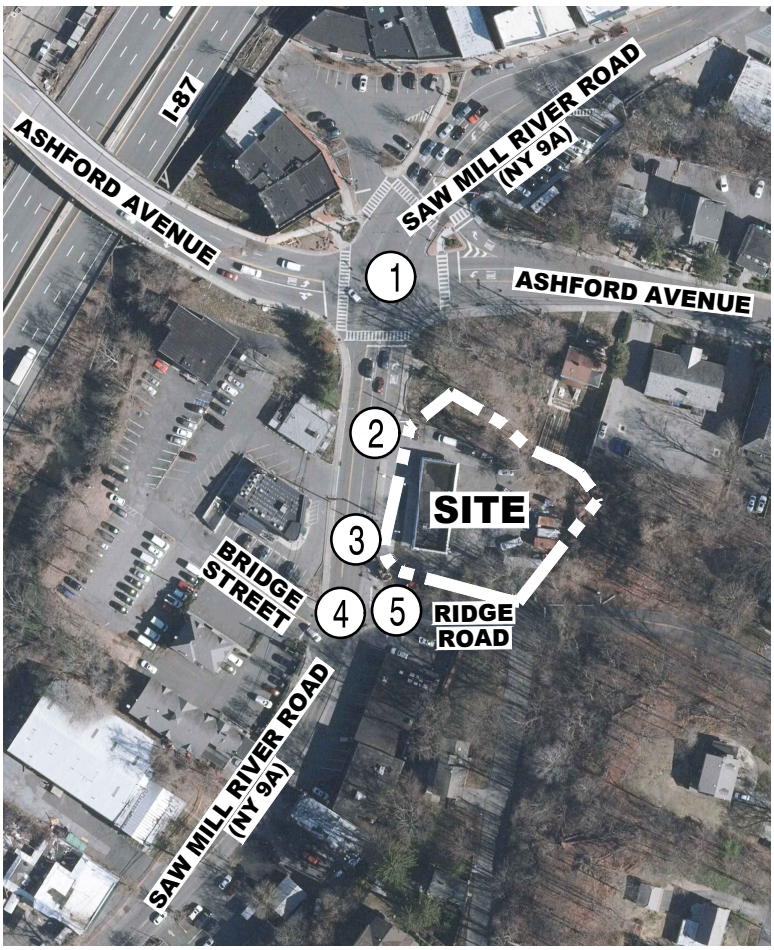
(914) 273-5225
fax 273-2102

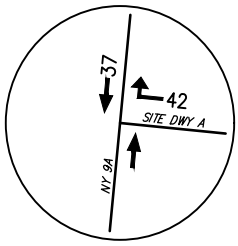
JMCPLLC.COM

18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab

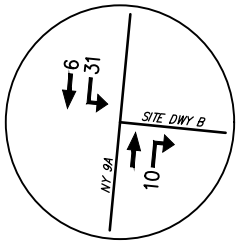


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

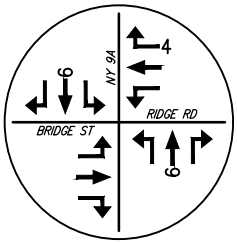




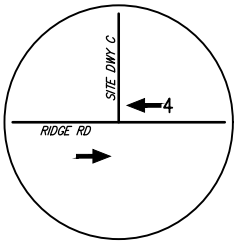
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

REV: 11/2023

DATE: 03/22/2021

JMC PROJECT: 18175

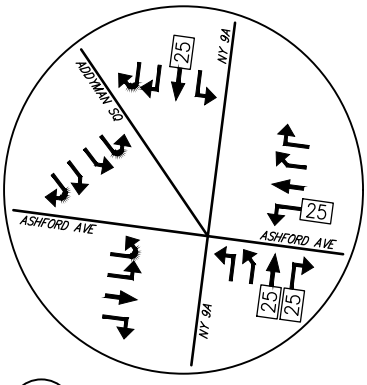
FIGURE: 07 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

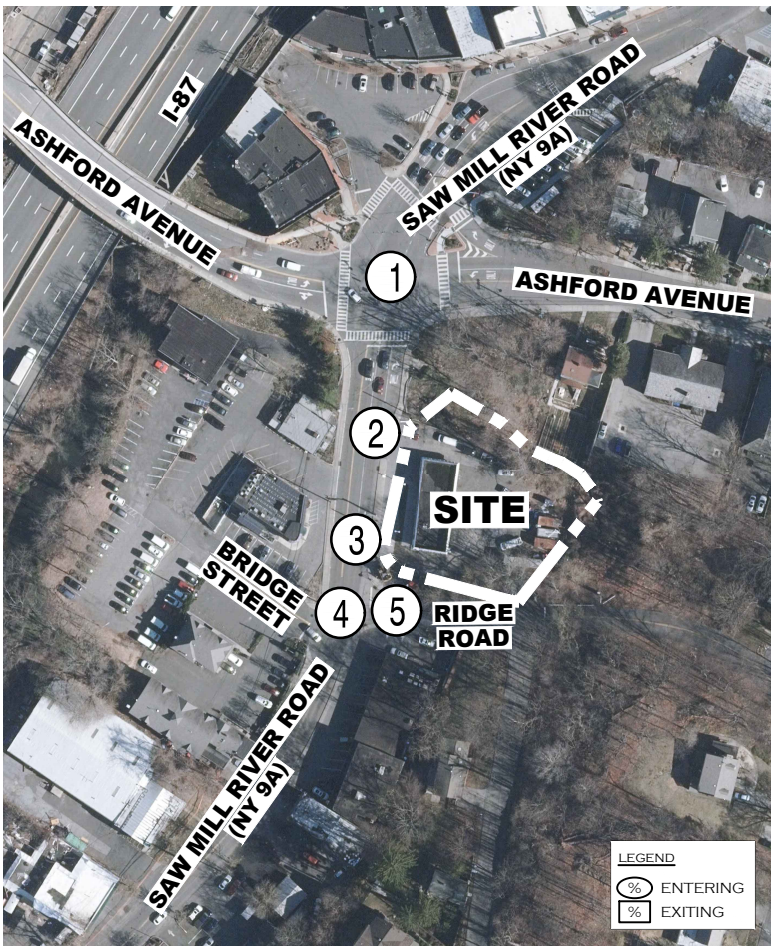
(914) 273-5225
fax 273-2102

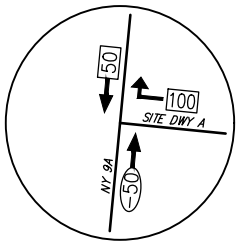
JMCPLLC.COM

18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab

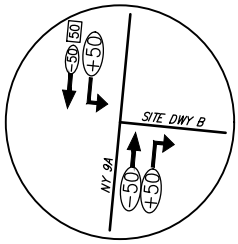


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

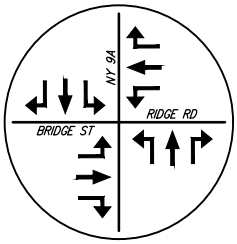




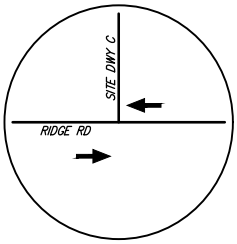
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

PASS-BY TRIP DISTRIBUTIONS

REV: 11/2023
DATE: 03/22/2021 — JMC PROJECT: 18175

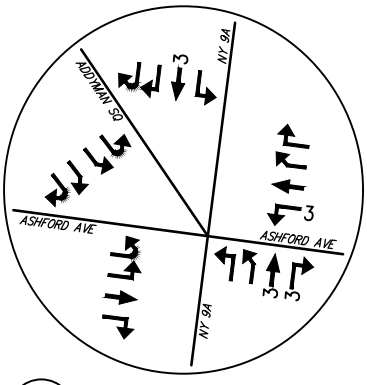
FIGURE: 8 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

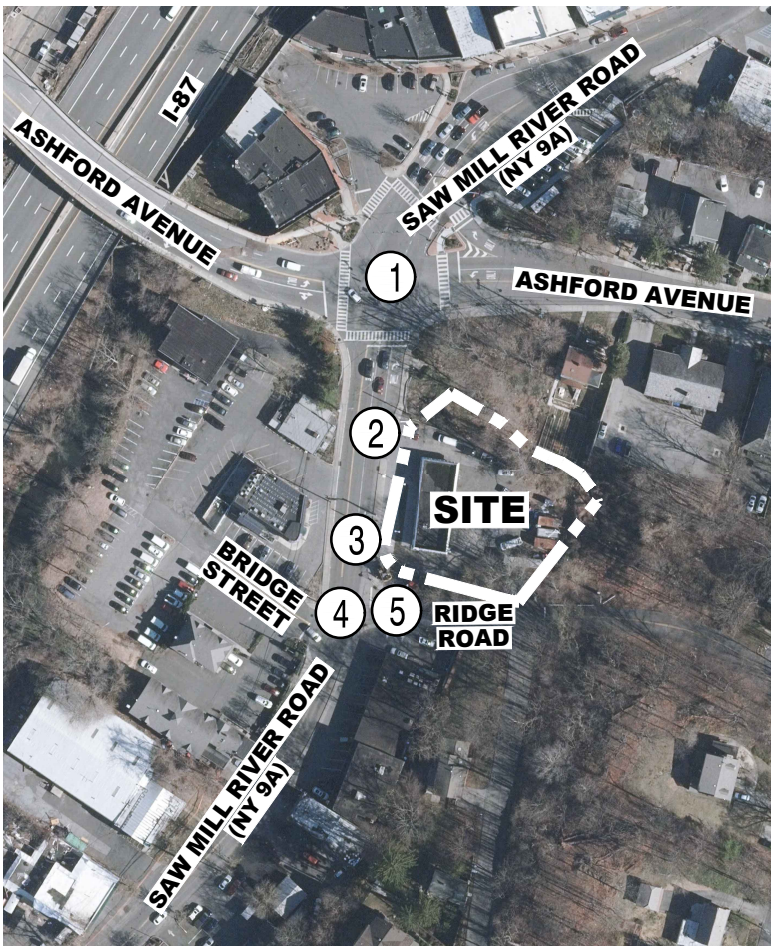
(914) 273-5225
fax 273-2102

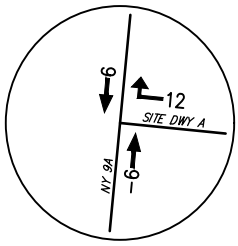
JMCPLLC.COM

18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab

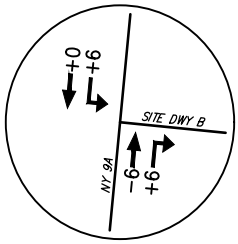


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

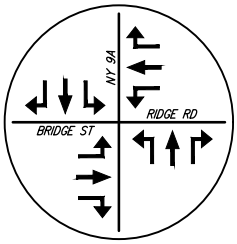




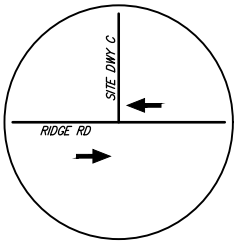
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

PASS-BY VOLUMES

PEAK WEEKDAY AM HOUR

REV: 11/2023
DATE: 03/22/2021
JMC PROJECT: 18175

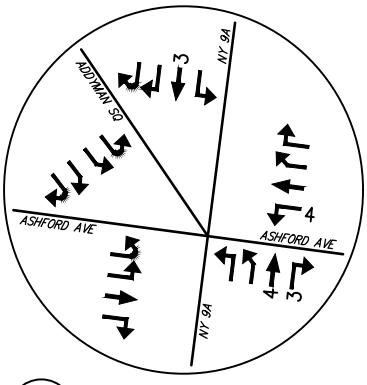
FIGURE: 9 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

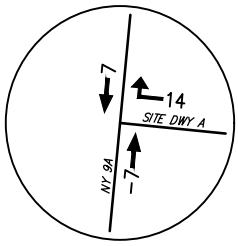
(914) 273-5225
fax 273-2102

JMCPLLC.COM

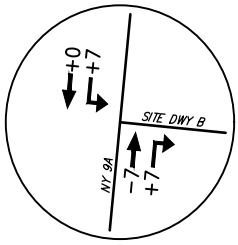
18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab



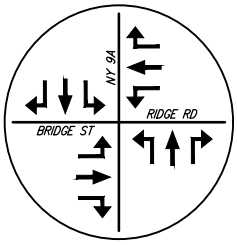
1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE



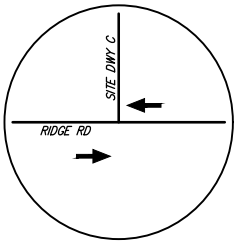
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET

657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

PASS-BY VOLUMES

PEAK WEEKDAY PM HOUR

REV: 11/2023
DATE: 03/22/2021
JMC PROJECT: 18175

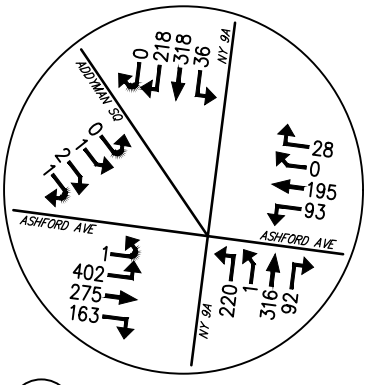
FIGURE: 10 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

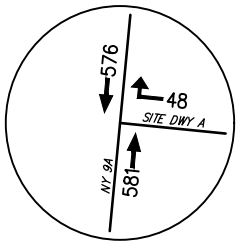
(914) 273-5225
fax 273-2102

JMCPLLC.COM

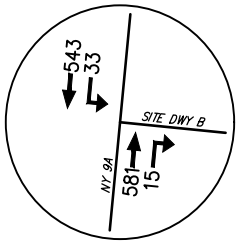
18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab



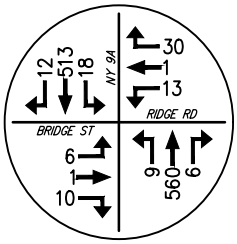
1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE



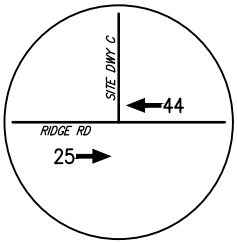
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

2026 BUILD VOLUMES
PEAK WEEKDAY AM HOUR
REV: 11/2023
DATE: 03/22/2021
JMC PROJECT: 18175

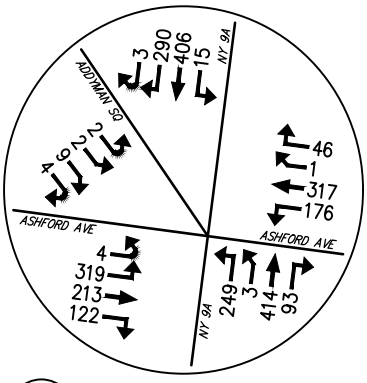
FIGURE: 11 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

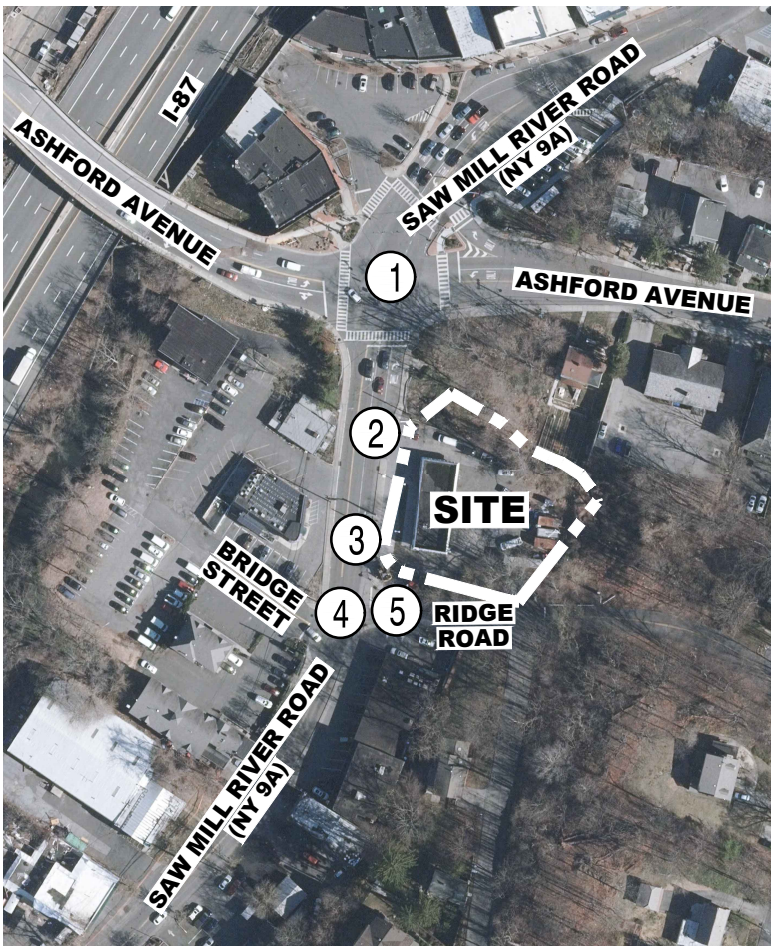
(914) 273-5225
fax 273-2102

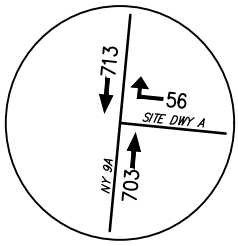
JMCPLLC.COM

18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab

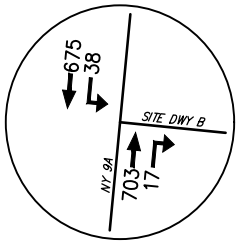


1 NY 9A, ASHFORD AVENUE & ADDYMAN SQUARE

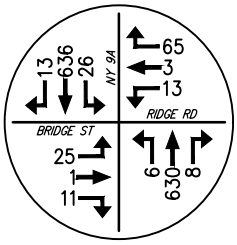




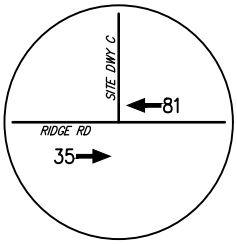
2 NY 9A & SITE DRIVEWAY A



3 NY 9A & SITE DRIVEWAY B



4 NY 9A & RIDGE ROAD / BRIDGE STREET



5 RIDGE ROAD & SITE DRIVEWAY C

GAS STATION / CONVENIENCE MARKET
657 SAW MILL RIVER ROAD — VILLAGE OF ARDSLEY, NEW YORK

2026 BUILD VOLUMES
PEAK WEEKDAY PM HOUR
REV: 11/2023
DATE: 03/22/2021
JMC PROJECT: 18175

FIGURE: 12 — SCALE: 1" = 150'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

18175–TRAFFIC–FIG.dwg; TRAFFIC–FIGS–PRO.tab

APPENDIX C

TRAFFIC COUNT DATA

DATE:	10/26/2023
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM

PEAK HOUR CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18175
NAME:	JMC

TIME	CLASS	TOTAL INT. 1A	TOTAL INT. 1B	TOTAL INT.	TOTAL INT. 4	TOTAL INT.	TOTAL INT.	TOTAL INT.	TOTAL INT.	TOTAL
7:00 - 8:00 AM	TOTAL	1,841	12		895					2,748
	TRUCK									
7:15 - 8:15 AM	TOTAL	2,156	11		1,023					3,190
	TRUCK									
7:30 - 8:30 AM	TOTAL	2,110	6		1,132					3,248
	TRUCK									
7:45 - 8:45 AM	TOTAL	2,166	8		1,057					3,231
	TRUCK									
8:00 - 9:00 AM	TOTAL	2,154	8		1,062					3,224
	TRUCK									
4:00 - 5:00 PM	TOTAL	2,364	17		1,109					3,490
	TRUCK									
4:15 - 5:15 PM	TOTAL	2,204	15		1,205					3,424
	TRUCK									
4:30 - 5:30 PM	TOTAL	2,044	18		1,181					3,243
	TRUCK									
4:45 - 5:45 PM	TOTAL	2,178	24		1,252					3,454
	TRUCK									
5:00 - 6:00 PM	TOTAL	2,190	25		1,380					3,595
	TRUCK									

DATE:	10/26/2023		JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	EGK
LOCATION:	Ashford Ave, NY 9A (Saw Mill River Road), & Addyman Square		INT #:	1A

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	7	23	11	29	45	13	5	44	24	45	43	29			1	7	1		
	TRUCK		2		6	4	2		11	3	4	3	2							
7:15 - 7:30 AM	TOTAL	13	68	21	78	101	27	11	101	74	114	112	65		2					
	TRUCK				1	1			3	4	2									
7:30 - 7:45 AM	TOTAL	19	118	35	120	163	44	21	160	121	205	175	100				1			
	TRUCK	1			3	1	1	1	4	1	1	1								
7:45 - 8:00 AM	TOTAL	26	183	54	170	225	60	28	242	186	303	238	126				1			
	TRUCK		3		3	4			3		5				1			1		
8:00 - 8:15 AM	TOTAL	37	227	74	221	294	79	38	318	244	419	338	185		1					
	TRUCK				1	1			1	1	4	2								
8:15 - 8:30 AM	TOTAL	40	257	89	260	365	91	46	377	286	504	379	201			1	3			
	TRUCK		1	1		1	1		1	1	3									
8:30 - 8:45 AM	TOTAL	44	317	115	305	444	102	58	442	342	614	442	222			1	5			
	TRUCK				1		1				2									
8:45 - 9:00 AM	TOTAL	53	397	136	338	482	117	67	506	405	714	525	255		3		1			
	TRUCK								3		3									
4:00 - 4:15 PM	TOTAL	14	96	18	61	70	20	8	109	75	111	86	38				3			
	TRUCK								2	2	1									
4:15 - 4:30 PM	TOTAL	28	182	52	95	158	36	15	202	161	222	177	73		1	8	9	1		
	TRUCK	1			1	3			3	1										
4:30 - 4:45 PM	TOTAL	38	247	76	115	213	47	26	262	206	294	216	94		7		3			
	TRUCK					2			2	1										
4:45 - 5:00 PM	TOTAL	53	337	107	143	277	58	33	340	262	361	274	119		3	2	8			
	TRUCK				1	1			1	2										
5:00 - 5:15 PM	TOTAL	70	426	130	182	342	72	36	420	326	434	326	146		1	3				
	TRUCK		1			3			3											
5:15 - 5:30 PM	TOTAL	80	503	157	211	413	81	39	497	396	514	386	168							
	TRUCK	1				2			1	2					1	1				
5:30 - 5:45 PM	TOTAL	89	564	187	259	497	90	43	592	474	596	438	183		9	1				
	TRUCK				1	2			1	3										
5:45 - 6:00 PM	TOTAL	98	645	226	315	569	110	48	644	543	671	481	204		1	1		1		
	TRUCK	1							2	1										

DATE:	10/26/2023	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	EGK
LOCATION:	Ashford Ave, NY 9A (Saw Mill River Road), & Addyman Square		INT #:	1A

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	7	23	11	29	45	13	5	44	24	45	43	29	318	0	1	7	1	9	
	TRUCK	0	2	0	6	4	2	0	11	3	4	3	2		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	6	45	10	49	56	14	6	57	50	69	69	36	467	2	0	0	0	2	
	TRUCK	0	0	0	1	1	0	0	3	4	2	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	6	50	14	42	62	17	10	59	47	91	63	35	496	0	0	1	0	1	
	TRUCK	1	0	0	3	1	1	1	4	1	1	1	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	7	65	19	50	62	16	7	82	65	98	63	26	560	0	0	1	0	1	
	TRUCK	0	3	0	3	4	0	0	3	0	5	0	0		1	0	0	1	2	
8:00 - 8:15 AM	TOTAL	11	44	20	51	69	19	10	76	58	116	100	59	633	1	0	0	0	1	
	TRUCK	0	0	0	1	1	0	0	1	1	4	2	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	3	30	15	39	71	12	8	59	42	85	41	16	421	0	1	3	0	4	
	TRUCK	0	1	1	0	1	1	0	1	1	3	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	4	60	26	45	79	11	12	65	56	110	63	21	552	0	1	5	0	6	
	TRUCK	0	0	0	1	0	1	0	0	0	2	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	9	80	21	33	38	15	9	64	63	100	83	33	548	3	0	1	0	4	
	TRUCK	0	0	0	0	0	0	0	3	0	3	0	0		0	0	0	0	0	
4:00 - 4:15 PM	TOTAL	14	96	18	61	70	20	8	109	75	111	86	38	706	0	0	3	0	3	
	TRUCK	0	0	0	0	0	0	0	2	2	1	0	0		0	0	0	0	0	
4:15 - 4:30 PM	TOTAL	14	86	34	34	88	16	7	93	86	111	91	35	695	1	8	9	1	19	
	TRUCK	1	0	0	1	3	0	0	3	1	0	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	10	65	24	20	55	11	11	60	45	72	39	21	433	7	0	3	0	10	
	TRUCK	0	0	0	0	2	0	0	2	1	0	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	15	90	31	28	64	11	7	78	56	67	58	25	530	3	2	8	0	13	
	TRUCK	0	0	0	1	1	0	0	1	2	0	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	17	89	23	39	65	14	3	80	64	73	52	27	546	1	3	0	0	4	
	TRUCK	0	1	0	0	3	0	0	3	0	0	0	0		0	0	0	0	0	
5:15 - 5:30 PM	TOTAL	10	77	27	29	71	9	3	77	70	80	60	22	535	0	0	0	0	0	
	TRUCK	1	0	0	0	2	0	0	1	2	0	0	0		1	1	0	0	2	
5:30 - 5:45 PM	TOTAL	9	61	30	48	84	9	4	95	78	82	52	15	567	9	1	0	0	10	
	TRUCK	0	0	0	1	2	0	0	1	3	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	9	81	39	56	72	20	5	52	69	75	43	21	542	1	1	0	1	3	
	TRUCK	1	0	0	0	0	0	0	2	1	0	0	0		0	0	0	0	0	

DATE:	10/26/2023		JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	EGK
LOCATION:	Ashford Ave, NY 9A (Saw Mill River Road), & Addyman Square		INT #:	1A

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	26	183	54	170	225	60	28	242	186	303	238	126	1,841	2	1	9	1	13	
	TRUCK	4%	3%	0%	8%	4%	5%	4%	9%	4%	4%	2%	2%		1			1	2	0.82
7:15 - 8:15 AM	TOTAL	30	204	63	192	249	66	33	274	220	374	295	156	2,156	3		2		5	
	TRUCK	3%	1%	0%	4%	3%	2%	3%	4%	3%	3%	1%	0%		1			1	2	0.85
7:30 - 8:30 AM	TOTAL	27	189	68	182	264	64	35	276	212	390	267	136	2,110	1	1	5		7	
	TRUCK	4%	2%	1%	4%	3%	3%	3%	3%	1%	3%	1%	0%		1			1	2	0.83
7:45 - 8:45 AM	TOTAL	25	199	80	185	281	58	37	282	221	409	267	122	2,166	1	2	9		12	
	TRUCK	0%	2%	1%	3%	2%	3%	0%	2%	1%	3%	1%	0%		1			1	2	0.86
8:00 - 9:00 AM	TOTAL	27	214	82	168	257	57	39	264	219	411	287	129	2,154	4	2	9		15	
	TRUCK	0%	0%	1%	1%	1%	4%	0%	2%	1%	3%	1%	0%							0.85
4:00 - 5:00 PM	TOTAL	53	337	107	143	277	58	33	340	262	361	274	119	2,364	11	10	23	1	45	
	TRUCK	2%	0%	0%	1%	2%	0%	0%	2%	2%	0%	0%	0%							0.84
4:15 - 5:15 PM	TOTAL	56	330	112	121	272	52	28	311	251	323	240	108	2,204	12	13	20	1	46	
	TRUCK	2%	0%	0%	2%	3%	0%	0%	3%	2%	0%	0%	0%							0.79
4:30 - 5:30 PM	TOTAL	52	321	105	116	255	45	24	295	235	292	209	95	2,044	11	5	11		27	
	TRUCK	2%	0%	0%	1%	3%	0%	0%	2%	2%	0%	0%	0%		1	1			2	0.94
4:45 - 5:45 PM	TOTAL	51	317	111	144	284	43	17	330	268	302	222	89	2,178	13	6	8		27	
	TRUCK	2%	0%	0%	1%	3%	0%	0%	2%	3%	0%	0%	0%		1	1			2	0.96
5:00 - 6:00 PM	TOTAL	45	308	119	172	292	52	15	304	281	310	207	85	2,190	11	5		1	17	
	TRUCK	4%	0%	0%	1%	2%	0%	0%	2%	2%	0%	0%	0%		1	1			2	0.96

1: Ashford Ave WB - Right
2: Ashford Ave WB - Thru
3: Ashford Ave WB - Left
4: NY 9A NB - Left
5: NY 9A NB - Thru
6: NY 9A NB - Right
7: NY 9A SB - Left
8: NY 9A SB - Thru
9: NY 9A SB - Right
10: Ashford Ave EB - Left
11: Ashford Ave EB - Thru
12: Ashford Ave EB - Right

A: Crossing Ashford Ave West Side of INT
B: Crossing NY 9A South Side of INT
C: Crossing Ashford Ave East Side of INT
D: Crossing NY 9A North Side of INT

DATE:	10/26/2023		JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	SPG
LOCATION:	Ashford Ave, NY 9A (Saw Mill River Road), & Addyman Square		INT #:	1B

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL				1			1							2					
	TRUCK																			
7:15 - 7:30 AM	TOTAL	1			4	1		1	1						1					
	TRUCK																			
7:30 - 7:45 AM	TOTAL	2		1	4	1		1	1						1					
	TRUCK																			
7:45 - 8:00 AM	TOTAL	2	1	1	4	1	1	1	1											
	TRUCK																			
8:00 - 8:15 AM	TOTAL	2	1	1	4	1	1	2	1											
	TRUCK																			
8:15 - 8:30 AM	TOTAL	2	2	1	4	1	1	2	1						4					
	TRUCK																			
8:30 - 8:45 AM	TOTAL	3	3	1	4	2	1	3	1						1					
	TRUCK																			
8:45 - 9:00 AM	TOTAL	4	3	1	4	2	1	3	2											
	TRUCK																			
4:00 - 4:15 PM	TOTAL	2		1	1										1					
	TRUCK																1			
4:15 - 4:30 PM	TOTAL	3	1	1	2	1		1												
	TRUCK																			
4:30 - 4:45 PM	TOTAL	5	2	1	2	1		1							8					
	TRUCK																			
4:45 - 5:00 PM	TOTAL	6	4	3	2	1		1												
	TRUCK																			
5:00 - 5:15 PM	TOTAL	6	4	4	3	1		1												
	TRUCK																			
5:15 - 5:30 PM	TOTAL	7	7	4	4	1	2	2							1					
	TRUCK																			
5:30 - 5:45 PM	TOTAL	9	9	5	4	4	2	3							7					
	TRUCK																			
5:45 - 6:00 PM	TOTAL	10	11	5	4	4	4	3	1											
	TRUCK																			

DATE:	10/26/2023		JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	SPG
LOCATION:	Ashford Ave, NY 9A (Saw Mill River Road), & Addyman Square		INT #:	1B

CALCULATIONS - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	0	0	0	1	0	0	1	0	0	0	0	0	2	2	0	0	0	2	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	1	0	0	3	1	0	0	1	0	0	0	0	6	1	0	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	1	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	4	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	1	1	0	0	1	0	1	0	0	0	0	0	4	1	0	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:00 - 4:15 PM	TOTAL	2	0	1	1	0	0	0	0	0	0	0	0	4	1	0	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	1	0	1	
4:15 - 4:30 PM	TOTAL	1	1	0	1	1	0	1	0	0	0	0	0	5	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	2	1	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	8	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	1	2	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:15 - 5:30 PM	TOTAL	1	3	0	1	0	2	1	0	0	0	0	0	8	1	0	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	2	2	1	0	3	0	1	0	0	0	0	0	9	7	0	0	0	7	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	1	2	0	0	0	2	0	1	0	0	0	0	6	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

DATE:	10/26/2023		JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	SPG
LOCATION:	Ashford Ave, NY 9A (Saw Mill River Road), & Addyman Square		INT #:	1B

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	2	1	1	4	1	1	1	1					12	4				4	
	TRUCK	0%	0%	0%	0%	0%	0%	0%	0%											
7:15 - 8:15 AM	TOTAL	2	1	1	3	1	1	1	1					11	2				2	
	TRUCK	0%	0%	0%	0%	0%	0%	0%	0%											
7:30 - 8:30 AM	TOTAL	1	2	1			1	1						6	5				5	
	TRUCK	0%	0%	0%			0%	0%												
7:45 - 8:45 AM	TOTAL	1	3			1	1	2						8	5				5	
	TRUCK	0%	0%			0%	0%	0%												
8:00 - 9:00 AM	TOTAL	2	2			1		2	1					8	5				5	
	TRUCK	0%	0%			0%		0%	0%											
4:00 - 5:00 PM	TOTAL	6	4	3	2	1		1						17	9				9	
	TRUCK	0%	0%	0%	0%	0%		0%									1		1	
4:15 - 5:15 PM	TOTAL	4	4	3	2	1		1						15	8				8	
	TRUCK	0%	0%	0%	0%	0%		0%												
4:30 - 5:30 PM	TOTAL	4	6	3	2		2	1						18	9				9	
	TRUCK	0%	0%	0%	0%		0%	0%												
4:45 - 5:45 PM	TOTAL	4	7	4	2	3	2	2						24	8				8	
	TRUCK	0%	0%	0%	0%	0%	0%	0%												
5:00 - 6:00 PM	TOTAL	4	7	2	2	3	4	2	1					25	8				8	
	TRUCK	0%	0%	0%	0%	0%	0%	0%	0%											

1: A Sq SB - Right onto Ash WB
2: A Sq SB - Right onto NY 9A SB
3: A Sq SB - Left onto Ashford EB
4: A Sq SB - Left onto NY 9A NB
5: NY 9A SB - Right onto A Sq NB
6: Ashford EB - Left onto A Sq NB
7: NY 9A NB - Left onto A Sq NB
8: Ash WB - Right onto A Sq NB
9:
10:
11:
12:

A: Crossing Addyman Sq North on INT
B: Crossing Ashford Northeast of INT
C:
D:

DATE:	10/26/2023		JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM	ENTER COUNT DATA ON THIS PAGE	NAME:	FG
LOCATION:	NY 9A (Saw Mill River Road) & Ridge Road / Bridge Street		INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	5	72	2	4		1		78	1	1		5				1			
	TRUCK		7						12											
7:15 - 7:30 AM	TOTAL	5	147	5	6		3		165	1	5	1	11				8			
	TRUCK		11		3				7											
7:30 - 7:45 AM	TOTAL	8	284	10	8		4	5	309	4	9	1	18				1			
	TRUCK		15		1				17											
7:45 - 8:00 AM	TOTAL	11	383	15	11	1	7	7	421	6	13	1	19				2			
	TRUCK		4						15				1							
8:00 - 8:15 AM	TOTAL	15	520	21	13	1	8	7	559	7	14	1	26				2			
	TRUCK		8						14				2							
8:15 - 8:30 AM	TOTAL	17	640	22	16	1	9	9	704	7	18	2	36			1	1			
	TRUCK		10						8											
8:30 - 8:45 AM	TOTAL	24	724	24	17	1	13	10	827	9	22	2	44				2			
	TRUCK		1						12	1			1							
8:45 - 9:00 AM	TOTAL	29	835	30	21	1	13	10	933	10	25	2	48			1	3	3		
	TRUCK		10	1					6											
4:00 - 4:15 PM	TOTAL	1	112	2	1	1	4		115	6		1	9			1				
	TRUCK		5						6				1							
4:15 - 4:30 PM	TOTAL	1	245	7	5	1	6	3	241	10	3	1	15		1	1	1			
	TRUCK		9						16						1					
4:30 - 4:45 PM	TOTAL	4	346	18	7	2	11	5	377	14	5	1	21		1	3	1			
	TRUCK		6						2											
4:45 - 5:00 PM	TOTAL	8	489	27	7	2	14	6	503	14	9	1	29		2	2	2	1		
	TRUCK		7	2					1				1				1			
5:00 - 5:15 PM	TOTAL	11	641	35	10	2	21	7	660	14	13	1	42		3		5			
	TRUCK		4						2											
5:15 - 5:30 PM	TOTAL	13	749	40	11	3	23	8	784	15	15	1	57		1		1			
	TRUCK		6						4											
5:30 - 5:45 PM	TOTAL	15	908	45	17	3	30	11	913	19	26	4	72				1			
	TRUCK		5	1					6											
5:45 - 6:00 PM	TOTAL	21	1,100	52	18	3	38	12	1,109	22	22	4	88		4	2	2			
	TRUCK		4						6				1							

DATE:	10/26/2023	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM		NAME:	FG
LOCATION:	NY 9A (Saw Mill River Road) & Ridge Road / Bridge Street		INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	5	72	2	4	0	1	0	78	1	1	0	5	169	0	0	1	0	1	
	TRUCK	0	7	0	0	0	0	0	12	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	0	75	3	2	0	2	0	87	0	4	1	6	180	0	0	8	0	8	
	TRUCK	0	11	0	3	0	0	0	7	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	3	137	5	2	0	1	5	144	3	4	0	7	311	0	0	1	0	1	
	TRUCK	0	15	0	1	0	0	0	17	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	3	99	5	3	1	3	2	112	2	4	0	1	235	0	0	2	0	2	
	TRUCK	0	4	0	0	0	0	0	15	0	0	0	1		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	4	137	6	2	0	1	0	138	1	1	0	7	297	0	0	2	0	2	
	TRUCK	0	8	0	0	0	0	0	14	0	0	0	2		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	2	120	1	3	0	1	2	145	0	4	1	10	289	0	1	1	0	2	
	TRUCK	0	10	0	0	0	0	0	8	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	7	84	2	1	0	4	1	123	2	4	0	8	236	0	0	2	0	2	
	TRUCK	0	1	0	0	0	0	0	12	1	0	0	1		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	5	111	6	4	0	0	0	106	1	3	0	4	240	0	1	3	3	7	
	TRUCK	0	10	1	0	0	0	0	6	0	0	0	0		0	0	0	0	0	
4:00 - 4:15 PM	TOTAL	1	112	2	1	1	4	0	115	6	0	1	9	252	0	1	0	0	1	
	TRUCK	0	5	0	0	0	0	0	6	0	0	0	1		0	0	0	0	0	
4:15 - 4:30 PM	TOTAL	0	133	5	4	0	2	3	126	4	3	0	6	286	1	1	1	0	3	
	TRUCK	0	9	0	0	0	0	0	16	0	0	0	0		1	0	0	0	1	
4:30 - 4:45 PM	TOTAL	3	101	11	2	1	5	2	136	4	2	0	6	273	1	3	1	0	5	
	TRUCK	0	6	0	0	0	0	0	2	0	0	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	4	143	9	0	0	3	1	126	0	4	0	8	298	2	2	2	1	7	
	TRUCK	0	7	2	0	0	0	0	1	0	0	0	1		0	0	1	0	1	
5:00 - 5:15 PM	TOTAL	3	152	8	3	0	7	1	157	0	4	0	13	348	3	0	5	0	8	
	TRUCK	0	4	0	0	0	0	0	2	0	0	0	0		0	0	0	0	0	
5:15 - 5:30 PM	TOTAL	2	108	5	1	1	2	1	124	1	2	0	15	262	1	0	1	0	2	
	TRUCK	0	6	0	0	0	0	0	4	0	0	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	2	159	5	6	0	7	3	129	4	11	3	15	344	0	0	1	0	1	
	TRUCK	0	5	1	0	0	0	0	6	0	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	6	192	7	1	0	8	1	196	3	-4	0	16	426	4	2	2	0	8	
	TRUCK	0	4	0	0	0	0	0	6	0	0	0	1		0	0	0	0	0	

DATE:	10/26/2023	JOB NO:	18175
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM	NAME:	FG
LOCATION:	NY 9A (Saw Mill River Road) & Ridge Road / Bridge Street	INT #:	4

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	11	383	15	11	1	7	7	421	6	13	1	19	895			12		12	
	TRUCK	0%	10%	0%	36%	0%	0%	0%	12%	0%	0%	0%	5%							0.72
7:15 - 8:15 AM	TOTAL	10	448	19	9	1	7	7	481	6	13	1	21	1,023			13		13	
	TRUCK	0%	8%	0%	44%	0%	0%	0%	11%	0%	0%	0%	14%							0.82
7:30 - 8:30 AM	TOTAL	12	493	17	10	1	6	9	539	6	13	1	25	1,132		1	6		7	
	TRUCK	0%	8%	0%	10%	0%	0%	0%	10%	0%	0%	0%	12%							0.91
7:45 - 8:45 AM	TOTAL	16	440	14	9	1	9	5	518	5	13	1	26	1,057		1	7		8	
	TRUCK	0%	5%	0%	0%	0%	0%	0%	9%	20%	0%	0%	15%							0.89
8:00 - 9:00 AM	TOTAL	18	452	15	10		6	3	512	4	12	1	29	1,062		2	8	3	13	
	TRUCK	0%	6%	7%	0%		0%	0%	8%	25%	0%	0%	10%							0.89
4:00 - 5:00 PM	TOTAL	8	489	27	7	2	14	6	503	14	9	1	29	1,109	4	7	4	1	16	
	TRUCK	0%	6%	7%	0%	0%	0%	0%	5%	0%	0%	0%	7%		1		1		2	0.93
4:15 - 5:15 PM	TOTAL	10	529	33	9	1	17	7	545	8	13		33	1,205	7	6	9	1	23	
	TRUCK	0%	5%	6%	0%	0%	0%	0%	4%	0%	0%		3%		1		1		2	0.87
4:30 - 5:30 PM	TOTAL	12	504	33	6	2	17	5	543	5	12		42	1,181	7	5	9	1	22	
	TRUCK	0%	5%	6%	0%	0%	0%	0%	2%	0%	0%		2%				1		1	0.85
4:45 - 5:45 PM	TOTAL	11	562	27	10	1	19	6	536	5	21	3	51	1,252	6	2	9	1	18	
	TRUCK	0%	4%	11%	0%	0%	0%	0%	2%	0%	0%	0%	2%				1		1	0.90
5:00 - 6:00 PM	TOTAL	13	611	25	11	1	24	6	606	8	13	3	59	1,380	8	2	9		19	
	TRUCK	0%	3%	4%	0%	0%	0%	0%	3%	0%	0%	0%	2%							0.81

1: NY 9A SB- Right
2: NY 9A SB - Thru
3: NY 9A SB - Left
4: Bridge St EB - Right
5: Bridge St EB - Thru
6: Bridge St EB - Left
7: NY 9A NB - Left
8: NY 9A NB - Thru
9: NY 9A NB - Right
10: Ridge Rd WB - Left
11: Ridge Rd WB - Thru
12: Ridge Rd WB - Right

A: Crossing Bridge St West of INT
B: Crossing NY 9A North of INT
C: Crossing Ridge Rd East of INT
D: Crossing NY 9A South of INT

APPENDIX D

CAPACITY ANALYSES

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	390	267	147	74	189	27	203	1	295	71	35
Future Volume (vph)	1	390	267	147	74	189	27	203	1	295	71	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	16	12	12	12	12	10
Grade (%)			-4%			-5%				5%		
Storage Length (ft)		0		0	50				0		50	90
Storage Lanes		1		0	1				1		1	1
Taper Length (ft)		25			105				25			80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99		1.00		0.98		1.00		0.97	1.00
Frt			0.947				0.850				0.850	
Flt Protected		0.950			0.950				0.950			0.950
Satd. Flow (prot)	0	1728	1749	0	1689	3507	1854	0	1692	1799	1529	1584
Flt Permitted		0.548			0.548				0.206			0.385
Satd. Flow (perm)	0	991	1749	0	973	3507	1814	0	365	1799	1486	639
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			15				99				133	
Link Speed (mph)			30			30				30		
Link Distance (ft)			486			234				304		
Travel Time (s)			11.0			5.3				6.9		
Confl. Peds. (#/hr)	5			1	1			1	5		5	5
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	1%	0%	1%	2%	0%	4%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	3	0	3	0	0	0	0	3
Adj. Flow (vph)	1	470	322	177	89	228	33	245	1	355	86	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	471	499	0	89	228	33	0	246	355	86	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)			11			11				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.83	1.03	1.03	1.03	1.03	1.14
Turning Speed (mph)	15	15		9	15		9	15	15		9	15
Number of Detectors	1	2	2		2	2	1	1	2	2	1	2
Detector Template	Left							Left				
Leading Detector (ft)	20	83	83		83	83	35	20	83	83	35	83
Trailing Detector (ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40	40	20	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
Detector 2 Position(ft)		43	43		43	43			43	43		43

Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Lane Configurations						
Traffic Volume (vph)	299	212	1	2	1	
Future Volume (vph)	299	212	1	2	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	
Grade (%)	4%		0%			
Storage Length (ft)		0	0	0		
Storage Lanes		1	1	0		
Taper Length (ft)			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99	0.97			
Frt		0.850	0.899			
Flt Protected			0.988			
Satd. Flow (prot)	1808	1548	1653	0	0	
Flt Permitted			0.988			
Satd. Flow (perm)	1808	1526	1634	0	0	
Right Turn on Red					No	
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			
Link Distance (ft)	275		205			
Travel Time (s)	6.3		4.7			
Confl. Peds. (#/hr)		1	5	1	1	
Confl. Bikes (#/hr)		1			1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	
Heavy Vehicles (%)	3%	1%	0%	0%	0%	
Bus Blockages (#/hr)	0	3	0	0	0	
Adj. Flow (vph)	360	255	1	2	1	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	255	4	0	0	
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	R NA	Left	Right	Right	
Median Width(ft)	12		12			
Link Offset(ft)	0		0			
Crosswalk Width(ft)	16		16			
Two way Left Turn Lane						
Headway Factor	1.03	1.04	1.00	1.00	1.00	
Turning Speed (mph)		9	15	9	9	
Number of Detectors	2	2	1			
Detector Template						
Leading Detector (ft)	83	83	35			
Trailing Detector (ft)	-5	-5	-5			
Detector 1 Position(ft)	-5	-5	-5			
Detector 1 Size(ft)	40	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	2.0	2.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Detector 2 Position(ft)	43	43				

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Detector 2 Size(ft)		40	40		40	40			40	40		40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0			2.0	2.0		2.0
Turn Type	custom	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt
Protected Phases		3	8		7	4	1	5	5	2	7	1
Permitted Phases	3	8			4		4	2	2		2	6
Detector Phase	3	3	8		7	4	1	5	5	2	7	1
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0	9.0	9.0	9.0	11.0	9.0	9.0
Total Split (s)	41.0	41.0	61.0		21.0	41.0	14.0	18.0	18.0	50.0	21.0	14.0
Total Split (%)	21.8%	21.8%	32.4%		11.2%	21.8%	7.4%	9.6%	9.6%	26.6%	11.2%	7.4%
Maximum Green (s)	35.0	35.0	55.0		15.0	35.0	8.0	12.0	12.0	44.0	15.0	8.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Recall Mode	None	None	None		None	None	None	None	None	Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		44.3	43.6		17.4	16.6	23.2		51.2	41.7	51.1	39.9
Actuated g/C Ratio		0.34	0.34		0.13	0.13	0.18		0.40	0.32	0.40	0.31
v/c Ratio		0.86	0.83		0.49	0.51	0.08		0.90	0.61	0.13	0.17
Control Delay		56.2	52.7		66.6	57.9	0.4		67.2	46.6	0.7	31.5
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		56.2	52.7		66.6	57.9	0.4		67.2	46.6	0.7	31.5
LOS		E	D		E	E	A		E	D	A	C
Approach Delay			54.4			54.7				48.2		
Approach LOS			D			D				D		
Queue Length 50th (ft)		318	332		64	87	0		125	231	0	19
Queue Length 95th (ft)		#604	#673		142	161	0		#379	482	0	64
Internal Link Dist (ft)			406			154				224		
Turn Bay Length (ft)					50		50				50	90
Base Capacity (vph)		547	781		264	986	432		272	636	738	266
Starvation Cap Reductn		0	0		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0		0	0	0		0	0	0	0
Storage Cap Reductn		0	0		0	0	0		0	0	0	0
Reduced v/c Ratio		0.86	0.64		0.34	0.23	0.08		0.90	0.56	0.12	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 129.1	
Natural Cycle: 150	

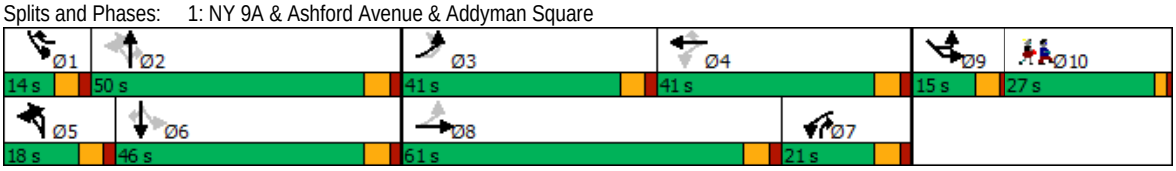
Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40				
Detector 2 Type	Cl+Ex	Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)	2.0	2.0				
Turn Type	NA	Perm	Prot			
Protected Phases	6		9			10
Permitted Phases		6				
Detector Phase	6	6	9			
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0			8.0
Minimum Split (s)	11.0	11.0	8.0			27.0
Total Split (s)	46.0	46.0	15.0			27.0
Total Split (%)	24.5%	24.5%	8.0%			14%
Maximum Green (s)	40.0	40.0	10.0			24.0
Yellow Time (s)	4.0	4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	5.0			
Lead/Lag	Lag	Lag	Lead			Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	Min	Min	None			None
Walk Time (s)						8.0
Flash Dont Walk (s)						16.0
Pedestrian Calls (#/hr)						2
Act Effct Green (s)	33.2	33.2	6.2			
Actuated g/C Ratio	0.26	0.26	0.05			
v/c Ratio	0.77	0.65	0.05			
Control Delay	58.5	54.5	72.3			
Queue Delay	0.0	0.0	0.0			
Total Delay	58.5	54.5	72.3			
LOS	E	D	E			
Approach Delay	55.2		72.3			
Approach LOS	E		E			
Queue Length 50th (ft)	252	171	3			
Queue Length 95th (ft)	#527	363	19			
Internal Link Dist (ft)	195		125			
Turn Bay Length (ft)						
Base Capacity (vph)	580	490	132			
Starvation Cap Reductn	0	0	0			
Spillback Cap Reductn	0	0	0			
Storage Cap Reductn	0	0	0			
Reduced v/c Ratio	0.62	0.52	0.03			

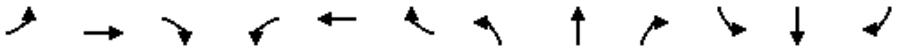
Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 53.1	Intersection LOS: D
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	10	13	1	25	9	539	6	17	493	12
Future Volume (vph)	6	1	10	13	1	25	9	539	6	17	493	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	12	12	12	12	12	12
Grade (%)		3%			-6%			-4%			-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.922			0.913			0.998			0.997	
Flt Protected		0.982			0.984			0.999			0.998	
Satd. Flow (prot)	0	1762	0	0	1795	0	0	1761	0	0	1802	0
Flt Permitted		0.982			0.984			0.999			0.998	
Satd. Flow (perm)	0	1762	0	0	1795	0	0	1761	0	0	1802	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			115			427			304	
Travel Time (s)		3.5			2.6			9.7			6.9	
Confl. Peds. (#/hr)	1					1			6	6		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	10%	0%	0%	12%	0%	10%	0%	0%	8%	0%
Adj. Flow (vph)	7	1	11	14	1	27	10	592	7	19	542	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	42	0	0	609	0	0	574	0
Enter Blocked Intersection	1 veh	No	No	No	No	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			30			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	10	13	1	25	9	539	6	17	493	12
Future Vol, veh/h	6	1	10	13	1	25	9	539	6	17	493	12
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-6	-	-	-4	-	-	-5	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	10	0	0	12	0	10	0	0	8	0
Mvmt Flow	7	1	11	14	1	27	10	592	7	19	542	13

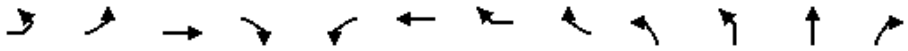
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1218	1212	549	1215	1215	603	555	0	0	605	0	0
Stage 1	587	587	-	622	622	-	-	-	-	-	-	-
Stage 2	631	625	-	593	593	-	-	-	-	-	-	-
Critical Hdwy	7.7	7.1	6.6	5.9	5.3	5.72	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.39	3.5	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	130	150	497	239	274	532	1026	-	-	983	-	-
Stage 1	453	453	-	588	593	-	-	-	-	-	-	-
Stage 2	425	433	-	604	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	143	497	223	261	528	1026	-	-	976	-	-
Mov Cap-2 Maneuver	119	143	-	223	261	-	-	-	-	-	-	-
Stage 1	446	440	-	575	580	-	-	-	-	-	-	-
Stage 2	396	423	-	573	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23	16.5	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	219	356	976	-	-
HCM Lane V/C Ratio	0.01	-	-	0.085	0.12	0.019	-	-
HCM Control Delay (s)	8.5	0	-	23	16.5	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.1	-	-

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	4	310	207	107	150	308	1	45	229	3	388	69
Future Volume (vph)	4	310	207	107	150	308	1	45	229	3	388	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	12	16	12	12	12	12
Grade (%)			-4%			-5%					5%	
Storage Length (ft)		0		0	50		50			0		50
Storage Lanes		1		0	1		1			1		1
Taper Length (ft)		25			105					25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				1.00		0.98		0.99		0.97
Frt			0.949					0.850				0.850
Flt Protected		0.950			0.950					0.950		
Satd. Flow (prot)	0	1780	1778	0	1706	3576	0	1782	0	1743	1816	1575
Flt Permitted		0.000			0.000					0.219		
Satd. Flow (perm)	0	0	1778	0	0	3576	0	1743	0	397	1816	1531
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			14					99				133
Link Speed (mph)			30			30					30	
Link Distance (ft)			486			234					306	
Travel Time (s)			11.0			5.3					7.0	
Confl. Peds. (#/hr)	8	1					8	1	11	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	1%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	3	0	0	3	0	0	0	0
Adj. Flow (vph)	4	323	216	111	156	321	1	47	239	3	404	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	327	0	156	322	0	47	0	242	404	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Left	Right
Median Width(ft)			11			11					12	
Link Offset(ft)			0			0					0	
Crosswalk Width(ft)			16			16					16	
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.97	0.83	1.03	1.03	1.03	1.03
Turning Speed (mph)	15	15		9	15		9	9	15	15		9
Number of Detectors	1	2	2		2	2		1	2	2	2	1
Detector Template	Left											
Leading Detector (ft)	20	83	83		83	83		35	83	83	83	35
Trailing Detector (ft)	0	-5	-5		-5	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0		0.0	2.0	2.0	0.0	0.0
Detector 2 Position(ft)		43	43		43	43			43	43	43	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Lane Configurations									
Traffic Volume (vph)	15	383	281	3	2	2	9	4	
Future Volume (vph)	15	383	281	3	2	2	9	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	12	12	12	12	12	12	12	
Grade (%)		4%				0%			
Storage Length (ft)	90		0			0	0		
Storage Lanes	1		1			1	0		
Taper Length (ft)	80					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00		0.93			0.93			
Frt			0.850			0.897			
Flt Protected	0.950					0.988			
Satd. Flow (prot)	1631	1825	1533	0	0	1585	0	0	
Flt Permitted	0.358					0.988			
Satd. Flow (perm)	612	1825	1433	0	0	1568	0	0	
Right Turn on Red				No				No	
Satd. Flow (RTOR)									
Link Speed (mph)		30				30			
Link Distance (ft)		275				196			
Travel Time (s)		6.3				4.5			
Confl. Peds. (#/hr)	5		11	8		5		11	
Confl. Bikes (#/hr)			1					1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	3	0	3	0	0	0	0	0	
Adj. Flow (vph)	16	399	293	3	2	2	9	4	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	16	399	296	0	0	17	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	R NA	Right	Left	Left	Right	Right	
Median Width(ft)		12				12			
Link Offset(ft)		0				0			
Crosswalk Width(ft)		16				16			
Two way Left Turn Lane									
Headway Factor	1.14	1.03	1.04	1.03	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	9	15	15	9	9	
Number of Detectors	2	2	2		1	1			
Detector Template					Left				
Leading Detector (ft)	83	83	83		20	35			
Trailing Detector (ft)	-5	-5	-5		0	-5			
Detector 1 Position(ft)	-5	-5	-5		0	-5			
Detector 1 Size(ft)	40	40	40		20	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	22.0	2.0	2.0		0.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0			
Detector 1 Delay (s)	2.0	0.0	0.0		0.0	0.0			
Detector 2 Position(ft)	43	43	43						



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Detector 2 Size(ft)		40	40		40	40			40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0			2.0	2.0	2.0	
Turn Type	custom	pm+pt	NA		pm+pt	NA		pm+ov	pm+pt	pm+pt	NA	pm+ov
Protected Phases		3	8		7	4		1	5	5	2	7
Permitted Phases	3	8			4			4	2	2		2
Detector Phase	3	3	8		7	4		1	5	5	2	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		3.0	3.0	3.0	5.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0		9.0	9.0	9.0	11.0	9.0
Total Split (s)	41.0	41.0	61.0		21.0	41.0		14.0	18.0	18.0	50.0	21.0
Total Split (%)	21.8%	21.8%	32.4%		11.2%	21.8%		7.4%	9.6%	9.6%	26.6%	11.2%
Maximum Green (s)	35.0	35.0	55.0		15.0	35.0		8.0	12.0	12.0	44.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	None	None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		30.3	29.9		18.7	18.3		24.9		59.2	49.8	68.5
Actuated g/C Ratio		0.22	0.22		0.14	0.13		0.18		0.44	0.37	0.51
v/c Ratio		0.82	0.81		0.67	0.67		0.12		0.82	0.61	0.09
Control Delay		69.0	65.6		71.7	65.3		0.6		54.1	45.3	0.2
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		69.0	65.6		71.7	65.3		0.6		54.1	45.3	0.2
LOS		E	E		E	E		A		D	D	A
Approach Delay			67.3			61.4					43.8	
Approach LOS			E			E					D	
Queue Length 50th (ft)		245	242		119	132		0		122	271	0
Queue Length 95th (ft)		#590	459		#372	247		0		#400	#673	0
Internal Link Dist (ft)			406			154					226	
Turn Bay Length (ft)					50			50				50
Base Capacity (vph)		473	751		234	951		422		295	666	844
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0.69	0.44		0.67	0.34		0.11		0.82	0.61	0.09

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 135.6	
Natural Cycle: 130	

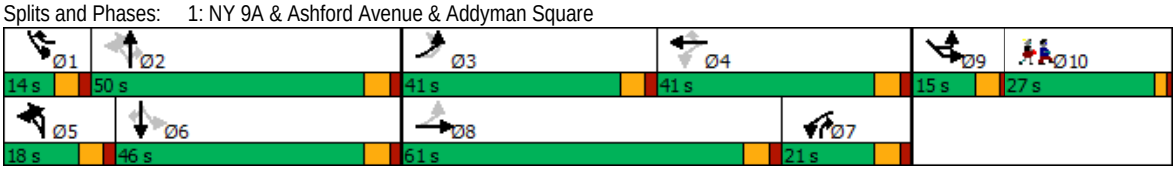
Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40	40						
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)	2.0	2.0	2.0						
Turn Type	pm+pt	NA	Perm		Prot	Prot			
Protected Phases	1	6			9	9			10
Permitted Phases	6		6						
Detector Phase	1	6	6		9	9			
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0		3.0	3.0			8.0
Minimum Split (s)	9.0	11.0	11.0		8.0	8.0			27.0
Total Split (s)	14.0	46.0	46.0		15.0	15.0			27.0
Total Split (%)	7.4%	24.5%	24.5%		8.0%	8.0%			14%
Maximum Green (s)	8.0	40.0	40.0		10.0	10.0			24.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	2.0		1.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0			
Total Lost Time (s)	6.0	6.0	6.0			5.0			
Lead/Lag	Lead	Lag	Lag		Lead	Lead			Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			3.0
Recall Mode	None	Min	Min		None	None			None
Walk Time (s)									8.0
Flash Dont Walk (s)									16.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	47.8	41.2	41.2			7.3			
Actuated g/C Ratio	0.35	0.30	0.30			0.05			
v/c Ratio	0.06	0.72	0.68			0.20			
Control Delay	32.4	53.7	54.4			76.0			
Queue Delay	0.0	0.0	0.0			0.0			
Total Delay	32.4	53.7	54.4			76.0			
LOS	C	D	D			E			
Approach Delay		53.5				76.0			
Approach LOS		D				E			
Queue Length 50th (ft)	7	286	209			14			
Queue Length 95th (ft)	34	#705	#543			49			
Internal Link Dist (ft)		195				116			
Turn Bay Length (ft)	90								
Base Capacity (vph)	285	554	435			120			
Starvation Cap Reductn	0	0	0			0			
Spillback Cap Reductn	0	0	0			0			
Storage Cap Reductn	0	0	0			0			
Reduced v/c Ratio	0.06	0.72	0.68			0.14			

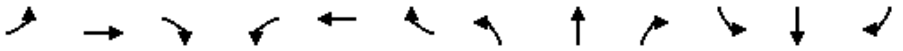
Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 56.0	Intersection LOS: E
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1	11	13	3	59	6	606	8	25	611	13
Future Volume (vph)	24	1	11	13	3	59	6	606	8	25	611	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	12	12	12	12	12	12
Grade (%)		3%			-6%			-4%			-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.958			0.894			0.998			0.997	
Flt Protected		0.968			0.991						0.998	
Satd. Flow (prot)	0	1909	0	0	1878	0	0	1879	0	0	1883	0
Flt Permitted		0.968			0.991						0.998	
Satd. Flow (perm)	0	1909	0	0	1878	0	0	1879	0	0	1883	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			115			430			306	
Travel Time (s)		3.5			2.6			9.8			7.0	
Confl. Peds. (#/hr)	2					2	8		9	9		8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	4%
Adj. Flow (vph)	30	1	14	16	4	73	7	748	10	31	754	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	93	0	0	765	0	0	801	0
Enter Blocked Intersection	1 veh	No	No	No	No	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			30			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	1	11	13	3	59	6	606	8	25	611	13
Future Vol, veh/h	24	1	11	13	3	59	6	606	8	25	611	13
Conflicting Peds, #/hr	2	0	0	0	0	2	8	0	9	9	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-6	-	-	-4	-	-	-5	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	2	0	3	0	0	3	4
Mvmt Flow	30	1	14	16	4	73	7	748	10	31	754	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1640	1613	770	1608	1616	764	778	0	0	767	0	0
Stage 1	832	832	-	776	776	-	-	-	-	-	-	-
Stage 2	808	781	-	832	840	-	-	-	-	-	-	-
Critical Hdwy	7.7	7.1	6.5	5.9	5.3	5.62	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	62	80	379	146	179	459	848	-	-	856	-	-
Stage 1	319	337	-	509	532	-	-	-	-	-	-	-
Stage 2	330	358	-	483	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	72	375	129	162	453	840	-	-	847	-	-
Mov Cap-2 Maneuver	48	72	-	129	162	-	-	-	-	-	-	-
Stage 1	312	312	-	496	519	-	-	-	-	-	-	-
Stage 2	271	349	-	434	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	134.1	22.2	0.1	0.4
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	66	301	847	-	-
HCM Lane V/C Ratio	0.009	-	-	0.673	0.308	0.036	-	-
HCM Control Delay (s)	9.3	0	-	134.1	22.2	9.4	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3	1.3	0.1	-	-

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	402	275	152	76	195	28	209	1	304	73	36
Future Volume (vph)	1	402	275	152	76	195	28	209	1	304	73	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	16	12	12	12	12	10
Grade (%)			-4%			-5%				5%		
Storage Length (ft)		0		0	50				0		50	90
Storage Lanes		1		0	1				1		1	1
Taper Length (ft)		25			105				25			80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99		1.00		0.98		1.00		0.97	1.00
Frt			0.947				0.850				0.850	
Flt Protected		0.950			0.950				0.950			0.950
Satd. Flow (prot)	0	1728	1749	0	1689	3507	1854	0	1692	1799	1529	1584
Flt Permitted		0.342			0.474				0.203			0.369
Satd. Flow (perm)	0	619	1749	0	842	3507	1814	0	360	1799	1486	613
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			15				99				133	
Link Speed (mph)			30			30				30		
Link Distance (ft)			486			234				304		
Travel Time (s)			11.0			5.3				6.9		
Confl. Peds. (#/hr)	5			1	1			1	5		5	5
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	1%	0%	1%	2%	0%	4%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	3	0	3	0	0	0	0	3
Adj. Flow (vph)	1	484	331	183	92	235	34	252	1	366	88	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	485	514	0	92	235	34	0	253	366	88	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)			11			11				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.83	1.03	1.03	1.03	1.03	1.14
Turning Speed (mph)	15	15		9	15		9	15	15		9	15
Number of Detectors	1	2	2		2	2	1	1	2	2	1	2
Detector Template	Left							Left				
Leading Detector (ft)	20	83	83		83	83	35	20	83	83	35	83
Trailing Detector (ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40	40	20	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
Detector 2 Position(ft)		43	43		43	43			43	43		43

Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Lane Configurations						
Traffic Volume (vph)	308	218	1	2	1	
Future Volume (vph)	308	218	1	2	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	
Grade (%)	4%		0%			
Storage Length (ft)		0	0	0		
Storage Lanes		1	1	0		
Taper Length (ft)			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99	0.97			
Frt		0.850	0.899			
Flt Protected			0.988			
Satd. Flow (prot)	1808	1548	1653	0	0	
Flt Permitted			0.988			
Satd. Flow (perm)	1808	1526	1634	0	0	
Right Turn on Red					No	
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			
Link Distance (ft)	275		205			
Travel Time (s)	6.3		4.7			
Confl. Peds. (#/hr)		1	5	1	1	
Confl. Bikes (#/hr)		1			1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	
Heavy Vehicles (%)	3%	1%	0%	0%	0%	
Bus Blockages (#/hr)	0	3	0	0	0	
Adj. Flow (vph)	371	263	1	2	1	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	371	263	4	0	0	
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	R NA	Left	Right	Right	
Median Width(ft)	12		12			
Link Offset(ft)	0		0			
Crosswalk Width(ft)	16		16			
Two way Left Turn Lane						
Headway Factor	1.03	1.04	1.00	1.00	1.00	
Turning Speed (mph)		9	15	9	9	
Number of Detectors	2	2	1			
Detector Template						
Leading Detector (ft)	83	83	35			
Trailing Detector (ft)	-5	-5	-5			
Detector 1 Position(ft)	-5	-5	-5			
Detector 1 Size(ft)	40	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	2.0	2.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Detector 2 Position(ft)	43	43				

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Detector 2 Size(ft)		40	40		40	40			40	40		40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0			2.0	2.0		2.0
Turn Type	custom	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt
Protected Phases		3	8		7	4	1	5	5	2	7	1
Permitted Phases	3	8			4		4	2	2		2	6
Detector Phase	3	3	8		7	4	1	5	5	2	7	1
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0	9.0	9.0	9.0	11.0	9.0	9.0
Total Split (s)	41.0	41.0	61.0		21.0	41.0	14.0	18.0	18.0	50.0	21.0	14.0
Total Split (%)	21.8%	21.8%	32.4%		11.2%	21.8%	7.4%	9.6%	9.6%	26.6%	11.2%	7.4%
Maximum Green (s)	35.0	35.0	55.0		15.0	35.0	8.0	12.0	12.0	44.0	15.0	8.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Recall Mode	None	None	None		None	None	None	None	None	Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		47.8	47.8		19.2	19.2	25.9		53.7	44.3	51.8	42.6
Actuated g/C Ratio		0.36	0.36		0.14	0.14	0.19		0.40	0.33	0.39	0.32
v/c Ratio		0.93	0.81		0.55	0.47	0.08		0.95	0.62	0.13	0.18
Control Delay		66.4	51.0		71.1	57.2	0.4		77.3	47.5	0.8	32.4
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		66.4	51.0		71.1	57.2	0.4		77.3	47.5	0.8	32.4
LOS		E	D		E	E	A		E	D	A	C
Approach Delay			58.5			55.4				52.3		
Approach LOS			E			E				D		
Queue Length 50th (ft)		345	361		69	93	0		136	251	0	20
Queue Length 95th (ft)		#749	#720		146	165	0		#403	505	0	66
Internal Link Dist (ft)			406			154				224		
Turn Bay Length (ft)					50		50				50	90
Base Capacity (vph)		519	748		268	944	452		266	615	731	261
Starvation Cap Reductn		0	0		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0		0	0	0		0	0	0	0
Storage Cap Reductn		0	0		0	0	0		0	0	0	0
Reduced v/c Ratio		0.93	0.69		0.34	0.25	0.08		0.95	0.60	0.12	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 134.1	
Natural Cycle: 150	

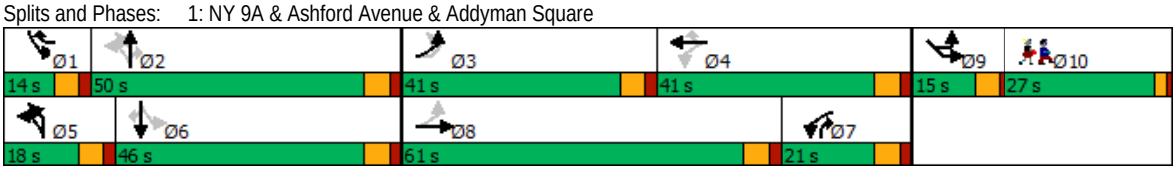
Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40				
Detector 2 Type	Cl+Ex	Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)	2.0	2.0				
Turn Type	NA	Perm	Prot			
Protected Phases	6		9			10
Permitted Phases		6				
Detector Phase	6	6	9			
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0			8.0
Minimum Split (s)	11.0	11.0	8.0			27.0
Total Split (s)	46.0	46.0	15.0			27.0
Total Split (%)	24.5%	24.5%	8.0%			14%
Maximum Green (s)	40.0	40.0	10.0			24.0
Yellow Time (s)	4.0	4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	5.0			
Lead/Lag	Lag	Lag	Lead			Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	Min	Min	None			None
Walk Time (s)						8.0
Flash Dont Walk (s)						16.0
Pedestrian Calls (#/hr)						2
Act Effct Green (s)	35.9	35.9	6.2			
Actuated g/C Ratio	0.27	0.27	0.05			
v/c Ratio	0.77	0.64	0.05			
Control Delay	58.5	54.7	74.7			
Queue Delay	0.0	0.0	0.0			
Total Delay	58.5	54.7	74.7			
LOS	E	D	E			
Approach Delay	55.4		74.7			
Approach LOS	E		E			
Queue Length 50th (ft)	272	185	3			
Queue Length 95th (ft)	#563	378	19			
Internal Link Dist (ft)	195		125			
Turn Bay Length (ft)						
Base Capacity (vph)	556	469	127			
Starvation Cap Reductn	0	0	0			
Spillback Cap Reductn	0	0	0			
Storage Cap Reductn	0	0	0			
Reduced v/c Ratio	0.67	0.56	0.03			

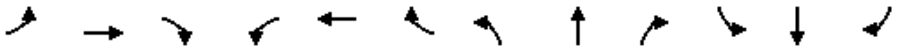
Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 55.8	Intersection LOS: E
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	10	13	1	26	9	555	6	18	508	12
Future Volume (vph)	6	1	10	13	1	26	9	555	6	18	508	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	12	12	12	12	12	12
Grade (%)		3%			-6%			-4%			-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.922			0.911			0.998			0.997	
Flt Protected		0.982			0.984			0.999			0.998	
Satd. Flow (prot)	0	1762	0	0	1788	0	0	1761	0	0	1802	0
Flt Permitted		0.982			0.984			0.999			0.998	
Satd. Flow (perm)	0	1762	0	0	1788	0	0	1761	0	0	1802	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			115			427			304	
Travel Time (s)		3.5			2.6			9.7			6.9	
Confl. Peds. (#/hr)	1					1			6	6		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	10%	0%	0%	12%	0%	10%	0%	0%	8%	0%
Adj. Flow (vph)	7	1	11	14	1	29	10	610	7	20	558	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	44	0	0	627	0	0	591	0
Enter Blocked Intersection	1 veh	No	No	No	No	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			30			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.1

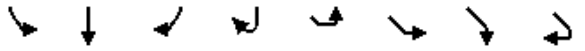
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	10	13	1	26	9	555	6	18	508	12
Future Vol, veh/h	6	1	10	13	1	26	9	555	6	18	508	12
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-6	-	-	-4	-	-	-5	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	10	0	0	12	0	10	0	0	8	0
Mvmt Flow	7	1	11	14	1	29	10	610	7	20	558	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1255	1248	565	1251	1251	621	571	0	0	623	0	0
Stage 1	605	605	-	640	640	-	-	-	-	-	-	-
Stage 2	650	643	-	611	611	-	-	-	-	-	-	-
Critical Hdwy	7.7	7.1	6.6	5.9	5.3	5.72	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.39	3.5	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	122	142	486	229	264	521	1012	-	-	968	-	-
Stage 1	441	443	-	578	586	-	-	-	-	-	-	-
Stage 2	414	424	-	594	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	135	486	213	250	517	1012	-	-	961	-	-
Mov Cap-2 Maneuver	111	135	-	213	250	-	-	-	-	-	-	-
Stage 1	434	429	-	565	573	-	-	-	-	-	-	-
Stage 2	384	415	-	561	579	-	-	-	-	-	-	-

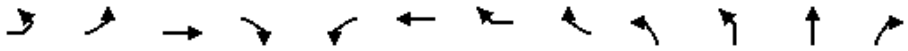
Approach	EB	WB	NB	SB
HCM Control Delay, s	24.1	16.9	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1012	-	-	207	347	961	-	-
HCM Lane V/C Ratio	0.01	-	-	0.09	0.127	0.021	-	-
HCM Control Delay (s)	8.6	0	-	24.1	16.9	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.1	-	-

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	4	319	213	110	155	317	1	46	236	3	400	71
Future Volume (vph)	4	319	213	110	155	317	1	46	236	3	400	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	12	16	12	12	12	12
Grade (%)			-4%			-5%					5%	
Storage Length (ft)		0		0	50		50			0		50
Storage Lanes		1		0	1		1			1		1
Taper Length (ft)		25			105					25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				1.00		0.98		0.99		0.97
Frt			0.949					0.850				0.850
Flt Protected		0.950			0.950					0.950		
Satd. Flow (prot)	0	1780	1778	0	1706	3576	0	1782	0	1743	1816	1575
Flt Permitted		0.000			0.000					0.200		
Satd. Flow (perm)	0	0	1778	0	0	3576	0	1743	0	363	1816	1531
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			14					99				133
Link Speed (mph)			30			30					30	
Link Distance (ft)			486			234					306	
Travel Time (s)			11.0			5.3					7.0	
Confl. Peds. (#/hr)	8	1					8	1	11	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	1%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	3	0	0	3	0	0	0	0
Adj. Flow (vph)	4	332	222	115	161	330	1	48	246	3	417	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	336	337	0	161	331	0	48	0	249	417	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Left	Right
Median Width(ft)			11			11					12	
Link Offset(ft)			0			0					0	
Crosswalk Width(ft)			16			16					16	
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.97	0.83	1.03	1.03	1.03	1.03
Turning Speed (mph)	15	15		9	15		9	9	15	15		9
Number of Detectors	1	2	2		2	2		1	2	2	2	1
Detector Template	Left											
Leading Detector (ft)	20	83	83		83	83		35	83	83	83	35
Trailing Detector (ft)	0	-5	-5		-5	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0		0.0	2.0	2.0	0.0	0.0
Detector 2 Position(ft)		43	43		43	43			43	43	43	



Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Lane Configurations									
Traffic Volume (vph)	15	395	290	3	2	2	9	4	
Future Volume (vph)	15	395	290	3	2	2	9	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	12	12	12	12	12	12	12	
Grade (%)		4%				0%			
Storage Length (ft)	90		0			0	0		
Storage Lanes	1		1			1	0		
Taper Length (ft)	80					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00		0.93			0.93			
Frt			0.850			0.897			
Flt Protected	0.950					0.988			
Satd. Flow (prot)	1631	1825	1533	0	0	1585	0	0	
Flt Permitted	0.332					0.988			
Satd. Flow (perm)	568	1825	1433	0	0	1568	0	0	
Right Turn on Red				No				No	
Satd. Flow (RTOR)									
Link Speed (mph)		30				30			
Link Distance (ft)		275				196			
Travel Time (s)		6.3				4.5			
Confl. Peds. (#/hr)	5		11	8		5		11	
Confl. Bikes (#/hr)			1					1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	3	0	3	0	0	0	0	0	
Adj. Flow (vph)	16	411	302	3	2	2	9	4	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	16	411	305	0	0	17	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	R NA	Right	Left	Left	Right	Right	
Median Width(ft)		12				12			
Link Offset(ft)		0				0			
Crosswalk Width(ft)		16				16			
Two way Left Turn Lane									
Headway Factor	1.14	1.03	1.04	1.03	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	9	15	15	9	9	
Number of Detectors	2	2	2		1	1			
Detector Template					Left				
Leading Detector (ft)	83	83	83		20	35			
Trailing Detector (ft)	-5	-5	-5		0	-5			
Detector 1 Position(ft)	-5	-5	-5		0	-5			
Detector 1 Size(ft)	40	40	40		20	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	22.0	2.0	2.0		0.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0			
Detector 1 Delay (s)	2.0	0.0	0.0		0.0	0.0			
Detector 2 Position(ft)	43	43	43						



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Detector 2 Size(ft)		40	40		40	40			40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0			2.0	2.0	2.0	
Turn Type	custom	pm+pt	NA		pm+pt	NA		pm+ov	pm+pt	pm+pt	NA	pm+ov
Protected Phases		3	8		7	4		1	5	5	2	7
Permitted Phases	3	8			4			4	2	2		2
Detector Phase	3	3	8		7	4		1	5	5	2	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		3.0	3.0	3.0	5.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0		9.0	9.0	9.0	11.0	9.0
Total Split (s)	41.0	41.0	61.0		21.0	41.0		14.0	18.0	18.0	50.0	21.0
Total Split (%)	21.8%	21.8%	32.4%		11.2%	21.8%		7.4%	9.6%	9.6%	26.6%	11.2%
Maximum Green (s)	35.0	35.0	55.0		15.0	35.0		8.0	12.0	12.0	44.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	None	None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		31.3	30.9		19.3	18.9		25.5		59.1	49.7	69.1
Actuated g/C Ratio		0.23	0.23		0.14	0.14		0.19		0.43	0.36	0.50
v/c Ratio		0.83	0.82		0.67	0.67		0.12		0.89	0.63	0.09
Control Delay		69.3	66.4		71.9	65.5		0.6		64.5	46.7	0.2
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		69.3	66.4		71.9	65.5		0.6		64.5	46.7	0.2
LOS		E	E		E	E		A		E	D	A
Approach Delay			67.8			61.6					48.1	
Approach LOS			E			E					D	
Queue Length 50th (ft)		254	255		124	138		0		130	290	0
Queue Length 95th (ft)		#621	474		#392	254		0		#450	#716	0
Internal Link Dist (ft)			406			154					226	
Turn Bay Length (ft)					50			50				50
Base Capacity (vph)		467	741		240	938		425		280	658	842
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0.72	0.45		0.67	0.35		0.11		0.89	0.63	0.09

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 137.2	
Natural Cycle: 140	

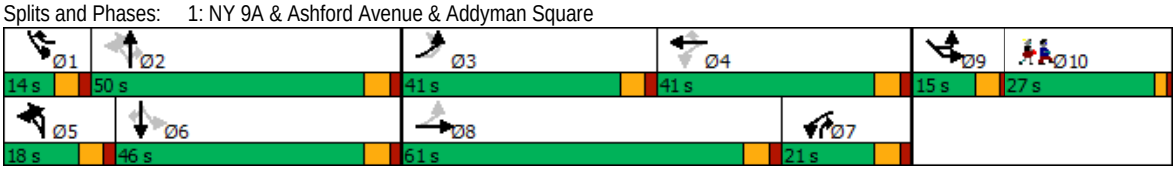
Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40	40						
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)	2.0	2.0	2.0						
Turn Type	pm+pt	NA	Perm		Prot	Prot			
Protected Phases	1	6			9	9			10
Permitted Phases	6		6						
Detector Phase	1	6	6		9	9			
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0		3.0	3.0			8.0
Minimum Split (s)	9.0	11.0	11.0		8.0	8.0			27.0
Total Split (s)	14.0	46.0	46.0		15.0	15.0			27.0
Total Split (%)	7.4%	24.5%	24.5%		8.0%	8.0%			14%
Maximum Green (s)	8.0	40.0	40.0		10.0	10.0			24.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	2.0		1.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0			
Total Lost Time (s)	6.0	6.0	6.0			5.0			
Lead/Lag	Lead	Lag	Lag		Lead	Lead			Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			3.0
Recall Mode	None	Min	Min		None	None			None
Walk Time (s)									8.0
Flash Dont Walk (s)									16.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	47.8	41.2	41.2			7.3			
Actuated g/C Ratio	0.35	0.30	0.30			0.05			
v/c Ratio	0.06	0.75	0.71			0.20			
Control Delay	33.1	55.9	56.4			76.8			
Queue Delay	0.0	0.0	0.0			0.0			
Total Delay	33.1	55.9	56.4			76.8			
LOS	C	E	E			E			
Approach Delay		55.6				76.8			
Approach LOS		E				E			
Queue Length 50th (ft)	7	305	223			14			
Queue Length 95th (ft)	34	#746	#573			50			
Internal Link Dist (ft)		195				116			
Turn Bay Length (ft)	90								
Base Capacity (vph)	268	547	430			118			
Starvation Cap Reductn	0	0	0			0			
Spillback Cap Reductn	0	0	0			0			
Storage Cap Reductn	0	0	0			0			
Reduced v/c Ratio	0.06	0.75	0.71			0.14			

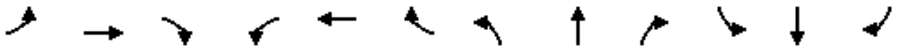
Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 57.9	Intersection LOS: E
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	11	13	3	61	6	624	8	26	630	13
Future Volume (vph)	25	1	11	13	3	61	6	624	8	26	630	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	12	12	12	12	12	12
Grade (%)		3%			-6%			-4%			-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.893			0.998			0.997	
Flt Protected		0.967			0.992						0.998	
Satd. Flow (prot)	0	1909	0	0	1877	0	0	1879	0	0	1883	0
Flt Permitted		0.967			0.992						0.998	
Satd. Flow (perm)	0	1909	0	0	1877	0	0	1879	0	0	1883	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			115			430			306	
Travel Time (s)		3.5			2.6			9.8			7.0	
Confl. Peds. (#/hr)	2					2	8		9	9		8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	4%
Adj. Flow (vph)	31	1	14	16	4	75	7	770	10	32	778	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	95	0	0	787	0	0	826	0
Enter Blocked Intersection	1 veh	No	No	No	No	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			30			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	1	11	13	3	61	6	624	8	26	630	13
Future Vol, veh/h	25	1	11	13	3	61	6	624	8	26	630	13
Conflicting Peds, #/hr	2	0	0	0	0	2	8	0	9	9	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-6	-	-	-4	-	-	-5	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	2	0	3	0	0	3	4
Mvmt Flow	31	1	14	16	4	75	7	770	10	32	778	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1689	1661	794	1656	1664	786	802	0	0	789	0	0
Stage 1	858	858	-	798	798	-	-	-	-	-	-	-
Stage 2	831	803	-	858	866	-	-	-	-	-	-	-
Critical Hdwy	7.7	7.1	6.5	5.9	5.3	5.62	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	57	75	366	137	170	447	830	-	-	840	-	-
Stage 1	307	326	-	499	523	-	-	-	-	-	-	-
Stage 2	319	349	-	472	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	67	363	120	153	441	822	-	-	831	-	-
Mov Cap-2 Maneuver	43	67	-	120	153	-	-	-	-	-	-	-
Stage 1	300	301	-	486	509	-	-	-	-	-	-	-
Stage 2	258	340	-	421	459	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	169.6	23.4	0.1	0.4
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	59	289	831	-	-
HCM Lane V/C Ratio	0.009	-	-	0.774	0.329	0.039	-	-
HCM Control Delay (s)	9.4	0	-	169.6	23.4	9.5	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.4	1.4	0.1	-	-

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	402	275	163	93	195	28	220	1	316	92	36
Future Volume (vph)	1	402	275	163	93	195	28	220	1	316	92	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	16	12	12	12	12	10
Grade (%)			-4%			-5%				5%		
Storage Length (ft)		0		0	50				0		50	90
Storage Lanes		1		0	1				1		1	1
Taper Length (ft)		25			105				25			80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99		1.00		0.98		1.00		0.97	1.00
Frt			0.944				0.850				0.850	
Flt Protected		0.950			0.950				0.950			0.950
Satd. Flow (prot)	0	1728	1743	0	1689	3507	1854	0	1692	1799	1529	1584
Flt Permitted		0.277			0.468				0.189			0.331
Satd. Flow (perm)	0	501	1743	0	831	3507	1814	0	335	1799	1486	550
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			16				99				133	
Link Speed (mph)			30			30				30		
Link Distance (ft)			486			234				124		
Travel Time (s)			11.0			5.3				2.8		
Confl. Peds. (#/hr)	5			1	1			1	5		5	5
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	1%	0%	1%	2%	0%	4%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	3	0	3	0	0	0	0	3
Adj. Flow (vph)	1	484	331	196	112	235	34	265	1	381	111	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	485	527	0	112	235	34	0	266	381	111	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)			11			11				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.83	1.03	1.03	1.03	1.03	1.14
Turning Speed (mph)	15	15		9	15		9	15	15		9	15
Number of Detectors	1	2	2		2	2	1	1	2	2	1	2
Detector Template	Left							Left				
Leading Detector (ft)	20	83	83		83	83	35	20	83	83	35	83
Trailing Detector (ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40	40	20	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
Detector 2 Position(ft)		43	43		43	43			43	43		43

Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Lane Configurations						
Traffic Volume (vph)	318	218	1	2	1	
Future Volume (vph)	318	218	1	2	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	
Grade (%)	4%		0%			
Storage Length (ft)		0	0	0		
Storage Lanes		1	1	0		
Taper Length (ft)			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99	0.97			
Frt		0.850	0.899			
Flt Protected			0.988			
Satd. Flow (prot)	1808	1548	1653	0	0	
Flt Permitted			0.988			
Satd. Flow (perm)	1808	1526	1634	0	0	
Right Turn on Red					No	
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			
Link Distance (ft)	275		210			
Travel Time (s)	6.3		4.8			
Confl. Peds. (#/hr)		1	5	1	1	
Confl. Bikes (#/hr)		1			1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	
Heavy Vehicles (%)	3%	1%	0%	0%	0%	
Bus Blockages (#/hr)	0	3	0	0	0	
Adj. Flow (vph)	383	263	1	2	1	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	263	4	0	0	
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	R NA	Left	Right	Right	
Median Width(ft)	12		12			
Link Offset(ft)	0		0			
Crosswalk Width(ft)	16		16			
Two way Left Turn Lane						
Headway Factor	1.03	1.04	1.00	1.00	1.00	
Turning Speed (mph)		9	15	9	9	
Number of Detectors	2	2	1			
Detector Template						
Leading Detector (ft)	83	83	35			
Trailing Detector (ft)	-5	-5	-5			
Detector 1 Position(ft)	-5	-5	-5			
Detector 1 Size(ft)	40	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	2.0	2.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Detector 2 Position(ft)	43	43				

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Detector 2 Size(ft)		40	40		40	40			40	40		40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0			2.0	2.0		2.0
Turn Type	custom	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt
Protected Phases		3	8		7	4	1	5	5	2	7	1
Permitted Phases	3	8			4		4	2	2		2	6
Detector Phase	3	3	8		7	4	1	5	5	2	7	1
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0	9.0	9.0	9.0	11.0	9.0	9.0
Total Split (s)	41.0	41.0	61.0		21.0	41.0	14.0	18.0	18.0	50.0	21.0	14.0
Total Split (%)	21.8%	21.8%	32.4%		11.2%	21.8%	7.4%	9.6%	9.6%	26.6%	11.2%	7.4%
Maximum Green (s)	35.0	35.0	55.0		15.0	35.0	8.0	12.0	12.0	44.0	15.0	8.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Recall Mode	None	None	None		None	None	None	None	None	Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		52.7	52.7		26.3	26.3	33.0		56.5	47.0	56.2	45.7
Actuated g/C Ratio		0.37	0.37		0.18	0.18	0.23		0.39	0.33	0.39	0.32
v/c Ratio		0.99	0.81		0.54	0.37	0.07		1.08	0.65	0.17	0.19
Control Delay		80.5	52.2		68.5	54.6	0.3		113.9	50.9	2.3	34.8
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		80.5	52.2		68.5	54.6	0.3		113.9	50.9	2.3	34.8
LOS		F	D		E	D	A		F	D	A	C
Approach Delay			65.8			53.9				65.8		
Approach LOS			E			D				E		
Queue Length 50th (ft)		370	401		87	96	0		~166	287	0	22
Queue Length 95th (ft)		#802	#769		173	164	0		#461	#555	10	67
Internal Link Dist (ft)			406			154				44		
Turn Bay Length (ft)					50		50				50	90
Base Capacity (vph)		488	689		278	870	511		247	590	715	239
Starvation Cap Reductn		0	0		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0		0	0	0		0	0	0	0
Storage Cap Reductn		0	0		0	0	0		0	0	0	0
Reduced v/c Ratio		0.99	0.76		0.40	0.27	0.07		1.08	0.65	0.16	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 143.7	
Natural Cycle: 150	

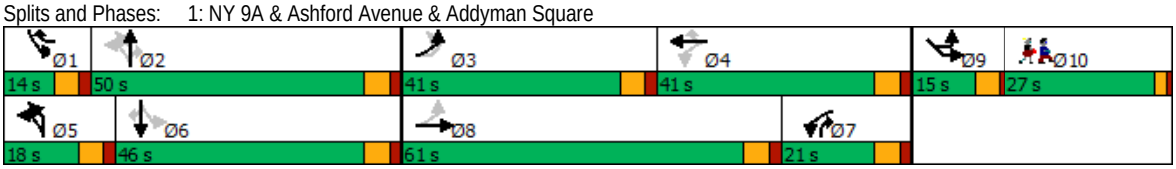
Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40				
Detector 2 Type	Cl+Ex	Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)	2.0	2.0				
Turn Type	NA	Perm	Prot			
Protected Phases	6		9			10
Permitted Phases		6				
Detector Phase	6	6	9			
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0			8.0
Minimum Split (s)	11.0	11.0	8.0			27.0
Total Split (s)	46.0	46.0	15.0			27.0
Total Split (%)	24.5%	24.5%	8.0%			14%
Maximum Green (s)	40.0	40.0	10.0			24.0
Yellow Time (s)	4.0	4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	5.0			
Lead/Lag	Lag	Lag	Lead			Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	Min	Min	None			None
Walk Time (s)						8.0
Flash Dont Walk (s)						16.0
Pedestrian Calls (#/hr)						2
Act Effct Green (s)	39.0	39.0	6.2			
Actuated g/C Ratio	0.27	0.27	0.04			
v/c Ratio	0.78	0.64	0.06			
Control Delay	61.8	56.8	77.3			
Queue Delay	0.0	0.0	0.0			
Total Delay	61.8	56.8	77.3			
LOS	E	E	E			
Approach Delay	58.2		77.3			
Approach LOS	E		E			
Queue Length 50th (ft)	305	200	3			
Queue Length 95th (ft)	#606	385	19			
Internal Link Dist (ft)	195		130			
Turn Bay Length (ft)						
Base Capacity (vph)	512	432	117			
Starvation Cap Reductn	0	0	0			
Spillback Cap Reductn	0	0	0			
Storage Cap Reductn	0	0	0			
Reduced v/c Ratio	0.75	0.61	0.03			

Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 62.4	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	48	581	0	0	576
Future Volume (vph)	0	48	581	0	0	576
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		5%			-5%
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1571	3200	0	0	1909
Flt Permitted						
Satd. Flow (perm)	0	1571	3200	0	0	1909
Link Speed (mph)	30		30			30
Link Distance (ft)	103		103			124
Travel Time (s)	2.3		2.3			2.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	10%	2%	8%	2%
Adj. Flow (vph)	0	53	638	0	0	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	53	638	0	0	633
Enter Blocked Intersection	No	Yes	1 veh	No	No	2 veh
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.03	1.03	0.97	0.97
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	48	581	0	0	576
Future Vol, veh/h	0	48	581	0	0	576
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, %	5	-	5	-	-	-5
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	10	2	8	2
Mvmt Flow	0	53	638	0	0	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	319	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.43	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	648	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	648	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	648	-
HCM Lane V/C Ratio	-	0.081	-
HCM Control Delay (s)	-	11	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	581	15	33	543
Future Volume (vph)	0	0	581	15	33	543
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		-5%			0%
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected						0.997
Satd. Flow (prot)	0	1816	3356	0	0	1760
Flt Permitted						0.997
Satd. Flow (perm)	0	1816	3356	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	125		105			103
Travel Time (s)	2.8		2.4			2.3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	10%	2%	2%	8%
Adj. Flow (vph)	0	0	638	16	36	597
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	654	0	0	633
Enter Blocked Intersection	No	Yes	1 veh	No	No	2 veh
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	15		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	581	15	33	543
Future Vol, veh/h	0	0	581	15	33	543
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, %	5	-	-5	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	10	2	2	8
Mvmt Flow	0	0	638	16	36	597

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	327	0	0	654	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.43	-	-	4.13	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	0	640	-	-	931	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	931	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	931	-
HCM Lane V/C Ratio	-	-	-	0.039	-
HCM Control Delay (s)	-	-	0	9	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	10	13	1	30	9	560	6	18	513	12
Future Volume (vph)	6	1	10	13	1	30	9	560	6	18	513	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	12	12	12	12	12	12
Grade (%)		3%			-6%			-4%			-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.922			0.907			0.999			0.997	
Flt Protected		0.982			0.986			0.999			0.998	
Satd. Flow (prot)	0	1762	0	0	1778	0	0	1763	0	0	1802	0
Flt Permitted		0.982			0.986			0.999			0.998	
Satd. Flow (perm)	0	1762	0	0	1778	0	0	1763	0	0	1802	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			122			426			105	
Travel Time (s)		3.6			2.8			9.7			2.4	
Confl. Peds. (#/hr)	1					1			6	6		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	10%	0%	0%	12%	0%	10%	0%	0%	8%	0%
Adj. Flow (vph)	7	1	11	14	1	33	10	615	7	20	564	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	48	0	0	632	0	0	597	0
Enter Blocked Intersection	1 veh	No	No	No	No	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-25			55			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	10	13	1	30	9	560	6	18	513	12
Future Vol, veh/h	6	1	10	13	1	30	9	560	6	18	513	12
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-6	-	-	-4	-	-	-5	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	10	0	0	12	0	10	0	0	8	0
Mvmt Flow	7	1	11	14	1	33	10	615	7	20	564	13

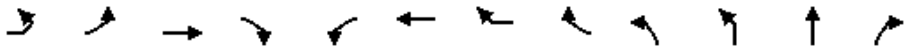
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1268	1259	571	1262	1262	626	577	0	0	628	0	0
Stage 1	611	611	-	645	645	-	-	-	-	-	-	-
Stage 2	657	648	-	617	617	-	-	-	-	-	-	-
Critical Hdwy	7.7	7.1	6.6	5.9	5.3	5.72	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.39	3.5	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	119	140	482	226	261	518	1006	-	-	964	-	-
Stage 1	438	440	-	575	583	-	-	-	-	-	-	-
Stage 2	410	421	-	591	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	133	482	210	247	514	1006	-	-	957	-	-
Mov Cap-2 Maneuver	107	133	-	210	247	-	-	-	-	-	-	-
Stage 1	431	426	-	562	570	-	-	-	-	-	-	-
Stage 2	377	412	-	558	577	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.6	16.8	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1006	-	-	202	354	957	-	-
HCM Lane V/C Ratio	0.01	-	-	0.092	0.137	0.021	-	-
HCM Control Delay (s)	8.6	0	-	24.6	16.8	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.1	-	-

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	4	319	213	122	176	317	1	46	249	3	414	93
Future Volume (vph)	4	319	213	122	176	317	1	46	249	3	414	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	12	16	12	12	12	12
Grade (%)			-4%			-5%					5%	
Storage Length (ft)		0		0	50		50			0		50
Storage Lanes		1		0	1		1			1		1
Taper Length (ft)		25			105					25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				1.00		0.98		0.99		0.97
Frt			0.945					0.850				0.850
Flt Protected		0.950			0.950					0.950		
Satd. Flow (prot)	0	1780	1770	0	1706	3576	0	1782	0	1743	1816	1575
Flt Permitted										0.185		
Satd. Flow (perm)	0	1858	1770	0	1796	3576	0	1743	0	336	1816	1531
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			15					99				133
Link Speed (mph)			30			30					30	
Link Distance (ft)			486			234					124	
Travel Time (s)			11.0			5.3					2.8	
Confl. Peds. (#/hr)	8	1					8	1	11	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	1%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	3	0	0	3	0	0	0	0
Adj. Flow (vph)	4	332	222	127	183	330	1	48	259	3	431	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	336	349	0	183	331	0	48	0	262	431	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Left	Right
Median Width(ft)			11			11					12	
Link Offset(ft)			0			0					0	
Crosswalk Width(ft)			16			16					16	
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.97	0.83	1.03	1.03	1.03	1.03
Turning Speed (mph)	15	15		9	15		9	9	15	15		9
Number of Detectors	1	2	2		2	2		1	1	2	2	1
Detector Template	Left								Left			
Leading Detector (ft)	20	83	83		83	83		35	20	83	83	35
Trailing Detector (ft)	0	-5	-5		-5	-5		-5	0	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5		-5	0	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40		40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0		2.0	0.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0		0.0	0.0	2.0	0.0	0.0
Detector 2 Position(ft)		43	43		43	43				43	43	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Lane Configurations									
Traffic Volume (vph)	15	406	290	3	2	2	9	4	
Future Volume (vph)	15	406	290	3	2	2	9	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	12	12	12	12	12	12	12	
Grade (%)		4%				0%			
Storage Length (ft)	90		0			0	0		
Storage Lanes	1		1			1	0		
Taper Length (ft)	80					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00		0.93			0.93			
Frt			0.850			0.897			
Flt Protected	0.950					0.988			
Satd. Flow (prot)	1631	1825	1533	0	0	1585	0	0	
Flt Permitted	0.313					0.988			
Satd. Flow (perm)	536	1825	1433	0	0	1568	0	0	
Right Turn on Red				No				No	
Satd. Flow (RTOR)									
Link Speed (mph)		30				30			
Link Distance (ft)		275				211			
Travel Time (s)		6.3				4.8			
Confl. Peds. (#/hr)	5		11	8		5		11	
Confl. Bikes (#/hr)			1					1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	3	0	3	0	0	0	0	0	
Adj. Flow (vph)	16	423	302	3	2	2	9	4	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	16	423	305	0	0	17	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	R NA	Right	Left	Left	Right	Right	
Median Width(ft)		12				12			
Link Offset(ft)		0				0			
Crosswalk Width(ft)		16				16			
Two way Left Turn Lane									
Headway Factor	1.14	1.03	1.04	1.03	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	9	15	15	9	9	
Number of Detectors	2	2	2		1	1			
Detector Template					Left				
Leading Detector (ft)	83	83	83		20	35			
Trailing Detector (ft)	-5	-5	-5		0	-5			
Detector 1 Position(ft)	-5	-5	-5		0	-5			
Detector 1 Size(ft)	40	40	40		20	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	22.0	2.0	2.0		0.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0			
Detector 1 Delay (s)	2.0	0.0	0.0		0.0	0.0			
Detector 2 Position(ft)	43	43	43						



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Detector 2 Size(ft)		40	40		40	40				40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0				2.0	2.0	
Turn Type	custom	pm+pt	NA		pm+pt	NA		pm+ov	pm+pt	pm+pt	NA	pm+ov
Protected Phases		3	8		7	4		1	5	5	2	7
Permitted Phases	3	8			4			4	2	2		2
Detector Phase	3	3	8		7	4		1	5	5	2	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		3.0	3.0	3.0	5.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0		9.0	9.0	9.0	11.0	9.0
Total Split (s)	41.0	41.0	61.0		21.0	41.0		14.0	18.0	18.0	50.0	21.0
Total Split (%)	21.8%	21.8%	32.4%		11.2%	21.8%		7.4%	9.6%	9.6%	26.6%	11.2%
Maximum Green (s)	35.0	35.0	55.0		15.0	35.0		8.0	12.0	12.0	44.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	None	None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		33.7	31.9		21.0	19.2		25.8		59.2	49.8	68.4
Actuated g/C Ratio		0.24	0.23		0.15	0.14		0.19		0.43	0.36	0.50
v/c Ratio		0.74	0.83		0.67	0.66		0.12		0.97	0.66	0.12
Control Delay		60.0	66.1		71.2	64.8		0.6		80.6	47.4	1.2
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		60.0	66.1		71.2	64.8		0.6		80.6	47.4	1.2
LOS		E	E		E	E		A		F	D	A
Approach Delay			63.1			61.4					52.8	
Approach LOS			E			E					D	
Queue Length 50th (ft)		252	262		143	138		0		138	301	0
Queue Length 95th (ft)		482	494		301	253		0		#513	#766	8
Internal Link Dist (ft)			406			154					44	
Turn Bay Length (ft)					50			50				50
Base Capacity (vph)		516	738		272	937		429		271	657	834
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0.65	0.47		0.67	0.35		0.11		0.97	0.66	0.12

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 137.6	
Natural Cycle: 150	

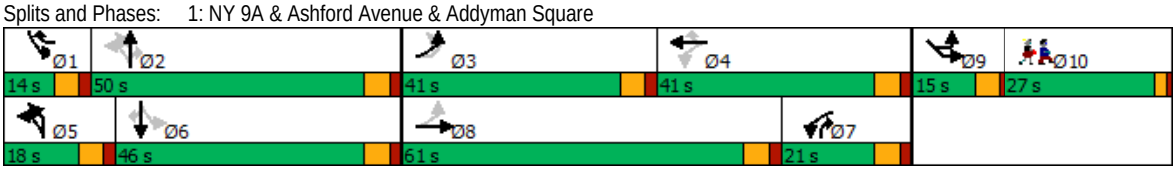
Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40	40						
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)	2.0	2.0	2.0						
Turn Type	pm+pt	NA	Perm		Prot	Prot			
Protected Phases	1	6			9	9			10
Permitted Phases	6		6						
Detector Phase	1	6	6		9	9			
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0		3.0	3.0			8.0
Minimum Split (s)	9.0	11.0	11.0		8.0	8.0			27.0
Total Split (s)	14.0	46.0	46.0		15.0	15.0			27.0
Total Split (%)	7.4%	24.5%	24.5%		8.0%	8.0%			14%
Maximum Green (s)	8.0	40.0	40.0		10.0	10.0			24.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	2.0		1.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0			
Total Lost Time (s)	6.0	6.0	6.0			5.0			
Lead/Lag	Lead	Lag	Lag		Lead	Lead			Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			3.0
Recall Mode	None	Min	Min		None	None			None
Walk Time (s)									8.0
Flash Dont Walk (s)									16.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	47.9	41.2	41.2			7.3			
Actuated g/C Ratio	0.35	0.30	0.30			0.05			
v/c Ratio	0.07	0.77	0.71			0.20			
Control Delay	33.5	57.3	56.6			77.1			
Queue Delay	0.0	0.0	0.0			0.0			
Total Delay	33.5	57.3	56.6			77.1			
LOS	C	E	E			E			
Approach Delay		56.5				77.1			
Approach LOS		E				E			
Queue Length 50th (ft)	7	315	221			14			
Queue Length 95th (ft)	35	#793	#582			50			
Internal Link Dist (ft)		195				131			
Turn Bay Length (ft)	90								
Base Capacity (vph)	258	546	429			118			
Starvation Cap Reductn	0	0	0			0			
Spillback Cap Reductn	0	0	0			0			
Storage Cap Reductn	0	0	0			0			
Reduced v/c Ratio	0.06	0.77	0.71			0.14			

Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 58.2	Intersection LOS: E
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	56	703	0	0	713
Future Volume (vph)	0	56	703	0	0	713
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		5%			-5%
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1571	3417	0	0	1891
Flt Permitted						
Satd. Flow (perm)	0	1571	3417	0	0	1891
Link Speed (mph)	30		30			30
Link Distance (ft)	103		103			124
Travel Time (s)	2.3		2.3			2.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	3%	2%	2%	3%
Adj. Flow (vph)	0	69	868	0	0	880
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	69	868	0	0	880
Enter Blocked Intersection	No	Yes	1 veh	No	No	2 veh
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.03	1.03	0.97	0.97
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	703	0	0	713
Future Vol, veh/h	0	56	703	0	0	713
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, %	5	-	5	-	-	-5
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	69	868	0	0	880

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	434	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.43	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	537	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	537	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	537	-
HCM Lane V/C Ratio	-	-	0.129	-
HCM Control Delay (s)	-	-	12.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	703	17	38	675
Future Volume (vph)	0	0	703	17	38	675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		-5%			0%
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.996			
Flt Protected						0.997
Satd. Flow (prot)	0	1816	3579	0	0	1840
Flt Permitted						0.997
Satd. Flow (perm)	0	1816	3579	0	0	1840
Link Speed (mph)	30		30			30
Link Distance (ft)	125		105			103
Travel Time (s)	2.8		2.4			2.3
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	3%	2%	2%	3%
Adj. Flow (vph)	0	0	868	21	47	833
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	889	0	0	880
Enter Blocked Intersection	No	Yes	1 veh	No	No	2 veh
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	15		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

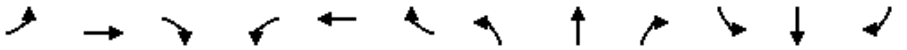
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	703	17	38	675
Future Vol, veh/h	0	0	703	17	38	675
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, %	5	-	-5	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	0	0	868	21	47	833

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	445	0	0	889	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.43	-	-	4.13	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	0	528	-	-	760	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	528	-	-	760	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	760	-
HCM Lane V/C Ratio	-	-	-	0.062	-
HCM Control Delay (s)	-	-	0	10	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	11	13	3	65	6	630	8	26	636	13
Future Volume (vph)	25	1	11	13	3	65	6	630	8	26	636	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	12	12	12	12	12	12
Grade (%)		3%			-6%			-4%			-5%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.892			0.998			0.997	
Flt Protected		0.967			0.992						0.998	
Satd. Flow (prot)	0	1909	0	0	1875	0	0	1879	0	0	1883	0
Flt Permitted		0.967			0.992						0.998	
Satd. Flow (perm)	0	1909	0	0	1875	0	0	1879	0	0	1883	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			122			426			105	
Travel Time (s)		3.6			2.8			9.7			2.4	
Confl. Peds. (#/hr)	2					2	8		9	9		8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	4%
Adj. Flow (vph)	31	1	14	16	4	80	7	778	10	32	785	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	100	0	0	795	0	0	833	0
Enter Blocked Intersection	1 veh	No	No	No	No	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-25			55			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	1	11	13	3	65	6	630	8	26	636	13
Future Vol, veh/h	25	1	11	13	3	65	6	630	8	26	636	13
Conflicting Peds, #/hr	2	0	0	0	0	2	8	0	9	9	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-6	-	-	-4	-	-	-5	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	2	0	3	0	0	3	4
Mvmt Flow	31	1	14	16	4	80	7	778	10	32	785	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1706	1676	801	1671	1679	794	809	0	0	797	0	0
Stage 1	865	865	-	806	806	-	-	-	-	-	-	-
Stage 2	841	811	-	865	873	-	-	-	-	-	-	-
Critical Hdwy	7.7	7.1	6.5	5.9	5.3	5.62	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	6.1	-	4.9	4.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	55	73	363	135	168	443	825	-	-	834	-	-
Stage 1	304	323	-	495	520	-	-	-	-	-	-	-
Stage 2	315	346	-	469	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	65	360	119	151	437	817	-	-	825	-	-
Mov Cap-2 Maneuver	41	65	-	119	151	-	-	-	-	-	-	-
Stage 1	297	297	-	482	506	-	-	-	-	-	-	-
Stage 2	251	337	-	418	457	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	186.9	23.6	0.1	0.4
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	292	825	-	-
HCM Lane V/C Ratio	0.009	-	-	0.816	0.342	0.039	-	-
HCM Control Delay (s)	9.4	0	-	186.9	23.6	9.5	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.5	1.5	0.1	-	-

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	402	275	163	93	195	28	220	1	316	92	36
Future Volume (vph)	1	402	275	163	93	195	28	220	1	316	92	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	16	12	12	12	12	10
Grade (%)			-4%			-5%				5%		
Storage Length (ft)		0		0	50				0		50	90
Storage Lanes		1		0	1				1		1	1
Taper Length (ft)		25			105				25			80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99		1.00		0.98		1.00		0.97	1.00
Frt			0.944				0.850				0.850	
Flt Protected		0.950			0.950				0.950			0.950
Satd. Flow (prot)	0	1728	1743	0	1689	3507	1854	0	1692	1799	1529	1584
Flt Permitted		0.426			0.468				0.195			0.373
Satd. Flow (perm)	0	771	1743	0	831	3507	1814	0	346	1799	1487	619
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			16				99				133	
Link Speed (mph)			30			30				30		
Link Distance (ft)			486			234				124		
Travel Time (s)			11.0			5.3				2.8		
Confl. Peds. (#/hr)	5			1	1			1	5		5	5
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	1%	0%	1%	2%	0%	4%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	3	0	3	0	0	0	0	3
Adj. Flow (vph)	1	484	331	196	112	235	34	265	1	381	111	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	485	527	0	112	235	34	0	266	381	111	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Left	Left	Right	Left
Median Width(ft)			11			11				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.83	1.03	1.03	1.03	1.03	1.14
Turning Speed (mph)	15	15		9	15		9	15	15		9	15
Number of Detectors	1	2	2		2	2	1	1	2	2	1	2
Detector Template	Left							Left				
Leading Detector (ft)	20	83	83		83	83	35	20	83	83	35	83
Trailing Detector (ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5	-5	0	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40	40	20	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
Detector 2 Position(ft)		43	43		43	43			43	43		43

Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Lane Configurations						
Traffic Volume (vph)	318	218	1	2	1	
Future Volume (vph)	318	218	1	2	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	
Grade (%)	4%		0%			
Storage Length (ft)		0	0	0		
Storage Lanes		1	1	0		
Taper Length (ft)			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99	0.95			
Frt		0.850	0.899			
Flt Protected			0.988			
Satd. Flow (prot)	1808	1548	1634	0	0	
Flt Permitted			0.988			
Satd. Flow (perm)	1808	1526	1596	0	0	
Right Turn on Red					No	
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			
Link Distance (ft)	275		210			
Travel Time (s)	6.3		4.8			
Confl. Peds. (#/hr)		1	5	1	1	
Confl. Bikes (#/hr)		1			1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	
Heavy Vehicles (%)	3%	1%	0%	0%	0%	
Bus Blockages (#/hr)	0	3	0	0	0	
Adj. Flow (vph)	383	263	1	2	1	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	263	4	0	0	
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	R NA	Left	Right	Right	
Median Width(ft)	12		12			
Link Offset(ft)	0		0			
Crosswalk Width(ft)	16		16			
Two way Left Turn Lane						
Headway Factor	1.03	1.04	1.00	1.00	1.00	
Turning Speed (mph)		9	15	9	9	
Number of Detectors	2	2	1			
Detector Template						
Leading Detector (ft)	83	83	35			
Trailing Detector (ft)	-5	-5	-5			
Detector 1 Position(ft)	-5	-5	-5			
Detector 1 Size(ft)	40	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	2.0	2.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0			
Detector 2 Position(ft)	43	43				

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	NBT	NBR	SBL
Detector 2 Size(ft)		40	40		40	40			40	40		40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0			2.0	2.0		2.0
Turn Type	custom	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt
Protected Phases		3	8		7	4	1	5	5	2	7	1
Permitted Phases	3	8			4		4	2	2		2	6
Detector Phase	3	3	8		7	4	1	5	5	2	7	1
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0	9.0	9.0	9.0	11.0	9.0	9.0
Total Split (s)	44.0	44.0	64.0		21.0	41.0	14.0	20.0	20.0	52.0	21.0	14.0
Total Split (%)	23.4%	23.4%	34.0%		11.2%	21.8%	7.4%	10.6%	10.6%	27.7%	11.2%	7.4%
Maximum Green (s)	38.0	38.0	58.0		15.0	35.0	8.0	14.0	14.0	46.0	15.0	8.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	2.0		1.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Recall Mode	None	None	None		None	None	None	None	None	Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		48.5	48.3		20.1	19.8	26.5		59.7	49.4	59.8	45.9
Actuated g/C Ratio		0.34	0.34		0.14	0.14	0.19		0.42	0.35	0.42	0.32
v/c Ratio		0.93	0.88		0.63	0.48	0.08		0.95	0.61	0.16	0.18
Control Delay		68.2	60.2		77.6	60.6	0.4		76.3	48.0	2.2	33.4
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		68.2	60.2		77.6	60.6	0.4		76.3	48.0	2.2	33.4
LOS		E	E		E	E	A		E	D	A	C
Approach Delay			64.1			60.3				51.2		
Approach LOS			E			E				D		
Queue Length 50th (ft)		378	410		92	101	0		153	277	0	21
Queue Length 95th (ft)		#706	#748		175	167	0		#433	537	10	66
Internal Link Dist (ft)			406			154				44		
Turn Bay Length (ft)					50		50				50	90
Base Capacity (vph)		524	736		238	882	438		280	623	752	261
Starvation Cap Reductn		0	0		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0		0	0	0		0	0	0	0
Storage Cap Reductn		0	0		0	0	0		0	0	0	0
Reduced v/c Ratio		0.93	0.72		0.47	0.27	0.08		0.95	0.61	0.15	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 142.4	
Natural Cycle: 150	

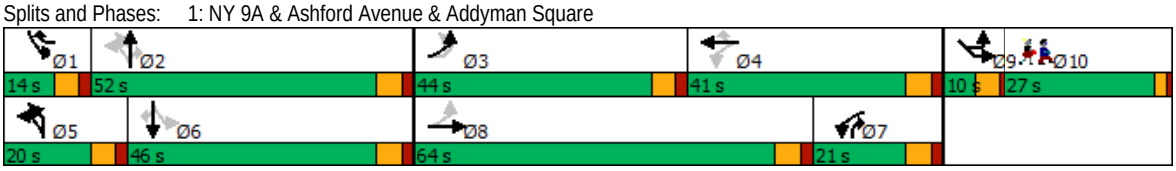
Lane Group	SBT	SBR	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40				
Detector 2 Type	Cl+Ex	Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)	2.0	2.0				
Turn Type	NA	Perm	Prot			
Protected Phases	6		9			10
Permitted Phases		6				
Detector Phase	6	6	9			
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0			8.0
Minimum Split (s)	11.0	11.0	8.0			27.0
Total Split (s)	46.0	46.0	10.0			27.0
Total Split (%)	24.5%	24.5%	5.3%			14%
Maximum Green (s)	40.0	40.0	5.0			24.0
Yellow Time (s)	4.0	4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	5.0			
Lead/Lag	Lag	Lag	Lead			Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0			3.0
Recall Mode	Min	Min	None			None
Walk Time (s)						8.0
Flash Dont Walk (s)						16.0
Pedestrian Calls (#/hr)						2
Act Effct Green (s)	39.2	39.2	5.1			
Actuated g/C Ratio	0.28	0.28	0.04			
v/c Ratio	0.77	0.63	0.07			
Control Delay	60.5	55.9	80.3			
Queue Delay	0.0	0.0	0.0			
Total Delay	60.5	55.9	80.3			
LOS	E	E	F			
Approach Delay	57.0		80.3			
Approach LOS	E		F			
Queue Length 50th (ft)	302	198	3			
Queue Length 95th (ft)	#617	390	19			
Internal Link Dist (ft)	195		130			
Turn Bay Length (ft)						
Base Capacity (vph)	519	438	58			
Starvation Cap Reductn	0	0	0			
Spillback Cap Reductn	0	0	0			
Storage Cap Reductn	0	0	0			
Reduced v/c Ratio	0.74	0.60	0.07			

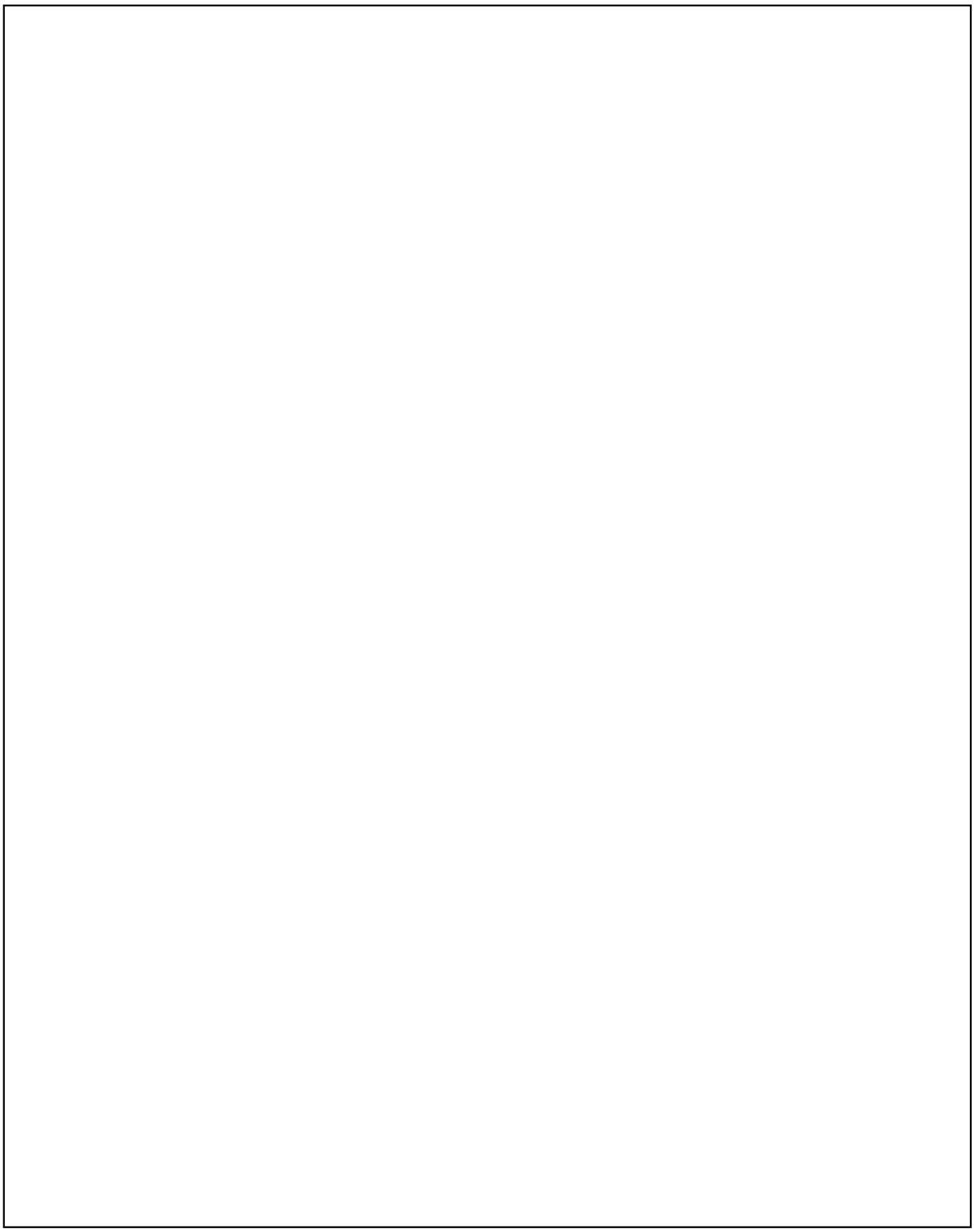
Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 58.5	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

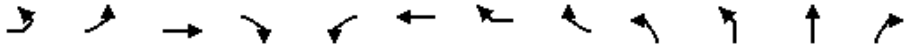
Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square





Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	4	319	213	122	176	317	1	46	249	3	414	93
Future Volume (vph)	4	319	213	122	176	317	1	46	249	3	414	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	10	11	12	16	12	12	12	12
Grade (%)			-4%			-5%					5%	
Storage Length (ft)		0		0	50		50			0		50
Storage Lanes		1		0	1		1			1		1
Taper Length (ft)		25			105					25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				1.00		0.98		0.99		0.97
Frt			0.945					0.850				0.850
Flt Protected		0.950			0.950					0.950		
Satd. Flow (prot)	0	1780	1770	0	1706	3576	0	1782	0	1743	1816	1575
Flt Permitted										0.185		
Satd. Flow (perm)	0	1859	1770	0	1796	3576	0	1743	0	336	1816	1531
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			16					99				133
Link Speed (mph)			30			30					30	
Link Distance (ft)			486			234					124	
Travel Time (s)			11.0			5.3					2.8	
Confl. Peds. (#/hr)	8	1					8	1	11	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	1%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	3	0	0	3	0	0	0	0
Adj. Flow (vph)	4	332	222	127	183	330	1	48	259	3	431	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	336	349	0	183	331	0	48	0	262	431	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Left	Right
Median Width(ft)			11			11					12	
Link Offset(ft)			0			0					0	
Crosswalk Width(ft)			16			16					16	
Two way Left Turn Lane												
Headway Factor	0.97	1.02	1.02	1.02	1.08	1.01	0.97	0.83	1.03	1.03	1.03	1.03
Turning Speed (mph)	15	15		9	15		9	9	15	15		9
Number of Detectors	1	2	2		2	2		1	1	2	2	1
Detector Template	Left								Left			
Leading Detector (ft)	20	83	83		83	83		35	20	83	83	35
Trailing Detector (ft)	0	-5	-5		-5	-5		-5	0	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		-5	-5		-5	0	-5	-5	-5
Detector 1 Size(ft)	20	40	40		40	40		40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	1.0	2.0		1.0	2.0		2.0	0.0	2.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	2.0	0.0		2.0	0.0		0.0	0.0	2.0	0.0	0.0
Detector 2 Position(ft)		43	43		43	43				43	43	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Lane Configurations									
Traffic Volume (vph)	15	406	290	3	2	2	9	4	
Future Volume (vph)	15	406	290	3	2	2	9	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	12	12	12	12	12	12	12	
Grade (%)		4%				0%			
Storage Length (ft)	90		0			0	0		
Storage Lanes	1		1			1	0		
Taper Length (ft)	80					25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00		0.93			0.87			
Frt			0.850			0.897			
Flt Protected	0.950					0.988			
Satd. Flow (prot)	1631	1825	1533	0	0	1503	0	0	
Flt Permitted	0.346					0.988			
Satd. Flow (perm)	592	1825	1433	0	0	1470	0	0	
Right Turn on Red				No				No	
Satd. Flow (RTOR)									
Link Speed (mph)		30				30			
Link Distance (ft)		275				211			
Travel Time (s)		6.3				4.8			
Confl. Peds. (#/hr)	5		11	8		5		11	
Confl. Bikes (#/hr)			1					1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	3	0	3	0	0	0	0	0	
Adj. Flow (vph)	16	423	302	3	2	2	9	4	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	16	423	305	0	0	17	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	R NA	Right	Left	Left	Right	Right	
Median Width(ft)		12				12			
Link Offset(ft)		0				0			
Crosswalk Width(ft)		16				16			
Two way Left Turn Lane									
Headway Factor	1.14	1.03	1.04	1.03	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	9	15	15	9	9	
Number of Detectors	2	2	2		1	1			
Detector Template					Left				
Leading Detector (ft)	83	83	83		20	35			
Trailing Detector (ft)	-5	-5	-5		0	-5			
Detector 1 Position(ft)	-5	-5	-5		0	-5			
Detector 1 Size(ft)	40	40	40		20	40			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	22.0	2.0	2.0		0.0	2.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0			
Detector 1 Delay (s)	2.0	0.0	0.0		0.0	0.0			
Detector 2 Position(ft)	43	43	43						



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Detector 2 Size(ft)		40	40		40	40				40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		1.0	2.0		1.0	2.0				2.0	2.0	
Turn Type	custom	pm+pt	NA		pm+pt	NA		pm+ov	pm+pt	pm+pt	NA	pm+ov
Protected Phases		3	8		7	4		1	5	5	2	7
Permitted Phases	3	8			4			4	2	2		2
Detector Phase	3	3	8		7	4		1	5	5	2	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		3.0	3.0	3.0	5.0	3.0
Minimum Split (s)	9.0	9.0	11.0		9.0	11.0		9.0	9.0	9.0	11.0	9.0
Total Split (s)	44.0	44.0	64.0		21.0	41.0		14.0	20.0	20.0	52.0	21.0
Total Split (%)	23.4%	23.4%	34.0%		11.2%	21.8%		7.4%	10.6%	10.6%	27.7%	11.2%
Maximum Green (s)	38.0	38.0	58.0		15.0	35.0		8.0	14.0	14.0	46.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	None	None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		32.4	31.9		19.2	18.7		25.3		61.7	51.7	69.2
Actuated g/C Ratio		0.24	0.23		0.14	0.14		0.18		0.45	0.38	0.51
v/c Ratio		0.77	0.83		0.73	0.68		0.12		0.88	0.63	0.11
Control Delay		62.0	65.2		76.7	66.0		0.6		60.1	45.2	1.1
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		62.0	65.2		76.7	66.0		0.6		60.1	45.2	1.1
LOS		E	E		E	E		A		E	D	A
Approach Delay			63.6			63.9					44.7	
Approach LOS			E			E					D	
Queue Length 50th (ft)		258	262		147	139		0		135	296	0
Queue Length 95th (ft)		474	482		303	255		0		#464	#719	7
Internal Link Dist (ft)			406			154					44	
Turn Bay Length (ft)					50			50				50
Base Capacity (vph)		549	779		255	939		423		298	685	847
Starvation Cap Reductn		0	0		0	0		0		0	0	0
Spillback Cap Reductn		0	0		0	0		0		0	0	0
Storage Cap Reductn		0	0		0	0		0		0	0	0
Reduced v/c Ratio		0.61	0.45		0.72	0.35		0.11		0.88	0.63	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 188	
Actuated Cycle Length: 137	
Natural Cycle: 150	

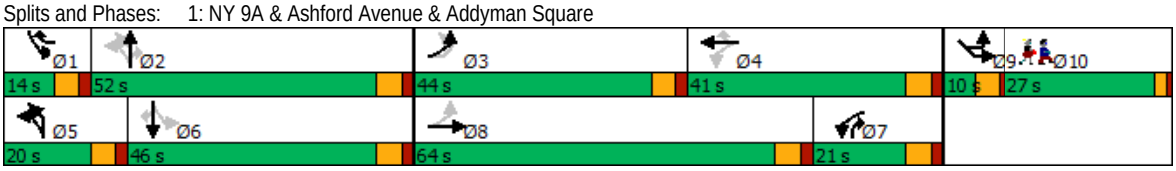
Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2	Ø10
Detector 2 Size(ft)	40	40	40						
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)	2.0	2.0	2.0						
Turn Type	pm+pt	NA	Perm		Prot	Prot			
Protected Phases	1	6			9	9			10
Permitted Phases	6		6						
Detector Phase	1	6	6		9	9			
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0		3.0	3.0			8.0
Minimum Split (s)	9.0	11.0	11.0		8.0	8.0			27.0
Total Split (s)	14.0	46.0	46.0		10.0	10.0			27.0
Total Split (%)	7.4%	24.5%	24.5%		5.3%	5.3%			14%
Maximum Green (s)	8.0	40.0	40.0		5.0	5.0			24.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			2.0
All-Red Time (s)	2.0	2.0	2.0		1.0	1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0			
Total Lost Time (s)	6.0	6.0	6.0			5.0			
Lead/Lag	Lead	Lag	Lag		Lead	Lead			Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			3.0
Recall Mode	None	Min	Min		None	None			None
Walk Time (s)									8.0
Flash Dont Walk (s)									16.0
Pedestrian Calls (#/hr)									2
Act Effct Green (s)	47.7	41.1	41.1			5.1			
Actuated g/C Ratio	0.35	0.30	0.30			0.04			
v/c Ratio	0.06	0.77	0.71			0.30			
Control Delay	31.7	57.0	56.3			88.2			
Queue Delay	0.0	0.0	0.0			0.0			
Total Delay	31.7	57.0	56.3			88.2			
LOS	C	E	E			F			
Approach Delay		56.2				88.3			
Approach LOS		E				F			
Queue Length 50th (ft)	7	317	223			14			
Queue Length 95th (ft)	33	#768	#564			#51			
Internal Link Dist (ft)		195				131			
Turn Bay Length (ft)	90								
Base Capacity (vph)	275	547	429			56			
Starvation Cap Reductn	0	0	0			0			
Spillback Cap Reductn	0	0	0			0			
Storage Cap Reductn	0	0	0			0			
Reduced v/c Ratio	0.06	0.77	0.71			0.30			

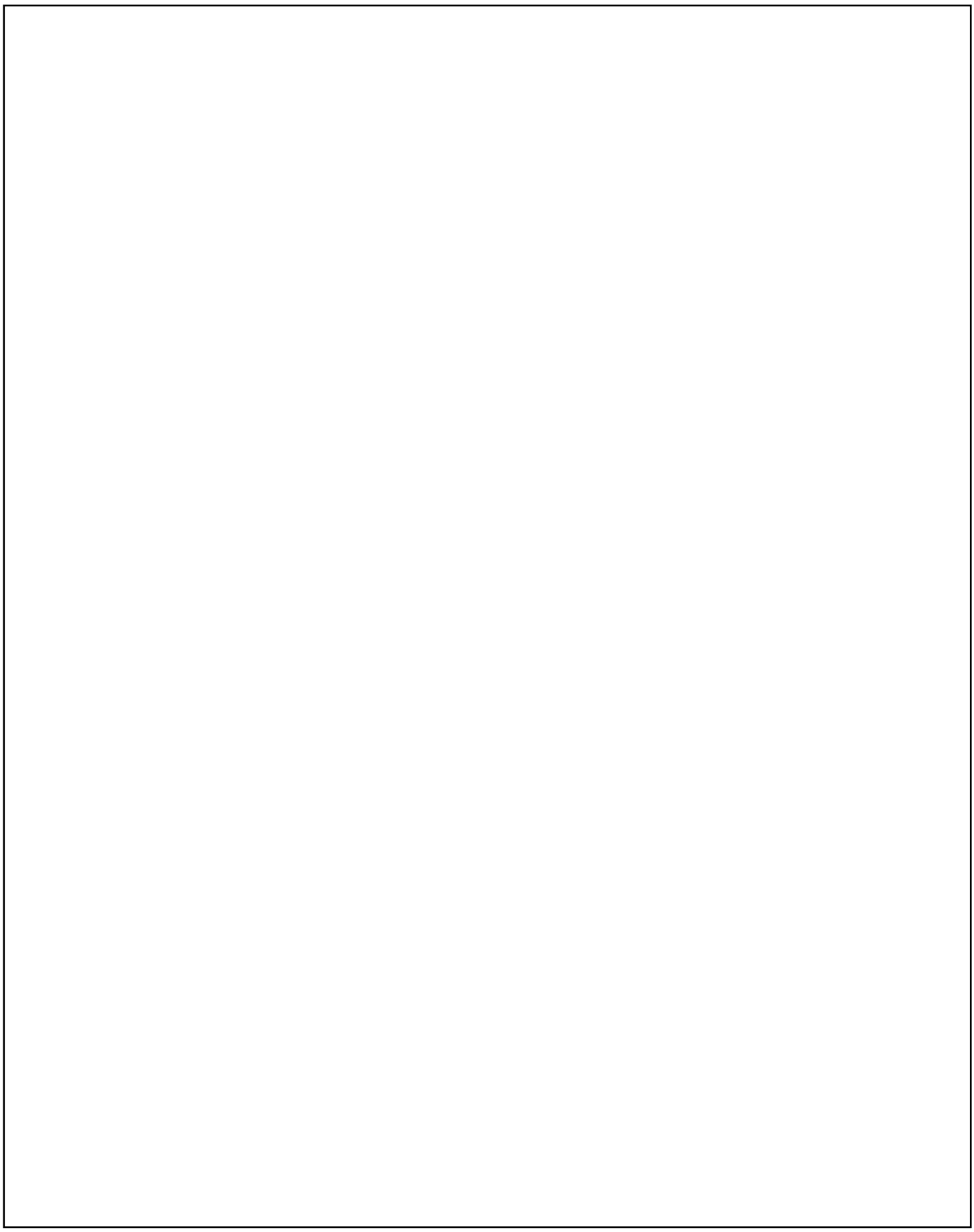
Intersection Summary

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 56.5	Intersection LOS: E
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 9A & Ashford Avenue & Addyman Square





MINUTES
Ardsley Village Board of Trustees - Annual Reorganization Meeting

8:00 PM - Monday, December 4, 2023
507 Ashford Avenue & Zoom Platform

Present:	Mayor	Nancy Kaboolian
	Deputy Mayor/Trustee	Steve Edelstein
	Trustee	Asha Bencosme
	Trustee	Andy Di Justo
	Trustee	Barry McGoey
	Trustee	Sheila Narayanan
	Village Manager	Joseph L. Cerretani
	Village Clerk	Ann Marie Rocco
	Village Attorney	Robert J. Ponzini
Absent:		

1. CALL TO ORDER-PLEDGE OF ALLEGIANCE-ROLL CALL

1.1 Mayor Kaboolian opened the the Annual Reorganization Meeting of the Village of Ardsley on December 4, 2023 at 8:00 p.m.

Roll Call:
Mayor Nancy Kaboolian
Deputy Mayor/Trustee Steve Edelstein
Trustee Andy DiJusto
Trustee Asha Bencosme

Trustees Sworn In:
Trustee Barry McGoey
Trustee Sheila Narayanan

Mayor Kaboolian thanked Trustee Bencosme for her 2 year service on the Board of Trustees. Her input and insight has been valuable and hopes she stays involved in the community.

Trustee Bencosme stated that she is glad to have had the opportunity to serve the Village and has learned how important it is to be involved in local government. Thanked the team at Village Hall, Police Chief and his department for keeping us safe. Thanked our volunteers in the Fire Department and ASVAC. Encouraged residents to get involved and attend events.

Trustee DiJusto thanked Trustee Bencosme and will miss working with her.

Trustee Edelstein thanked Trustee Bencosme for her service on the Board and CAC.

Mayor Kaboolian thanked County Executive Latimer for joining the meeting.

2. OATH OF OFFICE

2.1 Village Justice, David I. Rifas administers Oath of Office and duly swears in Mayor-Elect Nancy Kaboolian

Village Justice, David I. Rifas administers Oath of Office and duly swears in Trustee - Elect Andy DiJusto

Village Justice, David I. Rifas administers Oath of Office and duly swears in Trustee - Elect Sheila Narayanan

Justice, Erin O'Shea McGoey administers Oath of Office and duly swears in Appointed Trustee - Barry McGoey

3. MAYOR AND THE BOARD APPOINTS THE FOLLOWING LIAISONSHIPS

3.1	Deputy Mayor	Trustee Steve Edelstein
	Police Department Commissioner	Mayor Nancy Kaboolian
	Fire Department Committee	Mayor Nancy Kaboolian
	Service Award Committee	Mayor Nancy Kaboolian
	Recreation Committee	Trustee Barry McGoey
	Library	Trustee Sheila Narayanan

School Board	Mayor Nancy Kaboolian & Trustee Steve Edelstein
ASVAC	Trustee Andy DiJusto
Youth Council	Trustee Barry McGoey
Historical Society	Trustee Andy DiJusto
Senior Citizens	Trustee Andy DiJusto
TPPCS	Trustee Andy DiJusto
Merchant & Professional Affairs	Trustee Steve Edelstein
Garden Club	Trustee Steve Edelstein
Social Media/Technology Affairs	Trustee Steve Edelstein
Multicultural, Diversity, & Inclusion Committee	Trustee Steve Edelstein
DPW Garage Liaison	Trustee Andy DiJusto
Pollinator Pathway	Trustee Steve Edelstein
Conservation Advisory Committee	TBD

4. THE MAYOR APPOINTS AND VILLAGE BOARD APPROVES THE FOLLOWING:

4.1	Village Manager	Joseph Cerretani	2023-2024
	Village Clerk/Registrar	Ann Marie Rocco	2023-2024

Village Treasurer/Deputy Registrar	Leslie Tillotson	2023-2024
Deputy Treasurer	Ann Marie Rocco	2023-2024
Deputy Village Clerk	Leslie Tillotson	2023-2024
Village Prosecutor	Brian Murphy	2023-2024
Associate Judge	E. John Morehouse	2023-2024

Moved by Trustee DiJusto, Seconded by Trustee Edelstein and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley hereby approves the above appointments.

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Narayanan & Trustee Edelstein
Nays: None
Abstained: None

5. THE MAYOR RECOMMENDS AND THE BOARD APPOINTS:

5.1 PLANNING BOARD 5 YEAR TERM

Bernard Preisser	2028

5.2 BOARD OF ARCHITECTURAL REVIEW 3 YEAR TERM

Vladimir Kowalyk	2026

5.3 LIBRARY BOARD 5 YEAR TERM

Holly Halmo	2028

5.4 ZONING BOARD OF APPEALS 5 YEAR TERM

Morton David	2028

5.5 SERVICE AWARD COMMITTEE 1 YEAR TERM

Troy Roberts	2024
Ed Gotthelf	2024

5.6 RECREATION COMMISSION 1 YEAR TERM

Lorraine Kuhn	2024
David Whitehead	2024
Alka Shukla	2024
Mona Swanson	2024
Abe Falek	2024
Christina Bruno	2024

5.7 CABLE TV COMMITTEE 1 YEAR TERM

George Malone, Cable Access Director	2024
Robert Wootten, Chairperson	2024

5.8 ARDSLEY YOUTH COUNCIL 1 YEAR TERM

Theresa Del Grosso	2024
Andrea Fallick	2024

5.9 TPPCS (TRAFFIC, PARKING, PEDESTRIAN, CYCLING & SAFETY ADVISORY COMMITTEE) 1 YEAR TERM

Peter Rodwick	2024
Andy Laub	2024

5.10 MDIC (MULTICULTURAL, DIVERSITY & INCLUSION COMMITTEE) 1 YEAR TERM

Alka Shukla Co-Chair	2024
Mona Swanson Co-Chair	2024

5.11 APP COMMITTEE (ARDSLEY POLLINATOR PATHWAY COMMITTEE) 1 YEAR

Carol Sommerfield Chair	2024

5.12 CAC (CONSERVATION ADVISORY COMMITTEE) 1 YEAR
TBD

Moved by Trustee Edelstein, Seconded by Trustee DiJusto and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley hereby approves the above appointments.

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Narayanan & Trustee Edelstein
Nays: None
Abstained: None

6. APPOINTMENTS BY VILLAGE MANAGER – 1 YEAR TERM

6.1	FOIL Officer	Ann Marie Rocco
	Deputy FOIL Officer	Ann Marie Rocco
	Records Management Officer	Ann Marie Rocco (A)
	Village Historian	Robert Pellegrino
	Superintendent of Building & Building Inspector	Larry Tomasso

Plumbing & Sanitary Sewer Inspector	Larry Tomasso
Code Enforcement Officer	Larry Tomasso
General Foreman	David DiGregorio
Recreation Supervisor	Patricia Lacy
Court Clerk	Anissa Slade (B)

A. Records Management Officer to follow LGS-01 Retention Schedule

B. This is a joint appointment of the Village Justice & Village Manager

7. AUDITOR – 1 YEAR TERM

7.1 PKF O'CONNOR DAVIES, LLP
500 Mamaroneck Avenue
Harrison, New York 10528

Moved by Trustee DiJusto, Seconded by Trustee Edelstein and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley hereby approves the above Auditor appointment.

Carried by the following votes: 4-0-1
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee Narayanan & Trustee Edelstein
Nays: None
Abstained: Trustee McGoey

8. OFFICIAL NEWSPAPER

8.1 Official newspaper is the Rivertown's Enterprise and the alternate Official newspaper when the Rivertown's Enterprise does not publish is the Journal News.

9. OFFICIAL DEPOSITORIES

9.1
- TD Bank

- JP Morgan Chase
- RBC Wealth Management (LOSAP)
- Flushing Bank (LOSAP)
- NYClass

10. PERSONS AUTHORIZED TO SIGN DRAFTS ON VILLAGE FUNDS

10.1 Mayor Nancy Kaboolian (or in her absence, Deputy Mayor/Trustee Steve Edelstein) with Treasurer Leslie Tillotson (or in her absence, Deputy Treasurer, Ann Marie Rocco)

Moved by Trustee DiJusto, Seconded by Trustee Edelstein and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley hereby authorizes Mayor Nancy Kaboolian (or in her absence, (Deputy Mayor/Trustee Andy DiJusto) with Treasurer Leslie Tillotson (or in her absence, Deputy Treasurer Ann Marie Rocco) to sign drafts on Village Funds.

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Narayanan & Trustee Edelstein
Nays: None
Abstained: None

11. ESTABLISH REGULAR MEETING NIGHTS

11.1 The regularly scheduled meetings shall be on the first and third Mondays of each month at 8:00 p.m. except July and August when there will be one monthly meeting. When a national and/or religious holiday falls on a regularly scheduled meeting date, the meeting will be held on the following day.
2024 Board of Trustees Meeting dates are as follows:

Tuesday, January 2	**8:00 p.m. {Day after New Year's Day}**
Tuesday, January 16	**8:00 p.m. {Day after MLK Day}**
Monday, February 5	8:00 p.m.
Tuesday, February 20	**8:00 p.m. {Day after Presidents' Day}**

Monday, March 4	8:00 p.m.
Monday, March 18	8:00 p.m.
Monday, April 1	8:00 p.m.
Monday, April 15	8:00 p.m.
Monday, May 6	8:00 p.m.
Monday, May 20	8:00 p.m.
Monday, June 3	8:00 p.m.
Monday, June 17	8:00 p.m.
Monday, July 1	8:00 p.m.
Monday, August 5	8:00 p.m.
Tuesday, September 3	**8:00 p.m. {Day after Labor Day}**
Monday, September 16	8:00 p.m.
Monday, October 7	8:00 p.m.
Monday, October 21	8:00 p.m.
Monday, November 4	8:00 p.m.
Monday, November 18	8:00 p.m.
Monday, December 2	8:00 p.m.
Monday, December 16	8:00 p.m.

12. ESTABLISH WORK SESSION SCHEDULE

12.1 The regularly scheduled Work Session meetings shall be on the fourth (4th) Monday of each month at 7:30 p.m. When a national and/or religious holiday falls on a regularly scheduled meeting date, the meeting will be held on the following day (Tuesday).

2024 Work Session Meetings are as follows:

January 22	7:30 p.m.
February 26	7:30 p.m.
March 25	7:30 p.m.
April 22	7:30 p.m.
May 28	**7:30 p.m. {Tuesday}**
June 24	7:30 p.m.
July 22	7:30 p.m.
August 26	7:30 p.m**.**
September 23	7:30 p.m.
October 28	7:30 p.m.
November 25	7:30 p.m.
December 23	7:30 p.m.

13. The Mayor appoints the Board of Trustees as a committee on Budget

14. The Mayor appoints the Village Manager responsible for publicity and public relations

15. The Mayor appoints the Board of Trustees as the Board of Sewer Commissioners

16. ROBERT'S RULES OF ORDER

16.1 Robert's Rules of Order Revised 12th Edition, Henry M. Robert III, Daniel H. Honemann, Thomas J Blach, Daniel E. Seabold, and Shmuel Gerber will apply to all

17. ADJOURNMENT OF MEETING

17.1 Adjournment
Mayor Kaboolian announced the Judge Robert Ponzini will be retiring as Village Attorney. His last meeting will be on December 18, 2023 and we will continue with David Vendetti's firm on a month to month basis until the Board decides the next step.

Moved by Trustee DiJusto, Seconded by Trustee Edelstein and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley Hereby adjourns the Annual Reorganization Meeting of Monday, December 4, 2023, at 8:22 p.m.

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Narayanan & Trustee Edelstein
Nays: None
Abstained: None

_____
Village Clerk

MINUTES
Ardsley Village Board of Trustees

8:00 PM - Monday, December 4, 2023
507 Ashford Avenue & Zoom Platform

Present:	Mayor	Nancy Kaboolian
	Deputy Mayor/Trustee	Steve Edelstein
	Trustee	Andy Di Justo
	Trustee	Barry McGoey
	Trustee	Sheila Narayanan
	Village Manager	Joseph L. Cerretani
	Village Clerk	Ann Marie Rocco
	Village Attorney	Robert J. Ponzini
Absent:		

1. CALL TO ORDER-PLEDGE OF ALLEGIANCE-ROLL CALL

1.1 The Regular Meeting of the Village of Ardsley Board of Trustees was held on Monday, December 4, 2023 at Village Hall, Court Facility, 507 Ashford Avenue, Ardsley, NY 10502. Mayor Kaboolian called to order the Regular Meeting at 8:23 p.m.

Members Present:
Mayor Nancy Kaboolian
Deputy Mayor/Trustee Steve Edelstein
Trustee Andy DiJusto
Trustee Barry McGoey
Trustee Sheila Narayanan

Also present were: Village Manager, Joseph Cerretani, Village Attorney, Robert J. Ponzini and Village Clerk, Ann Marie Rocco

2. APPROVAL OF MINUTES:

2.1 November 20, 2023 Board of Trustees Regular Meeting Minutes

Moved by Trustee Edelstein, Seconded by Trustee DiJusto and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley hereby approves the minutes of the Regular Meeting of Monday, November 20, 2023 as submitted.

Carried by the following votes: 3-0-2
Ayes: Mayor Kaboolian, Trustee DiJusto & Trustee Edelstein
Nays: None
Abstained: Trustee McGoey & Trustee Narayanan

3. DEPARTMENT REPORTS

1. LEGAL

1.a Village Attorney, Robert J. Ponzini stated he had nothing to report other than those items he is working on with staff.

2. MANAGER

2.a Village Manager Cerretani welcomed Trustee Narayanan and Trustee McGoey and looks forward to working with the entire Board.

Village Manager, Joseph L. Cerretani read the following report:

1. **DPW GARAGE:** As per my last report, I had noted that the incorrect transformer was delivered and we would need to find a temporary solution. Good news to report on that front, a temporary solution utilizing existing equipment and retrofitting components has been procured and will be able to provide full power to the site while the permanent transformer can be obtained from ConEdison. The only setback with this temporary solution is that the backup generator will not be able to work to power the facility in the event of a power outage. However, this will allow contractors to continue to work through the winter, heat the building properly, and allow us to finish the project over the next few months. Our new adjusted timeline for completion is now looking like March 2024. Contractors are continuing finished work in the admin area, including tile work, painting, and fixtures. The entire site is scheduled to have binder rolled out, which is preliminary stage of paving, this week. Garage bay doors began installation today, and we expect the doors to be complete in the next two weeks. All other trades are continuing to work and keeping the project moving forward.

2. **YOUTH ADVOCATE:** I spoke with Student Assistance Services this morning to get an update on the status of the replacement of the Youth Advocate position. Unfortunately they do not have a candidate to present to us yet. They are continuing to work on finding a replacement, either on a temporary or permanent basis. I will continue to check in regularly with them for further updates.

3. **VILLAGE TAXES**: The second installment of the Village tax bill became due and payable on December 1st, 2023 and can be paid without penalty until 4:00 pm on Tuesday, January 2, 2024. Payments arriving via mail postmarked by the USPS after January 2, 2024, or arrive after January 2, 2024 without a postmark, will be assessed a late penalty as required by New York State Real Property law. Meter-mailed postmarks are not valid proof of timely payment. No Village official is empowered to waive the late fee for any reason. Residents are asked not to bring their tax payment in on Sunday, December 31, 2023 since our offices will be closed.

3. ABSTRACT

3.a December 4, 2023 Abstract Report
Village Manager, Joseph Cerretani read the October 2, 2023 Abstract Report as follows:
From the General Fund:$68,854.56 from the Trust & Agency Fund:$3,765.67 and from the Capital Fund: $12,215.51 Sewer Fund: $0.00

Moved by Trustee Edelstein, Seconded by Trustee DiJusto and passed unanimously.

RESOLVED, make the following payments: From the General Fund: $68,854.56 from the Trust & Agency Fund:$3,765.67 from the Capital Fund:$12,215.51 and Sewer Fund:$0.00

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Nayaranan & Trustee Edelstein
Nays: None
Abstained: None

4. MAYOR'S ANNOUNCEMENTS

4.a Mayor Kaboolian announced the following:
- Attended the wreath making event for the Senior Citizens.
- Attended the Village's tree lighting ceremony at Legion Park.
- Thanked our DPW Department for making our downtown area look so

beautiful.
- Thanked our Fire & Police Department for all their support.
- Thanked Recreation Supervisor, Trish Lacy for making the event successful.
- The Senior Holiday Party will be held at the Fire Department at noontime on December 13th.

5. COMMITTEE & BOARD REPORTS

5.a Trustee DiJusto announced the following:
- Attended the Ardsley Historical Society meeting. They are always looking for new stories for their newsletters.
- ASVAC nominated Pat Leone a resident to be inducted into the Senior Hall of Fame.
- Attended the Tree Lighting Ceremony.

Trustee McGoey also attended the Tree Lighting Ceremony

Trustee Narayanan did not have anything to report.

Trustee Edelestein announced the following:
- Attended Coffee with a Cop.
- Join us for the Menorah Lighting on Monday, December 11th at Legion Park.
- Invasive Vine event will take place on Saturday, December 9th 10am. at Macy Park.
- Mighty Oak event will take place on December 28th at 2:00 pm. at the Ardsley Public Library.

4. OLD BUSINESS:

5. NEW BUSINESS:

5.1 Consider a Resolution Authorizing the Village Manager to Sign a Memorandum of Understanding with Westchester County for Westchester Records Online (WRO)

Moved by Trustee DiJusto, Seconded by Trustee Edelstein and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley hereby authorizes the Village Manager to sign a memorandum of understanding with Westchester County for Westchester Records online (WRO) effective January 1, 2024 through December 31, 2024.

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Narayanan & Trutee Edelstein

Nays: None
Abstained: None

5.2 Consider a Resolution Authorizing the Village Manager to Execute a Shared Inter-Municipal Agreement -NYS DEC Grant for "Recycling App"

Moved by Trustee Edelstein, Seconded by Trustee DiJusto and passed unanimously.

RESOLVED,
that the Village Board of the Village of Ardsley hereby authorizes the Village Manager to sign a shared Inter-municipal Agreement- NYS DEC Grant for "Recycling App" effective January 1, 2023 through December 31, 2023.

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Narayanan & Trustee Edelstein
Nays: None
Abstained: None

6. CORRESPONDENCE

7. VISITORS

8. CALL FOR EXECUTIVE SESSION-PERSONNEL MATTERS

9. ADJOURNMENT OF MEETING

9.1 Adjournment

Moved by Trustee DiJusto, Seconded by Trustee Edelstein and passed unanimously.

RESOLVED, that the Village Board of the Village of Ardsley hereby adjourns the regular meeting of Monday, December 4, 2023 at 8:39 p.m to enter into Executive Session-Personnel Matters and not to return.

Carried by the following votes: 5-0-0
Ayes: Mayor Kaboolian, Trustee DiJusto, Trustee McGoey, Trustee Narayanan & Trustee Edelstein
Nays: None
Abstained: None

10. UPCOMING EVENTS & MEETINGS

- December 5th Board of Architectural Review Meeting 8:00 pm
- December 7th- Happy Hanukkah!

- December 7th Conservation Action Committee Meeting 8:00 pm
- December 9th Invasive Vine Cutting at Macy Park 10:00 am
- December 9th Teen Manga Club 1:00 pm @ Library
- December 11th Menorah Lighting 7:00 pm @ Legion Park
- December 11th MDI Meeting 7:00 pm
- December 11th Planning Board Meeting 8:00 pm
- December 11th Fall Prevention Presentation 3:00 pm @ Library
- December 11th Holiday Lights Presentation 7:00 pm via Zoom
- December 12th Recreation Commission Meeting 5:00 pm
- December 19th Board of Architectural Review Meeting 8:00 pm
- December 21st Library Board Meeting
- December 22nd-ALL VILLAGE OFFICES CLOSING AT NOON-TIME
- December 23rd -ARDLSEY LIBRARY CLOSED
- December 25th -ALL VILLAGE OFFICES CLOSED
- December 29th ALL VILLAGE OFFICES CLOSING AT NOON-TIME

11. NEXT BOARD MEETING:

- December 12th Board of Trustees Work Session
- December 18th Board of Trustees Regular Meeting

_____

Village Clerk, Ann Marie Rocco

_____

Date:

MINUTES
Ardsley Village Board of Trustees - SPECIAL MEETING

2:00 PM - Thursday, December 14, 2023
507 Ashford Avenue

Present:

	Mayor	Nancy Kaboolian
	Trustee	Andy DiJusto
	Trustee	Barry McGoey
	Trustee	Sheila Narayanan
	Village Manager	Joseph L. Cerretani
	Village Clerk	Ann Marie Rocco
Absent:	Dep. Mayor/Trustee	Steve Edelstein
	Village Attorney	Robert J. Ponzini

1. CALL TO ORDER-PLEDGE OF ALLEGIANCE-ROLL CALL

1.1 The Special Meeting of the Village of Ardsley Board of Trustees was held on March 20, 2023 at Village Hall, Court Facility, 507 Ashford Avenue, Ardsley, NY 10502. Mayor Kaboolian called to order the Regular Meeting at 2:03 p.m.
Members Present:
Mayor Nancy Kaboolian
Trustee Andy DiJusto
Trustee Barry McGoey
Trustee Sheila Narayanan

Absent: Deputy Mayor/Trustee Steve Edelstein

Also present were: Village Manager, Joseph Cerretani, and Village Clerk, Ann Marie Rocco.Village Attorney, Robert J. Ponzini was absent

2. NEW BUSINESS:

2.1 Consider a Resolution for Authorization to Apply for Hazard Mitigation Grant Program Flood Mitigation Assistance Grant

Moved by Trustee McGoey, Seconded by Trustee DiJusto and passed unanimously.
WHEREAS, the Village of Ardsley Board of Trustees is applying for a Hazard Mitigation Grant Program (HMGP) Flood Mitigation Assistance (FMA) grant from FEMA; and

WHEREAS, this grant will fund the purchase of a permanent pump to be installed at Village of Ardsley Flood Control Facility at the Village Green; and

WHEREAS, this pump will be used to control floodwaters during extreme storm events and also reduce the amount of water in the Flood Control Detention Basin to allow for greater flood storage capacity,

NOW, THEREFORE, BE IT RESOLVED: That the Village of Ardsley Board of Trustees does hereby agree to apply for the HMGP FMA opportunity and authorizes the Village Manager to submit the application for funding to purchase a permanent pump for the Village of Ardsley Flood Control Facility.

2.2 Consider a Resolution for Authorization to Apply for Hazard Mitigation Grant Program Building Infrastructure and Communities Grant

Moved by Trustee Narayanan, Seconded by Trustee McGoey and passed unanimously.
WHEREAS, the Village of Ardsley Board of Trustees is applying for a Hazard Mitigation Grant Program (HMGP) Building Infrastructure and Communities (BRIC) grant from FEMA; and

WHEREAS, this grant will fund the installation of stormwater conveyance system on Powderhorn Rd and Captain Honeywells Rd and its connection to the Villages stormwater system on Heatherdell Rd; and

WHEREAS, this project will be used to control floodwaters during extreme storm events, reduce soil and vegetation loss, and help reduce property damage,

NOW, THEREFORE, BE IT RESOLVED: That the Village of Ardsley Board of Trustees does hereby agree to apply for the HMGP BRIC opportunity and authorizes the Village Manager to submit the application for the installation of a stormwater conveyance system on Powderhorn Rd and Captain Honeywells Rd and its connection to the Villages stormwater system on Heatherdell Rd.

3. ADJOURNMENT OF SPECIAL MEETING

3.1 Adjournment

Moved by Trustee DiJusto, Seconded by Trustee McGoey and passed unanimously. RESOLVED, that the Village Board of the Village of Ardsley Hereby adjourns the special meeting of Thursday, December 14, 2023 at 2:20 p.m.

4. NEXT BOARD MEETING:

- Mon. December 18, 2023-Board of Trustee Regular Meeting

_____

Village Clerk

ABSTRACT FOR VILLAGE BOARD MEETING OF DECEMBER 18th, 2023

GENERAL FUND	$639,148.01
TRUST & AGENCY FUND	$7,968.49
CAPITAL FUND	$2,138,137.89
SEWER FUND	$1,389.13

Date	Vendor Name	Description	Amount
9/15/2023	PRECISE TRANSLATIONS LLC	Translations	$960.00
7/28/2023	FUNDAMENTAL BUSINESS SERVICE I	Receivables	$505.50
12/14/2023	STATE COMPTROLLER	September 2023 Court Fees & Fines	$11,604.00
12/14/2023	STATE COMPTROLLER	Oct 2023 Court Fees & Fines	$13,778.00
		Ardsley Village Court Subtotal	**$26,847.50**
12/14/2023	ALFREDO DIVITTO	Service for 11-13 to 11-24	$440.00
12/14/2023	VINCENT GIORDANO	Service for 11-27 - 12-8	$385.00
		Building Dept. Subtotal	**$825.00**
12/14/2023	VERIZON	Usage 12-4 to 1-3	$51.91
12/15/2023	Event DJ Team LLC	DJ for village events	$200.00
12/15/2023	Event DJ Team LLC	DJ for Tree Lighting	$300.00
12/15/2023	iCamp	class instructor	$2,196.00
12/15/2023	PATRICIA LACEY	hooks for menorah lighting	$11.79
12/14/2023	Veolia Water NY Inc-VWW-RD1	Usage 11-2 to 12-4	$126.31
12/14/2023	Veolia Water NY Inc-VWW-RD1	Usage 11-2 to 12-4	$320.85
12/15/2023	NORA MAHER	entertainment tree lighting	$250.00
12/15/2023	Colleen Smith	entertainment tree lighting	$300.00
12/15/2023	Event DJ Team LLC	dj for village events	$750.00
12/15/2023	NORA MAHER	menorah balloons	$250.00
12/15/2023	Colleen Smith	menorah balloons	$300.00

		Community Center Subtotal	**$5,056.86**
12/14/2023	VERIZON	Usage 12-10 to 1-9	$526.61
12/15/2023	READERS HARDWARE INC	READERS-SUPPLIES	$68.03
12/15/2023	READERS HARDWARE INC	READERS -SUPPLIES	$10.47
12/15/2023	READERS HARDWARE INC	READERS -SUPPLIES	$151.92
12/14/2023	Veolia Water NY Inc-VWW-RD1	Usage 11-2 to 12-4	$119.88
12/14/2023	Veolia Water NY Inc-VWW-RD1	Usage 11-2 to 12-4	$274.96
12/5/2023	VERIZON WIRELESS	Usage for 10-24 to 11-23	$348.93
12/14/2023	VERIZON SELECT SERVICES INC.	Usage 12-10 to 1-9	$0.74
12/13/2023	AUTOMATED CONTROL LOGIC	AUTOMATED CONTROL- BOILERS	$157.00
12/4/2023	VILLAGE OF DOBBS FERRY	November Diesel Usage	$391.23
12/4/2023	VILLAGE OF DOBBS FERRY	November Gas Usage	$816.39
		Fire Dept. Subtotal	**$2,866.16**
12/15/2023	JAMES J HAHN ENGINEERING PC	Heatherdell 3-Rev to Concord	$6,537.50
12/14/2023	Veolia Water NY Inc-VWW-RD1	Usage 11-2 to 12-4	$116.29
12/5/2023	HOY PLUMBING INC.	Furnace Repair at Highway Garage	$507.63
12/15/2023	PARKWAY PEST SERVICES	December Pest Service	$150.00
12/4/2023	VILLAGE OF DOBBS FERRY	October Diesel Usage	$6,150.55
12/4/2023	VILLAGE OF DOBBS FERRY	November Gas Usage	$906.15
12/15/2023	JAMES J HAHN ENGINEERING PC	Parking Garage	$337.50
12/15/2023	JAMES J HAHN ENGINEERING PC	Revolutionary Road Sidewalk	$1,833.75
12/15/2023	MONTESANO BROTHERS INC	2023 Milling & Paving	$355,125.87
12/15/2023	JAMES J HAHN ENGINEERING PC	2023 Milling & Paving	$928.75
12/15/2023	JAMES J HAHN ENGINEERING PC	2022 Milling & Paving	$181.25
		Highway Dept. Subtotal	**$372,775.24**
12/14/2023	VERIZON	Usage 12-10 to 1-9	$69.02
12/5/2023	ACME EXTERMINATING	December Service	$79.75
12/4/2023	VILLAGE OF DOBBS FERRY	November Gas Usage	$3,250.43
10/12/2023	Municipal Emergency Service	Uniform allowance Lt Pignatell	$255.17
12/15/2023	Municipal Emergency Service	Uniform PEO Byrnes	$1,066.05
12/5/2023	AXON ENTERPRISE, INC	Taser Cartridges	$1,041.25
12/13/2023	BOUND TREE MEDICAL, LLC.	Medical supplies	$375.30
12/15/2023	READERS HARDWARE INC	hardware for white board	$23.48
12/15/2023	AUTO EXCLUSIVE	repair car 96	$1,275.00
12/13/2023	WESTCHESTER COUNTY DETECTIVE A	Annual training	$375.00
		Police Dept. Subtotal	**$7,810.45**

12/15/2023	WEST PAYMENT CENTER	online/software subscription	$295.20
12/15/2023	WILLIAMSON LAW BOOK	oath of office register book	$228.67
12/15/2023	PARTNERS IN SAFETY INC	partners in safety	$178.00
12/14/2023	DANZIGER & MARKOFF LLP	Professional Services	$3,795.00
12/15/2023	MGL PRINTING SOLUTIONS	1099 NEC	$91.00
12/15/2023	CAPITAL MARKETS ADVISORS LLC	Prep Filing Documents	$2,600.00
12/4/2023	STECICH MURPHY & LAMMERS LLP	November Professional Services	$821.00
9/26/2023	W.B. MASON CO. INC.	Various Office Supplies	$85.41
12/14/2023	Veolia Water NY Inc-VWW-RD1	Usage 11-2 to 12-4	$271.14
12/14/2023	Veolia Water NY Inc-VWW-RD1	Usage 11-2 to 12-4	$121.68
12/14/2023	CABLEVISION LIGHTPATH INC.	Usage for December 2023	$2,255.73
12/5/2023	VERIZON WIRELESS	Usage for 10-24 to 11-23	$135.91
12/14/2023	Verizon	Dated 12-10-23	$0.21
12/14/2023	MATELLI BROS ELEC INC	Lighting in Stairwell	$1,100.00
12/14/2023	HOY PLUMBING INC.	Repair VH Women's Bathroom	$958.26
12/4/2023	A1 COMPUTER SERVICES INC.	December IT, Spam Support	$1,000.00
12/15/2023	CDW GOVERNMENT	Kofax Power PDF software	$112.45
12/4/2023	A1 COMPUTER SERVICES INC.	December IT, Spam Support	$1,625.00
12/5/2023	CON EDISON	Usage for 10-31 to 11-30	$424.38
12/4/2023	Sarah Berkowitz	Diwali Event	$223.49
6/21/2023	GEORGE MALONE	Cable Access Broadcast/Editing	$856.47
10/10/2023	Landscape Interactions LLC	Ardsley Pollinator Pathway	$150.00
12/4/2023	NYS EMPLOYEES' HEALTH INS	January 2024 Premium	$181,270.05
12/15/2023	GEORGE F. CALVI	January 2024	$633.20
12/15/2023	EVAN KANIGHER	Medicare Reimbursement Jan-Mar	$524.10
12/15/2023	DIPIKA PATEL	Med Reimbursement Sept-Nov	$1,020.60
12/15/2023	Frank Quattrocchi Jr	Med Reimbursement Sept-Nov	$891.00
12/15/2023	BARBARA BERARDI	Med Reimbursement Sept-Nov B. Berardi	$1,285.80
12/15/2023	BARBARA BERARDI	Med Reimbursement Sept-Nov G. Berardi	$1,285.80
12/15/2023	Stephen Groth	Med Reimbursement Sept-Nov	$494.70
12/15/2023	Jennifer Herrick Stasko	Med Reimbursement Sept-Nov	$445.50
12/15/2023	LILLIAN MANNING	Med Reimbursement Sept-Nov	$494.70
12/15/2023	MARION DEMAIO	Med Reimbursement M. DeMaio	$1,632.90
12/15/2023	MARION DEMAIO	Med Reimbursement T. DeMaio	$1,632.90
12/15/2023	RICHARD GEREGHTY	Med Reimbursement Sept-Nov	$629.46
12/15/2023	RICHARD THOMPSON	Med Reimbursement Sept-Nov	$1,128.00
12/15/2023	RICKY LAPINE	Med Reimbursement Sept-Nov	$494.70
12/15/2023	VINCENT PASCUCCI	Med Reimbursement Sept-Nov	$314.70

12/15/2023	WILLIAM WATSON JR	Med Reimbursement Sept-Nov	$402.00
12/15/2023	JOSEPH GALLUCCIO	Med Reimbursement Sept-Nov	$692.40
12/15/2023	PHYLLIS DEMILO-KANIGHER	Med Reimbursement Sept-Nov	$714.30
12/15/2023	DENNIS KOPEK	Med Reimbursement Sept-Nov	$923.40
12/15/2023	EMIL CALIFANO	Med Reimbursement Sept-Nov E. Califano	$494.70
12/15/2023	EMIL CALIFANO	Med Reimbursement Sept-Nov M. Califano	$494.70
12/6/2023	WCAMPWA	Holiday Luncheon-David & Joe	$50.00
12/14/2023	New York Power Authority	November 2023 Usage	$7,688.19
		Village Hall Subtotal	**$222,966.80**
		General Fund Total	**$639,148.01**
12/15/2023	RINA SCHUNK	Close Out SAYF social media	$162.99
12/4/2023	Richard Mohring	33 Judson & 12 Dellwood Lane	$7,805.50
		Trust & Agency Total	**$7,968.49**
12/14/2023	W.B. MASON CO. INC.	Custom Dry Erase Board	$1,616.67
		Furniture Upgrade PD Project	**$1,616.67**
10/3/2022	APS CONTRACTING INC	DPW FACILITY	$793,986.25
12/14/2023	GEORGE MALONE	Drone footage 5-17 - 5-22	$1,200.00
12/14/2023	Carey & Walsh, Inc	Application 8	$73,862.50
12/14/2023	RLJ Electric Corporation	Application 9	$124,579.20
12/14/2023	SRI Fire Sprinkler, LLC	Application 9	$16,007.50
12/14/2023	L.J. Coppola Inc	Application 9	$57,380.00
		New Highway Garage Project	**$1,067,015.45**
12/14/2023	MURTAGH, COSSU, VENDITTI & CASTRO	Summit Storm Project	$686.15
12/15/2023	JAMES J HAHN ENGINEERING PC	Summit Drainage	$187.50
		Summit Drainage Project	**$873.65**
		Capital Fund Total	**$2,138,137.89**
12/5/2023	MINOL, INC		
		November Invoice	$1,389.13
		Sewer Fund Total	**$1,389.13**

BUILDING INSPECTOR'S REPORT
For the Month and Fiscal Year To Date - November 2023

	Current Fiscal Year November		Prior Fiscal Year November		Fiscal Year to Date		Fiscal Year Budget	Prior Fiscal Year to Date	
	#	$ Amount	#	$ Amount	#	$ Amount	$ Amount	#	$ Amount
BUILDING PERMITS	15	15,345.00	10	13,100.00	72	57,955.00	**125,000.00**	86	118,265.00
APPLICATION FEES	15	675.00	8	525.00	80	4,800.00	-	71	4,125.00
C/O'S	27	525.00	17	370.00	92	2,160.00	-	57	1,350.00
PLUMBING PERMITS	5	625.00	11	2,086.00	57	7,643.00	**13,000.00**	54	7,824.00
ELECTRICAL PERMITS	9	780.00	8	1,200.00	50	5,850.00	**7,000.00**	53	5,730.00
TITLE SEARCH & COMPLIANCE LETTER	3	155.50	9	470.25	42	2,151.00	-	59	3,356.75
MISC FEES	1	75.00	1	5.00	6	13,145.00	-	17	4,740.00
TOTALS	75	$ 18,180.50	64	$ 17,756.25	399	$ 93,704.00	**$ 145,000.00**	397	$ 145,390.75
BUILDING INSPECTIONS PERFORMED	87		94		499			477	
ZONING INSPECTIONS PERFORMED	11		17		59			125	
FIRE INSPECTIONS PERFORMED	0		0		5			2	
VIOLATION NOTICES ISSUED	6		3		26			59	
WARNING NOTICES ISSUED	2		3		19			24	
APPEARANCE TICKETS ISSUED	0		0		0			7	

The fire inspections listed above were performed by the Building Inspector. The Fire Inspector will issue a separate report.

The misc fees listed above were collected to cover jobs where the cost of construction exceeded the amount originally stated on the building permit, and for permit renewal fees.

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

Department	Application Date	Permit Date	Permit Number	Permit Type	Permit Status	Parcel Owner	Work Primkey / Address	Use Group	Company	Contractor	Work Description	Fee Total	Cost of Construction	Sq Footage	Expiration Date	Days Inactive	Parcel Zone	Flood Zone	Flags
Building	11/1/2023	11/8/2023	2023-7541	RESIDENTIAL ALTERATION/RENOVATION	OPEN	GOLDBERG, ALAN M & SABLE, MARILYN 100 BRAMBLE BROOK RD ARDSLEY NY 10502 914-329-6044	6.100-94-1 / 100 BRAMBLE BROOK RD	OFD	DOUBLE DIAMOND INC	DOUBLE DIAMOND INCPO BOX 206 NEW ROCHELLE NY 10804 (914)637-0686	Renovate the existing kitchen and two existing baths	$2,500.00	$125,000.00		11/7/2025	22	R-3		No Flags
Building	8/29/2023	11/8/2023	2023-7542	GEOTHERMAL HVAC	OPEN	HOSSAIN, TANVIR & RAHMAN, TANJILA 575 ASHFORD AVE ARDSLEY NY 10502 718-664-0179	6.80-63-8 / 575 ASHFORD AVE	U	BELL HEATING & AIR CONDITIONING LLC	HOSSAIN, TANVIR & RAHMAN, TANJILA	Install a ground source water furnace heat pump geothermal system	$460.00	$22,304.00		11/7/2024	24	R-3		No Flags
Building	4/3/2023	11/8/2023	2023-7543	DECK/PORCH	OPEN	CHU, YUANMING 48 WESTERN DR ARDSLEY NY 10502 917-242-8615	6.50-31-10 / 48 WESTERN DR	OFD	PJ SULLIVAN EXTERIORS	PJ SULLIVAN EXTERIORS192 GREENWOOD AVE MIDLAND PARK NJ 07432 201-857-0600	Construct a new deck and patio in the rear yard as per the approved plans.	$2,800.00	$139,989.00		11/7/2025	29	R-1		No Flags
Building	4/3/2023	11/8/2023	2023-7544	SWIMMING POOL - IN GROUND	OPEN	CHU, YUANMING 48 WESTERN DR ARDSLEY NY 10502 917-242-8615	6.50-31-10 / 48 WESTERN DR	U	PJ SULLIVAN EXTERIORS	PJ SULLIVAN EXTERIORS192 GREENWOOD AVE MIDLAND PARK NJ 07432 201-857-0600	Install an in-ground swimming pool and pool fence in the rear yard as per the approved plans.	$2,500.00	$124,541.00		11/7/2025	29	R-1		No Flags
Building	10/3/2023	11/15/2023	2023-7545	SOLAR ELECTRIC SYSTEM	OPEN	GRAHAM A. REID 12 VICTORIA RD	6.20-4-38 / 12 VICTORIA RD	U	IHOR BOJCUN PE	TRINITY SOLAR62 LEONE LN CHESTER NY 10918 845-572-0060	Install a new roof mount PV array	$1,100.00	$54,600.00		11/14/2025	29	R-2		No Flags

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

						ARDSLEY NY 10502 912-272-6680													
Building	10/19/2023	11/15/2023	2023-7546	RESIDENTIAL ALTERATION/RENOVATION	OPEN	GENCI HASA 57 PROSPECT AVE ARDSLEY NY 10502 914-426-3833	6.80-75-19 / 57 PROSPECT AVE	OFD	CARL ANDREW FINER, RA	CARL ANDREW FINER, RA217 TREE TOP CRESCENT RYE BROOK NY 10573 (914)527-3614	Interior and exterior alterations and renovation as per the approved plans	$2,760.00	$138,000.00		11/14/2025	29	R-3		No Flags
Building	9/27/2023	11/15/2023	2023-7547	FENCE	OPEN	PHILIPS, MADHU V & SHINEY M 7 MC KINLEY PL ARDSLEY NY 10502 917-573-5992	6.110-102-7 / 7 MC KINLEY PL	U	KING FENCE CO	KING FENCE CO84 GRASSY SPRAIN RD YONKERS NY 10710 (914) 337-8700	Install a new fence as per the approved plans	$340.00	$17,000.00		11/14/2025	29	R-3		No Flags
Building	11/8/2023	11/15/2023	2023-7548	ROOF/SIDING	OPEN	PEARLROTH, RONALD 104 CRESTVIEW PL ARDSLEY NY 10502 914-424-3481	6.60-36-8 / 104 CRESTVIEW PL	OFD	FRANZOSO CONTRACTING INC	FRANZOSO CONTRACTING INC33 CROTON POINT AVE CROTON NY 10520 914-271-4572	Install new roofing materials as per the approved specifications	$125.00	$26,339.00		11/14/2025	17	R-3		No Flags
Building	11/8/2023	11/15/2023	2023-7549	ROOF/SIDING	OPEN	DAVIS, JACKSON S & MICHELLE DAVIS-TOMASSO 18 LARCHMONT ST ARDSLEY NY 10502 917-627-2102	6.80-80-1 / 18 LARCHMONT ST	OFD	FRANZOSO CONTRACTING INC	FRANZOSO CONTRACTING INC33 CROTON POINT AVE CROTON NY 10520 914-271-4572	Install new roofing materials as per the approved specifications	$125.00	$23,175.00		11/14/2025	24	R-3		No Flags
Building	11/8/2023	11/15/2023	2023-7550	ROOF/SIDING	OPEN	ROSENKAMPFF, PAUL 19 KING ST	6.50-31-55 / 19 KING ST	OFD	FRANZOSO CONTRACTING INC	FRANZOSO CONTRACTING INC33 CROTON POINT AVE CROTON NY	Install new roofing materials as per the approved	$125.00	$11,905.00		11/14/2025	17	R-3		No Flags

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

						ARDSLEY NY 10502 914-693-3392				10520 914-271-4572	specifications								
Building	11/15/2023	11/21/2023	2023-7551	ROOF/SIDING	OPEN	CAPICCHIONI, ROBERT 2 RIVERVIEW AVE ARDSLEY NY 10502 914-693-5351	6.80-78-16 / 2 RIVERVIEW AVE	OFD	DOMUS CONSTRUCTION INC	DOMUS CONSTRUCTION INC3228 PATTERSON AVE EAST RUTHERFORD NJ 07073 (866)779-1318	Install new roofing materials per the approved specifications	$125.00	$10,500.00		11/20/2025	13	R-3		No Flags
Building	10/3/2023	11/21/2023	2023-7552	SOLAR ELECTRIC SYSTEM	OPEN	MC GLYNN, VALENTINE & BRIDGID 16 TAFT LN ARDSLEY NY 10502 914-907-8746	6.110-100-10 / 16 TAFT LN	U	MANOUCHEHR HAKHAMANESHL PE	SUNRUN INSTALLATION SERVICES775 FIERO LANE SAN LUIS OBISPIO CA 93401 845-271-9524	Install a new roof mount PV array	$220.00	$10,900.00		11/20/2025	29	R-3		No Flags
Building	11/13/2023	11/21/2023	2023-7553	RESIDENTIAL ALTERATION/RENOVATION	OPEN	JEFFREY KOEPELE 154 HEATHERDELL RD ARDSLEY NY 10502 (607)745-8578	6.30-14-58 / 154 HEATHERDELL RD	OFD	VG CONTRACTING INC	VG CONTRACTING INC137 ALEXANDER AVE HARTSDALE NY 10530 (646)261-7863	Interior alterations as per the approved plans	$1,580.00	$78,661.00		11/20/2025	15	R-1		No Flags
Building	11/21/2023	11/29/2023	2023-7554	ROOF/SIDING	OPEN	REBECCA S. ARKIN 22 PARK AVE ARDSLEY NY 10502	6.50-31-60 / 22 PARK AVE	OFD	DONALD W BROWN HOME IMPROVEMENT LLC	DONALD W BROWN HOME IMPROVEMENT LLC402 WARBURTON AVE HASTINGS NY 10706 (914) 478-1629	Install new roofing materials as per the approved specifications	$125.00	$23,760.00		11/28/2025	3	R-1		No Flags
Building	11/8/2023	11/29/2023	2023-7555	SOLAR ELECTRIC SYSTEM	OPEN	JOEL ROSEN(TRUST) 50 PARK AVE ARDSLEY NY 10502	6.50-31-63 / 50 PARK AVE	U	GREEN HYBRID ENERGY SOLUTIONS INC	GREEN HYBRID ENERGY SOLUTIONS INC11 WASHINGTON PL, EAST WHITE PLAINS NY 10603 914-949-4900	Install a new roof mount PV array	$460.00	$22,500.00		11/28/2025	17	R-1		No Flags

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

Count by Type

Type	Count	Fee	Cost Of Construction	Sq Feet
DECK/PORCH	1	$2,800.00	$139,989.00	0.00
FENCE	1	$340.00	$17,000.00	0.00
GEOTHERMAL HVAC	1	$460.00	$22,304.00	0.00
RESIDENTIAL ALTERATION/RENOVATION	3	$6,840.00	$341,661.00	0.00
ROOF/SIDING	5	$625.00	$95,679.00	0.00
SOLAR ELECTRIC SYSTEM	3	$1,780.00	$88,000.00	0.00
SWIMMING POOL - IN GROUND	1	$2,500.00	$124,541.00	0.00
Total	15	$15,545.00	$829,174.00	0.00

Village of Ardsley

M5 Application Report

From 11/01/2023 To 11/30/2023

Department	Application Date	Application Number	Application Type	Application Status	Days Open	Parcel Owner	Work Address	Work PrimKey	Contractor	Work Description	Created By	Fee Total	Cost of Construction
Building	11/30/2023	2023-157	DRIVEWAY/CURB CUT	PENDING	0	GJINI, FRANC14 CROSS RD ARDSLEY NY 10502 212-851-6911	14 CROSS RD	6.90-90-11	FERNANDO GEREMIA443 FIFTH AVE NEW YORK NY 10803 (914)235-3022	Widen the existing driveway and modify the existing stairs, walkways and garden walls	ltomasso@ardsleyvillage.com	$75.00	$50,000.00
Building	11/29/2023	2023-156	RESIDENTIAL ADDITION	PENDING	1	MICHAEL LENIHAN88 HILLTOP RD ARDSLEY NY 10502	88 HILLTOP RD	6.60-38-17	NICHOLAS L FAUSTINI1700 CENTRAL PARK AVE, SUITE C YONKERS NY 10710 914-329-1518	First and second story additions and interior alterations	ltomasso@ardsleyvillage.com	$75.00	$200,000.00
Building	11/28/2023	2023-153	SOLAR ELECTRIC SYSTEM	PENDING	2	SANDRA NYANOR538 ALMENA AVE ARDSLEY NY 10502 (646)409-7977	538 ALMENA AVE	6.70-51-2	MOMENTUM SOLAR45 FAIRCHILD AVE PLAINVIEW NY 11803 516-218-5824	Install a new roof mount PV array	ltomasso@ardsleyvillage.com	$75.00	$21,773.00
Building	11/28/2023	2023-154	COMMERCIAL ADDITION	PENDING	2	CITY OF NY DEPT OF WSGE 465 COLUMBUS AVE STE 350 VALHALLA NY 10595 (914) 742-2001	21 AMERICAN LEGION DR	6.50-31-46	CITY OF NY DEPT OF WSGE	Construct a second story addition on the existing ambulance corps building	ltomasso@ardsleyvillage.com		$50,000.00
Building	11/28/2023	2023-155	COMMERCIAL ALTERATION/RENOVATION	PENDING	2	CORNERSTONE ARDSLEY LLC 5 PINEHURST DRIVE MT SINAI NY 11766 631-682-5865	800 SAW MILL RIVER RD	6.50-19-1	THEODORE RIEPER87 RITCHIE DR YONKERS NY 10705 914-457-3865	Construct an interior vestibule	ltomasso@ardsleyvillage.com	$75.00	$6,500.00
Building	11/21/2023	2023-151	RESIDENTIAL ALTERATION/RENOVATION	PENDING	9	VERRINO, BENITO & JOANNA37 CAPT HONEYWELLS RD ARDSLEY NY 10502 917-831-6583	37 CAPTAIN HONEYWELLS RD	6.50-29-10	JOSHUA DAVID FLOWERS7 DORSET LANE BROOKFIELD CT 06804 845-661-8354	Interior alterations as per the approved plans	ltomasso@ardsleyvillage.com	$75.00	$250,000.00

Village of Ardsley

M5 Application Report

From 11/01/2023 To 11/30/2023

Department	Application Date	Application Number	Application Type	Application Status	Days Open	Parcel Owner	Work Address	Work PrintKey	Contractor	Work Description	Created By	Fee Total	Cost of Construction
Building	11/21/2023	2023-152	ROOF/SIDING	APPROVED	9	REBECCA S. ARKIN22 PARK AVE ARDSLEY NY 10502	22 PARK AVE	6.50-31-60	DONALD W BROWN HOME IMPROVEMENT LLC402 WARBURTON AVE HASTINGS NY 10706 (914) 478-1629	Install new roofing materials as per the approved specifications	ltomasso@ardsleyvillage.com		$23,760.00
Building	11/15/2023	2023-149	RESIDENTIAL ADDITION	PENDING	15	McGOURTY, PADRIAG & VALERIE2 AGNES CIRCLE ARDSLEY NY 10502 914-316-4845	19 AGNES CIR	6.60-39-6	McGOURTY, PADRIAG & VALERIE	Construct a new portico and interior and exterior alterations	ltomasso@ardsleyvillage.com	$75.00	$140,000.00
Building	11/15/2023	2023-150	ROOF/SIDING	APPROVED	15	KAREN CAPICCHIONI2 RIVERVIEW AVE ARDSLEY NY 10502	2 RIVERVIEW AVE	6.80-78-16	DOMUS CONSTRUCTION INC322B PATTERSON AVE EAST RUTHERFORD NJ 07073 (866)779-1318	Install new roofing materials per the approved specifications	ltomasso@ardsleyvillage.com		$10,500.00
Building	11/13/2023	2023-148	RESIDENTIAL ALTERATION/RENOVATION	APPROVED	17	JEFFREY KOEPELE154 HEATHERDELL RD ARDSLEY NY 10502 (607)745-8578	154 HEATHERDELL RD	6.30-14-58	VG CONTRACTING INC137 ALEXANDER AVE HARTSDALE NY 10530 (646)261-7863	Interior alterations as per the approved plans	ltomasso@ardsleyvillage.com	$75.00	$68,000.00
Building	11/8/2023	2023-144	SOLAR ELECTRIC SYSTEM	APPROVED	22	JOEL ROSEN(TRUST)50 PARK AVE ARDSLEY NY 10502	50 PARK AVE	6.50-31-63	GREEN HYBRID ENERGY SOLUTIONS INC11 WASHINGTON PL, EAST WHITE PLAINS NY 10603 914-949-4900	Install a new roof mount PV array	ltomasso@ardsleyvillage.com	$75.00	$22,500.00
Building	11/8/2023	2023-145	ROOF/SIDING	APPROVED	22	PEARLROTH, RONALD104 CRESTVIEW PL ARDSLEY NY 10502 914-424-3481	104 CRESTVIEW PL	6.60-36-8	FRANZOSO CONTRACTING INC33 CROTON POINT AVE CROTON NY 10520 914-271-4572	Install new roofing materials as per the approved specifications	ltomasso@ardsleyvillage.com		$26,339.00

Village of Ardsley

M5 Application Report

From 11/01/2023 To 11/30/2023

Department	Application Date	Application Number	Application Type	Application Status	Days Open	Parcel Owner	Work Address	Work PrintKey	Contractor	Work Description	Created By	Fee Total	Cost of Construction
Building	11/8/2023	2023-146	ROOF/SIDING	APPROVED	22	DAVIS, JACKSON S & MICHELLE DAVIS-TOMASSO 18 LARCHMONT ST ARDSLEY NY 10502 917-627-2102	18 LARCHMONT ST	6.80-80-1	FRANZOSO CONTRACTING INC33 CROTON POINT AVE CROTON NY 10520 914-271-4572	Install new roofing materials as per the approved specifications	ltomasso@ardsleyvillage.com		$23,175.00
Building	11/8/2023	2023-147	ROOF/SIDING	APPROVED	22	ROSENKAMPFF, PAUL19 KING ST ARDSLEY NY 10502 914-693-3392	19 KING ST	6.50-31-55	FRANZOSO CONTRACTING INC33 CROTON POINT AVE CROTON NY 10520 914-271-4572	Install new roofing materials as per the approved specifications	ltomasso@ardsleyvillage.com		$11,905.00
Building	11/1/2023	2023-143	RESIDENTIAL ALTERATION/RENOVATION	APPROVED	29	GOLDBERG, ALAN M & SABLE, MARILYN100 BRAMBLE BROOK RD ARDSLEY NY 10502 914-329-6044	100 BRAMBLE BROOK RD	6.100-94-1	DOUBLE DIAMOND INCPO BOX 206 NEW ROCHELLE NY 10804 (914)637-0686	Renovate the existing kitchen and two existing baths	ltomasso@ardsleyvillage.com	$75.00	$125,000.00
Total	15											$675.00	$1,029,452.00

Village of Ardsley

M5 Application Report

From 11/01/2023 To 11/30/2023

Count by Type

Type	Count	Fees	Cost Of Construction
COMMERCIAL ADDITION	1	$0.00	$50,000.00
COMMERCIAL ALTERATION/RENOVATION	1	$75.00	$6,500.00
DRIVEWAY/CURB CUT	1	$75.00	$50,000.00
RESIDENTIAL ADDITION	2	$150.00	$340,000.00
RESIDENTIAL ALTERATION/RENOVATION	3	$225.00	$443,000.00
ROOF/SIDING	5	$0.00	$95,679.00
SOLAR ELECTRIC SYSTEM	2	$150.00	$44,273.00
Total	15	$675.00	$1,029,452.00

Village of Ardsley

Ardsley Certificate Report
From 11/01/2023 To 11/30/2023

Certificate Details

Parcel ID	Legal Address	Permit Number	Permit Type	Work Description	Certificate Number	Certificate Type	Certificate Date	Certificate Contacts	Certificate Fees
6.50-28-4	60 POWDER HORN RD	2022-7373	RESIDENTIAL ALTERATION/RENOVATION	Interior alterations as per the approved plans to include the renovation of the kitchen and two bathrooms.	2023-5672	CO	11/1/2023	•Architect - ELIZABETH VAN DER ZANDT, RA •Contractor - Jamp;Z CONSTRUCTION •Owner - SCHOEN, TAMAR	•CERTIFICATE OF OCCUPANCY: $45 Paid: Yes Date: 11/01/2023 CERTFEE: 45
6.110-96-4.1	66 BRAMBLE BROOK RD	2021-7225	SOLAR ELECTRIC SYSTEM	Install a roof mounted PV array and two energy storage systems.	2023-5673	CC	11/1/2023	•Contractor - TESLA ENERGY OPERATIONS INC •Engineer - WILLIAM KEGANG LOU, PE •Engineer - HUMPHREY K KARIUKI, PE •Owner - DIBLASI, CHRISTIAN	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/01/2023 CERTFEE: 25
6.80-55-1.3	20 FAIRMONT AVE	2021-7221	RESIDENTIAL ALTERATION/RENOVATION	Construct a staircase from the deck to the rear yard. Install a window	2023-5674	CO	11/1/2023	•Owner - LANE, JOHN amp; TABISA •Architect - JAMES J. O'GRADY •Contractor - ROBERT JAMES CONTRACTING CORP	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/01/2023 CERTFEE: 25
6.120-103-3	649 ASHFORD AVE	2018-6801	FENCE	Install a new fence as per the approved plans. NOTE: The fence sections installed in the easement area must be either a gate(s) spanning the easement area or other form of quick access panels as approved by the Village of Ardsley.	2023-5675	CL	11/1/2023	•Contractor - KING FENCE CO •Owner - LINES, JEFFREY M.	CERTFEE:
6.120-103-3	649 ASHFORD AVE	2022-7376	FINISHED BASEMENT	Finish the basement as per the approved plans	2023-5676	CO	11/1/2023	•Architect - STEVEN SECON ARCHITECT, PC •Contractor -	•CERTIFICATE OF OCCUPANCY: $45 Paid: Yes Date:

Village of Ardsley

Ardsley Certificate Report

From 11/01/2023 To 11/30/2023

Parcel ID	Legal Address	Permit Number	Permit Type	Work Description	Certificate Number	Certificate Type	Certificate Date	Certificate Contacts	Certificate Fees
								HUDSON VALLEY HOME IMPROVEMENT CORP •Owner - LINES, JEFFREY M.	11/01/2023 CERTFEE: 45
6.120-103-3	649 ASHFORD AVE	2023-7430	SWIMMING POOL - ABOVE GROUND	Legalize the placement of an above-ground swimming pool in the rear yard	2023-5677	CO	11/1/2023	•Architect - STEVEN SECON ARCHITECT, PC •Contractor - PROPERTY OWNER •Owner - LINES, JEFFREY M.	•CERTIFICATE OF OCCUPANCY: $50 Paid: Yes Date: 11/01/2023 CERTFEE: 50
6.100-94-4.3	95 RIDGE RD	2023-7535	SPA TUB	Legalize the construction of a patio with hot tub	2023-5678	CO	11/6/2023	•Contractor - PROPERTY OWNER •Engineer - BARRON CIVIL ENGINEERING DPC •Owner - DONNELLY, KEVIN	•CERTIFICATE OF OCCUPANCY: $50 Paid: Yes Date: 11/06/2023 CERTFEE: 50
6.20-4-67	38 VICTORIA RD	2023-7419	GEOTHERMAL HVAC	Install a Geothermal heating and cooling closed loop system	2023-5679	CC	11/8/2023	•Owner - KAPSIS, EDA amp; MILLS, PAMELA •Contractor - DANDELION ENERGY INC •Engineer - RYAN J CARDA PE	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/08/2023 CERTFEE: 25
6.20-3-5	875 SAW MILL RIVER RD	2023-7470	COMMERCIAL ALTERATION/RENOVATION	Interior alterations to re-open the vacant restaurant space	2023-5680	CO	11/8/2023	•Contractor - BUSINESS OWNER •Engineer - YIPENG LUAN •Owner - ARDSLEY ASSOCIATES LLC •Tenant - SZECHUAN CITY INC	•CERTIFICATE OF OCCUPANCY: $45 Paid: Yes Date: 11/08/2023 CERTFEE: 45
6.20-3-5	875 SAW MILL RIVER RD	2023-7497	SIGN	Install a new channel letter wall sign	2023-5681	CL	11/8/2023	•Contractor - SIGNS INK •Owner - ARDSLEY ASSOCIATES LLC •Tenant - SZECHUAN CITY INC	CERTFEE:

Village of Ardsley

Ardsley Certificate Report
From 11/01/2023 To 11/30/2023

Parcel ID	Legal Address	Permit Number	Permit Type	Work Description	Certificate Number	Certificate Type	Certificate Date	Certificate Contacts	Certificate Fees
6.50-34-10	701 SAW MILL RIVER RD	2021-7216	FENCE	Install a new temporary fence on the property to replace the existing temporary fence. NOTE: The fence is temporary and must be removed and/or re-approved by 9/8/2022	2023-5682	CL	11/8/2023	•Owner - HUNTER REALTY HOLDINGS LLC •Engineer - SHAHIN BADALY, PE	CERTFEE:
6.50-21-22	61 HEATHERDELL RD	2021-7210	FENCE	Install a new 6' tall fence in the rear yard as per the approved plans	2023-5683	CL	11/8/2023	•Contractor - FOREVER FENCING COMPANY •Owner - MEYER, ADRIENNE M	CERTFEE:
6.20-4-36	12 MORNINGSIDE RD	2023-7453	FENCE	Install a new 4 foot tall fence as per the approved plans	2023-5684	CL	11/8/2023	•Owner - JAGDE, STEPHEN amp; GWEN •LEGACY - NUMAT FENCE DISTRIBUTERS INC	CERTFEE:
6.80-67-17	25 BRAMBLE BROOK RD	2023-7494	FENCE	Install a new fence as per the approved plans and specifications	2023-5685	CL	11/8/2023	•Owner - WISKIND, MICHAEL J amp; DEBORAH J •Contractor - KING FENCE CO	CERTFEE:
6.80-67-14	6 LAKEVIEW AVE	2023-7503	FENCE	Install a new fence in the rear yard as per the approved plans	2023-5686	CL	11/8/2023	•Owner - OWENS, COURTNEY M amp; KESSIN, JEFFREY L •Contractor - AMERICAN SECURED FENCING CORP	CERTFEE:
6.50-18-5	463-471 ASHFORD AVE	2022-7286	SIGN	Install a new awning and sign as per the approved plans.	2023-5687	CL	11/8/2023	•Owner - ASMA REALTY CORP •Tenant - MIA'S STUDIO •Contractor - GSA DESIGN USA CORP	CERTFEE:
6.50-18-19	708 SAW MILL RIVER RD	2022-7288	SIGN	Install cast aluminum numbers and letters to read "708 Saw Mill River Road"	2023-5688	CL	11/8/2023	•Owner - 708 YELLOW JERSEY LLC •Contractor - SIGNS INK	CERTFEE:

Village of Ardsley

Ardsley Certificate Report
From 11/01/2023 To 11/30/2023

Parcel ID	Legal Address	Permit Number	Permit Type	Work Description	Certificate Number	Certificate Type	Certificate Date	Certificate Contacts	Certificate Fees
6.50-18-21	730 SAW MILL RIVER RD	2021-7126	SIGN	Reface the existing freestanding sign.	2023-5689	CL	11/8/2023	•Owner - THORPE McCARTNEY FAMILY LIMIT amp; C/O CAREY •Tenant - FOOD •Contractor - STATION GLOW OF NEW ENGLAND	CERTFEE:
6.70-44-1	645 SAW MILL RIVER RD	2022-7408	SIGN	Recover the existing awning and install new signage	2023-5690	CL	11/8/2023	•Contractor - AMERICA SIGNS amp; AWNINGS •Owner - COSCIA, ANTHONY •Tenant - ARDSLEY FOOD MARKET INC	CERTFEE:
6.30-11-6	11 LOOKOUT PL	2023-7469	DECK/PORCH	Remove the existing deck and construct a new deck in the rear yard as per the approved plans NOTE: 8/22/23, received revised plans prepared by MJ McGarvey, PE to replace railings and deck boards only. The existing framing and footings will remain.	2023-5691	CO	11/14/2023	•Architect - MICHAEL A GISMONDI •Contractor - FRANKS HOME IMPROVEMENTS •Engineer - MJ McGARVEY PE, PC •Owner - SHIELDS, WILLIAM H III amp; AKIKO V	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/14/2023 CERTFEE: 25
6.80-63-3	7 WESTERN DR	2022-7399	SOLAR ELECTRIC SYSTEM	Install a new roof mounted PV array as per the approved plans	2023-5692	CC	11/14/2023	•Contractor - VENTURE HOME SOLAR LLC •Engineer - PATRICK BUSSETT, PE •Owner - MENEZES, ARUN C.	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/14/2023 CERTFEE: 25
6.70-43-1	560 SAW MILL RIVER RD	2023-7514	TANK	Remove two 275 gallon above ground oil storage tanks from the mechanical room and install one new 275	2023-5693	CL	11/17/2023	•Owner - LEHIGH HOSPITALITY LLC •Contractor - ROBISON OIL	CERTFEE:

Village of Ardsley

Ardsley Certificate Report
From 11/01/2023 To 11/30/2023

Parcel ID	Legal Address	Permit Number	Permit Type	Work Description	Certificate Number	Certificate Type	Certificate Date	Certificate Contacts	Certificate Fees
				in the same location.					
6.50-28-4	60 POWDER HORN RD	2023-7427	RESIDENTIAL ADDITION	Second story dormer additions and interior alterations as per the approved plans	2023-5694	CO	11/21/2023	•Architect - ELIZABETH VAN DER ZANDT, RA •Contractor - Jamp;Z CONSTRUCTION •Owner - SCHOEN, TAMAR	•CERTIFICATE OF OCCUPANCY: $45 Paid: Yes Date: 11/21/2023 CERTFEE: 45
6.90-89-33	38 MT VIEW AVE	2023-7512	SOLAR ELECTRIC SYSTEM	Install a new roof mount PV array and new roofing materials	2023-5695	CC	11/21/2023	•Owner - LISS, JEFFREY S amp; LESLIE B •Contractor - INFINITY SOLAR SYSTEMS •Engineer - MICHAEL EDWARD MIELE, PE	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/21/2023 CERTFEE: 25
6.20-4-45	4 WAYNE CT	2023-7451	SOLAR ELECTRIC SYSTEM	Install a new roof mount PV array as per the approved specifications, includes the installation of new roofing materials.	2023-5696	CC	11/21/2023	•Owner - PAIK, NAMINA amp; LEE, JEEHYUN •Contractor - INFINITY SOLAR SYSTEMS •Engineer - MICHAEL EDWARD MIELE, PE	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/21/2023 CERTFEE: 25
6.60-38-8	99 HILLTOP RD	2022-7387	SOLAR ELECTRIC SYSTEM	Install a new roof mount PV array	2023-5697	CC	11/21/2023	•Owner - BANERJEE, SHAYAK amp; PRIYADARSHINI •Contractor - INFINITY SOLAR SYSTEMS •Engineer - MICHAEL EDWARD MIELE, PE	•CERTIFICATE OF OCCUPANCY: $25 Paid: Yes Date: 11/21/2023 CERTFEE: 25
6.10-1-10.1	36 CONCORD RD	2023-7483	RESIDENTIAL ALTERATION/RENOVATION	Interior alterations to the existing master bedroom, closet and bathroom	2023-5698	CO	11/29/2023	•Owner - STRONGIN, MEREDITH amp; JONATHAN •Architect - ANDREW PAUL COLLINGHAM •Contractor - I.M. GENERAL CONTRACTING CORP	•CERTIFICATE OF OCCUPANCY: $45 Paid: Yes Date: 11/29/2023 CERTFEE: 45

Village of Ardsley

Ardsley Certificate Report
From 11/01/2023 To 11/30/2023

Count by Type

Type	Count	Fees
CC	6	$150.00
CL	12	$0.00
CO	9	$375.00
Total:	27	$525.00

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

Department	Application Date	Permit Date	Permit Number	Permit Type	Permit Status	Parcel Owner	Work Primkey / Address	Use Group	Company	Contractor	Work Description	Fee Total	Cost of Construction	Sq Footage	Expiration Date	Days Inactive	Parcel Zone	Flood Zone	Flags
Building	11/1/2023	11/1/2023	P-2023-2069	HVAC	OPEN	ST. MATTHEW & OUR LADY OF PERPETUAL HELP 616 WARBURTON AVENUE HASTINGS ON HUDSON NY 10706	6.90-85-24 / 1 CROSS RD		DP WOLF INC	DP WOLF INC143 BEDFORD RD KATONAH NY 10536 914-767-0515	Replace 3 boilers and 1 water heater due to flood damage	$300.00	$85,000.00		10/31/2025	29	R-3		No Flags
Building	11/15/2023	11/15/2023	P-2023-2070	GAS	OPEN	JASON OLIVER 4 ROCKRIDGE RD ARDSLEY NY 10502	6.90-83-9 / 4 ROCKRIDGE RD	OFD	AMTECH PLUMBING & HEATING LLC	AMTECH PLUMBING & HEATING LLC321 SOUTH 2ND AVE MT VERNON NY 10550 914-490-4691	Repair gas leaks and pressure test	$75.00	$3,500.00		11/14/2025	15	R-3		No Flags
Building	11/15/2023	11/15/2023	P-2023-2071	HVAC	OPEN	AMANDA SARAH KEIL 14 TAFT LN ARDSLEY NY 10502	6.110-100-11 / 14 TAFT LN	OFD	ARCTIC MECHANICAL INC	MICHAEL YOUNGHO JO	Install a new HVAC system per the approved plans and specifications	$100.00	$38,000.00		11/14/2025	15	R-3		No Flags
Building	11/29/2023	11/29/2023	P-2023-2072	WATER HEATER	OPEN	PAULA PAYSON(TRUST) 11 SWANSTON LN ARDSLEY NY 10502	6.100-93-10 / 11 SWANSTON LN		HOY PLUMBING INC	HOY PLUMBING INC635 SAW MILL RIVER RD ARDSLEY NY 10502 (914) 693-0565	Install a new water heater	$75.00			11/28/2025	1	R-3		No Flags
Building	11/29/2023	11/29/2023	P-2023-2073	WATER HEATER	OPEN	COSCIA, ANTHONY 2541 BOSTON ROAD	6.70-44-1 / 645 SAW MILL RIVER RD		ARDSLEY FOOD MARKET INC	HOY PLUMBING INC635 SAW MILL RIVER RD ARDSLEY	Install a new commercial water heater	$75.00			11/28/2025	1	No Zone		No Flags

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

						BRONX NY 10467				NY 10502 (914) 693-0565									
Total	5											$625.00	$126,500.00	0.00					

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

Count by Type

Type	Count	Fee	Cost Of Construction	Sq Feet
GAS	1	$75.00	$3,500.00	0.00
HVAC	2	$400.00	$123,000.00	0.00
WATER HEATER	2	$150.00	$0.00	0.00
Total:	5	$625.00	$126,500.00	0.00

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

Department	Application Date	Permit Date	Permit Number	Permit Type	Permit Status	Parcel Owner	Work Printkey / Address	Use Group	Company	Contractor	Work Description	Fee Total	Cost of Construction	Sq Footage	Expiration Date	Days Inactive	Parcel Zone	Flood Zone	Flags
Building	11/1/2023	11/1/2023	E-2023-1740	ELECTRICAL PERMIT	CLOSED	CHANG, GEORGE 15 OLD MILL LN ARDSLEY NY 10502	6.20-3-42 / 15 OLD MILL LN		FORTRONICS ELECTRIC INC	FORTRONICS ELECTRIC INCPO BOX 713 RYE NY 10580 (914)760-1046	Install a new circuit and EV charger	$75.00	$850.00		10/31/2025	15	CCH		No Flags
Building	11/1/2023	11/1/2023	E-2023-1741	ELECTRICAL PERMIT	OPEN	SANYAL, ABHIJIT 36 WESTERN DR ARDSLEY NY 10502 914-649-0955	6.50-31-3 / 36 WESTERN DR	OFD	A.AJ. ELECTRICAL CONTRACTOR INC	A.AJ. ELECTRICAL CONTRACTOR INC23 PONDVIEW BLVD MOHEGAN LAKE NY 10547 (845)214-4350	Electrical wiring for the single story additions	$75.00	$1,800.00		10/31/2025	29	R-1		No Flags
Building	11/1/2023	11/1/2023	E-2023-1742	ELECTRICAL PERMIT	OPEN	HORVATH, ANNETTE TOMASETT 4 EXETER PL ARDSLEY NY 10502	6.90-89-24 / 4 EXETER PL	OFD	HUDSON RIVER ELECTRIC	HUDSON RIVER ELECTRIC8 DOWNING CT IRVINGTON NY 10533 914-591-6505	Legalize and re-inspect electrical wiring for the dormer addition	$75.00	$1,800.00		10/31/2025	29	R-3		No Flags
Building	11/8/2023	11/8/2023	E-2023-1743	ELECTRICAL PERMIT	CLOSED	ARGIROS, ONOUFRIOS 21 CONCORD RD ARDSLEY NY 10502 914-497-1824	6.20-4-13 / 21 CONCORD RD		O'CONNOR ELECTRIC INC	O'CONNOR ELECTRIC INC2971 CURRY ST YORKTOWN KEIGHTS NY 10598 914-447-0213	Install new 200 amp electrical service	$75.00	$2,500.00		11/7/2025	10	R-3		No Flags
Building	11/15/2023	11/15/2023	E-2023-1744	ELECTRICAL PERMIT	OPEN	GRAHAM A. REID 12 VICTORIA RD	6.20-4-38 / 12 VICTORIA RD	OFD	TRINITY SOLAR	TRINITY SOLAR62 LEONE LANE CHESTER NY 10918 845-572-0060	Electrical wiring for the new PV array	$75.00	$5,000.00		11/14/2025	15	R-2		No Flags

Village of Ardsley

Ardsley Permit Report

From 11/01/2023 To 11/30/2023

						ARDSLEY NY 10502 912-272-6680													
Building	11/15/2023	11/15/2023	E-2023-1745	ELECTRICAL PERMIT	OPEN	OSTROFF, JOSEPH S 9 COLUMBIA RD ARDSLEY NY 10502	6.20-4-30 / 9 COLUMBIA RD	OFD	ENERGY ONE ELECTRICAL LLC	ENERGY ONE ELECTRICAL LLC110-01 NORTHERN BLVD CORONA NY 11368 (917)396-9303	Electrical wiring for the interior bathroom alterations	$105.00	$7,000.00		11/14/2025	15	R-3		No Flags
Building	11/21/2023	11/21/2023	E-2023-1746	ELECTRICAL PERMIT	OPEN	MC GLYNN, VALENTINE & BRIDGID 16 TAFT LN ARDSLEY NY 10502 914-907-8746	6.110-100-10 / 16 TAFT LN		SUNRUN INSTALLATION SERVICES	SUNRUN INSTALLATION SERVICES775 FIERO LANE SAN LUIS OBISPO CA 93401 845-270-4785	Electrical wiring for the new PV array	$75.00	$2,000.00		11/20/2025	9	R-3		No Flags
Building	11/21/2023	11/21/2023	E-2023-1747	ELECTRICAL PERMIT	OPEN	SIN YAU CHAN 106 CRESTVIEW PL ARDSLEY NY 10502	6.60-36-9 / 106 CRESTVIEW PL		CONSOLIDATED HUDSON ELECTRIC	CONSOLIDATED HUDSON ELECTRIC64 MAIN ST IRVINGTON NY 10533 914-591-0100	Repair and inspect the electrical wiring for the swimming pool	$75.00	$1,700.00		11/20/2025	9	R-3		No Flags
Building	11/29/2023	11/29/2023	E-2023-1748	ELECTRICAL PERMIT	OPEN	GOLDBERG, ALAN M & SABLE, MARILYN 100 BRAMBLE BROOK RD ARDSLEY NY 10502 914-329-6044	6.100-94-1 / 100 BRAMBLE BROOK RD	OFD	BOB'S ELECTRIC CORP	BOB'S ELECTRIC CORP228 COLUMBUS AVE WEST HARRISON NY 10604 914-494-2325	Electrical wiring for the interior alterations	$150.00	$10,000.00		11/28/2025	1	R-3		No Flags
Total:	9											$780.00	$32,650.00	0.00					

Village of Ardsley

Ardsley Permit Report
From 11/01/2023 To 11/30/2023

Count by Type

Type	Count	Fees	Cost of Construction	Sq Feet
ELECTRICAL PERMIT	9	$780.00	$32,650.00	0.00
Total:	9	$780.00	$32,650.00	0.00

POLICE DEPARTMENT

VILLAGE OF ARDSLEY

INCORPORATED 1896

Anthony D. Piccolino
CHIEF of POLICE
TEL. 914-693-1700
FAX: 914-693-8298

Municipal Building
507 Ashford Ave
Ardsley NY 10502

WESTCHESTER COUNTY

Monthly Report November – 2023

Property lost or stolen -$	969.34
Property Recovered---- $	910.07
Court fines and fees --- $	57,423.00
Alarm fines and fees--- $	4535.00

Traffic Accidents----------	12
Arrests----------	7
Calls for service----------	226
Investigations----------	14
Impounded vehicles----------	10

UTT summonses issued----	70
Parking summonses issued-	142
Appearance tickets issued—	5
Total summonses issued-----	217

For monthly statistics, please see attached

Respectfully submitted,

Anthony D Piccolino
Chief of police

POLICE DEPARTMENT

VILLAGE OF ARDSLEY

INCORPORATED 1896

Anthony D. Piccolino
CHIEF of POLICE
TEL. 914-693-1700
FAX: 914-693-8298

MUNICIPAL BUILDING
507 ASHFORD AVENUE ARDSLEY, NEW YORK 10502

WESTCHESTER COUNTY

NOVEMBER EVENTS 2023

Training

Total training for the month of November----------430 hrs. Which consisted of training in Firearms, Certified field training officers, School resource officer, Investigating sexual assault and Supervisory training.

COMMUNITY POLICING (CPO)

During the week of November 1st officers instructed various blocks of Instruction at the Westchester County Police Academy for Basic School Resource Officer, and Community Resource Officer training.

11/2- Attended Ardsley Middle School Safety Team Meeting

11/2- District wide safety team meeting

11/2- SAS, Youth coalition meeting on ZOOM.

11/5- Attended the Diwali festival

11/14- Attended Guardian Revival summit for mental/physical health of law enforcement

11/15- Ardsley Middle School Fire Drill

11/15- Detectives Association meeting

11/17- Thanksgiving Placemat making event at Community Center

11/21 Concord Road School Fire drill

11/21- D.W.I./ Traffic stops presentation for AHS Forensic science classes

11/24- Coffee with a cop at Booskerdoo

11/30- Concord Road School fire drill

11/30- Ardsley High School Lockdown drill

11/30- Attended and coached the teacher team for the Harlem Globetrotters Game

During the Month of November, the community-policing unit installed five child safety seats.

The community-policing unit would like to wish everyone a happy holiday season, and remind all that we are here for local support throughout the year. We understand that the Holidays can be a difficult time for some, and want to remind everyone, we are here for them no matter the time of day. We hope your holiday is bright, and your New Year is filled with Joy.

Printed: 12/01/2023

ARDSLEY POLICE DEPARTMENT

MONTHLY STATISTIC REPORT

Activity From 11/01/2023 Thru 11/30/2023

Type of Activity					MTD	YTD
Arrests					7	65
Sex-	Male - MTD:	6	YTD:	53		
	Female - MTD:	1	YTD:	12		
	Unknown- MTD:	0	YTD:	0		
Class-	Felony- MTD:	2	YTD:	13		
	Misd - MTD:	5	YTD:	49		
	Violat- MTD:	0	YTD:	3		
Blotters					226	2934
Cases					14	145
Class-	Felony- MTD:	1	YTD:	36		
	Misd - MTD:	8	YTD:	75		
	Violat- MTD:	5	YTD:	33		
Citations					70	705
Type-	Parking- MTD:	0	YTD:	0		
	Traffic- MTD:	70	YTD:	703		
	Summons- MTD:	0	YTD:	1		
Field Interviews					0	0
Impounds					10	43
Juveniles					0	0
Sex-	Male - MTD:	0	YTD:	0		
	Female - MTD:	0	YTD:	0		
	Unknown- MTD:	0	YTD:	0		
Class-	Felony- MTD:	0	YTD:	0		
	Misd - MTD:	0	YTD:	0		
	Violat- MTD:	0	YTD:	0		
Medical Aided					0	0
Traffic Accidents					12	109
Type-	Fatal- MTD:	0	YTD:	0		
	Injury- MTD:	0	YTD:	14		
	Other- MTD:	12	YTD:	95		

BLOTTER ACTIVITY REPORT
By Time of Day
FOR DATE RANGE OF 11/01/2023 TO 11/30/2023

Call Type	Invalid Time	0001-0200	0201-0400	0401-0600	0601-0800	0801-1000	1001-1200	1201-1400	1401-1600	1601-1800	1801-2000	2001-2200	2201-2400	TOTALS
ABANDONED 911	0	1	0	0	0	0	0	0	1	0	0	0	0	2
ADMINISTRATIVE	0	0	0	0	0	0	1	2	0	0	0	0	0	3
AIDED	0	0	1	2	1	0	0	0	1	1	1	0	0	7
ALARM - FALSE	0	0	2	2	0	0	0	1	2	0	0	1	0	8
AMBULANCE	0	1	3	2	2	4	10	6	5	7	7	2	6	55
ANIMAL COMPLAINT	0	0	0	0	0	1	1	0	1	1	0	0	0	4
ASSAULT	0	0	0	0	0	0	0	1	0	0	0	0	0	1
AUTO ACCIDENT	0	1	1	0	2	2	0	3	1	3	0	0	0	13
BUILDING SECURITY	0	4	0	0	0	1	0	0	0	0	0	0	0	5
CHILD SEAT INSTALLATION	0	0	0	0	0	1	0	1	1	0	0	0	0	3
CIVIL MATTER	0	0	0	0	0	1	0	0	0	1	0	0	0	2
COURT MATTER	0	0	0	0	0	0	0	0	1	0	0	0	0	1
DEATH CASES	0	0	0	0	0	1	0	0	0	0	0	0	0	1
DISPUTE	0	0	0	0	0	0	1	0	0	0	1	0	0	2
DOG COMPLAINT	0	0	0	0	0	0	1	2	0	0	1	0	0	4
DOMESTIC DISPUTE	0	0	0	0	0	0	0	0	0	0	0	1	0	1
FIRE RESPONSE	0	0	0	0	0	1	1	3	4	2	1	1	1	14
FOA	0	1	0	0	1	0	0	0	1	1	0	0	0	4
FRAUD	0	0	0	0	0	0	1	0	0	0	0	0	0	1
GENERAL INFORMATION	0	0	0	0	0	1	0	0	1	1	1	0	0	4
HANDICAPPED PERMIT	0	0	0	0	0	0	1	3	1	0	0	1	0	6
HOT LINE	0	2	0	1	0	0	1	0	0	1	1	0	0	6
IMPOUNDS	0	0	0	0	0	1	0	0	0	1	0	0	1	3
LARCENY - PETIT	0	0	0	0	0	0	0	1	1	3	1	0	0	6
LOITERING	0	0	0	0	0	0	0	0	1	0	0	0	0	1
NOISE COMPLAINT	0	0	0	1	0	1	0	0	0	0	0	1	0	3
OBSTR GOVT ADMIN	0	0	0	0	0	0	0	0	1	0	0	0	0	1
PARKING COMPLAINT	0	0	0	0	0	2	0	0	0	0	1	0	0	3
PERSONNEL	0	0	0	0	0	1	0	0	4	3	6	2	0	16
PROPERTY- TURNED IN	0	0	0	0	0	0	1	1	0	0	0	0	0	2
PROPERTY-LOST	0	0	0	0	0	0	0	0	0	1	0	0	0	1
PUBLIC UTILITIES	0	0	0	0	0	1	0	1	2	1	2	0	0	7
REAL TIME CRIME CENTER	0	1	0	0	0	0	0	0	0	0	0	0	0	1
ROAD HAZZARD	0	0	0	0	1	0	0	0	0	1	1	0	0	3

BLOTTER ACTIVITY REPORT
By Time of Day
FOR DATE RANGE OF 11/01/2023 TO 11/30/2023

Call Type	Invalid Time	0001-0200	0201-0400	0401-0600	0601-0800	0801-1000	1001-1200	1201-1400	1401-1600	1601-1800	1801-2000	2001-2200	2201-2400	TOTALS
SERVICE OF PROCESS	0	0	0	0	0	0	0	0	0	1	0	0	0	1
SUSPICIOUS ACTIVITY	0	1	0	1	0	1	0	2	2	0	2	1	1	11
TRAFFIC	0	0	0	0	0	0	4	0	0	3	0	0	1	8
UNFOUNDED	0	0	1	0	0	0	0	0	0	0	0	0	0	1
V & T ARREST	0	0	0	0	1	0	0	1	0	0	0	0	0	2
WARRANT	0	0	0	0	0	0	0	0	1	2	0	1	0	4
WARRANT ACTIVITY	0	0	0	0	0	0	1	0	0	0	0	0	0	1
WELFARE CHECK	0	0	0	0	0	0	1	0	1	0	0	2	0	4
Totals:	0	12	8	9	8	20	25	28	33	34	26	13	10	226

PRESS REPORT - CAD ENTRIES

PRIORITY CALLS

Blotter/CC #	Date & Time	Location of Assignment	Call Type	Disposition	Officer Assigned
AP-002711-23	11/01/2023 -03:45	SAW MILL RIVER RD ARDSLEY	AIDED	DISPATCHED	044
AP-002712-23	11/01/2023 -10:23	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002713-23	11/01/2023 -10:34	SAW MILL RIVER ROAD ARDSLEY	FRAUD	DISPATCHED	045
AP-002714-23	11/01/2023 -14:59	HILLTOP RD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002715-23	11/01/2023 -15:15	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002716-23	11/01/2023 -17:09	SAW MILL RIVER RD ARDSLEY	IMPOUNDS	DISPATCHED	046
AP-002717-23	11/01/2023 -22:14	ASHFORD AVE ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002718-23	11/02/2023 -02:56	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	044
AP-002719-23	11/02/2023 -05:22	MCKINLEY PL ARDSLEY	ALARM - FALSE	DISPATCHED	036
AP-002720-23	11/02/2023 -14:28	SAW MILL RIVER RD ARDSLEY	OBSTR GOVT ADMIN	ARREST MADE	048
AP-002721-23	11/02/2023 -15:48	CONCORD RD ARDSLEY	AMBULANCE	DISPATCHED	047
AP-002722-23	11/02/2023 -18:29	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002723-23	11/03/2023 -01:10	CENTER ST ARDSLEY	BUILDING SECURITY	INVESTIGATED	039
AP-002724-23	11/03/2023 -08:24	HILLCREST AV ARDSLEY	DEATH CASES	DISPATCHED	047
AP-002725-23	11/03/2023 -10:46	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	045
AP-002726-23	11/03/2023 -15:04	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002727-23	11/03/2023 -15:45	ASHFORD AVE ARDSLEY	WARRANT	NO PRESS RELEASE	028
AP-002728-23	11/03/2023 -16:14	ASHFORD AVE ARDSLEY	WARRANT	NO PRESS RELEASE	028
AP-002729-23	11/03/2023 -17:15	SAW MILL RIVER ROAD ARDSLEY	LARCENY - PETIT	DISPATCHED	033
AP-002730-23	11/03/2023 -22:02	KENSINGTON RD ARDSLEY	FIRE RESPONSE	DISPATCHED	047
AP-002731-23	11/04/2023 -09:42	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002732-23	11/04/2023 -13:24	SAW MILL RIVER RD ARDSLEY	LARCENY - PETIT	DISPATCHED	046
AP-002733-23	11/04/2023 -14:44	ASHFORD AVENUE ARDSLEY	AMBULANCE	DISPATCHED	042
AP-002734-23	11/04/2023 -15:49	REST AVE ARDSLEY	PUBLIC UTILITIES	DISPATCHED	046
AP-002735-23	11/04/2023 -19:49	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002736-23	11/04/2023 -22:28	ASHFORD BRIDGE ARDSLEY	TRAFFIC	INVESTIGATED	046
AP-002737-23	11/05/2023 -01:09	CENTRAL AVE ARDSLEY	REAL TIME CRIME	PATROL ADVISED	
AP-002738-23	11/05/2023 -02:15	ROCKRIDGE RD ARDSLEY	UNFOUNDED	DISPATCHED	039
AP-002739-23	11/05/2023 -04:45	SAW MILL RIVER RD ARDSLEY	NOISE COMPLAINT	DISPATCHED	039
AP-002740-23	11/05/2023 -11:55	VALLEY AVE ELMSFORD	HOT LINE	PATROL ADVISED	
AP-002742-23	11/05/2023 -15:37	SYLVIA AVE ARDSLEY	FIRE RESPONSE	DISPATCHED	047
AP-002745-23	11/05/2023 -19:53	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002746-23	11/06/2023 -07:32	SAW MILL RIVER RD ARDSLEY	V & T ARREST	ARREST MADE	046
AP-002747-23	11/06/2023 -08:28	CONCORD AVE ARDSLEY	CIVIL MATTER	DISPATCHED	047
AP-002748-23	11/06/2023 -13:28	ASHFORD AVE ARDSLEY	V & T ARREST	ARREST MADE	047
AP-002749-23	11/06/2023 -16:27	ASHFORD AVE ARDSLEY	WARRANT		028
AP-002750-23	11/06/2023 -16:29	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	045
AP-002751-23	11/06/2023 -21:53	ASHFORD AVE ARDSLEY	HANDICAPPED PERMIT	RENDERED	
AP-002752-23	11/06/2023 -22:00	SAW MILL RIVER RD ARDSLEY	ALARM - FALSE	DISPATCHED	045
AP-002753-23	11/06/2023 -22:58	I 87 N ARDSLEY	AMBULANCE	DISPATCHED	
AP-002754-23	11/07/2023 -04:54	SAW MILL RIVER RD ARDSLEY	AIDED	DISPATCHED	044
AP-002755-23	11/07/2023 -07:54	I 87 S ARDSLEY	AMBULANCE	DISPATCHED	
AP-002756-23	11/07/2023 -08:52	AMERICAN LEGION DR ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	08 0
AP-002757-23	11/07/2023 -09:45	EUCLID AVE ARDSLEY	NOISE COMPLAINT	DISPATCHED	09466
AP-002758-23	11/07/2023 -13:25	AGNES CIR ARDSLEY	ALARM - FALSE	DISPATCHED	036
AP-002759-23	11/07/2023 -15:29	JOYCE RD HARTSDALE	AMBULANCE	DISPATCHED	
AP-002760-23	11/07/2023 -15:46	HUNTLEY DR ARDSLEY	WELFARE CHECK	DISPATCHED	043
AP-002761-23	11/08/2023 -00:30	ELMSFORD	HOT LINE	PATROL ADVISED	
AP-002762-23	11/08/2023 -01:43	ADDYMAN SQUARE ARDSLEY	AUTO ACCIDENT	DISPATCHED	044
AP-002763-23	11/08/2023 -07:00	FRANCES MCCORMICK DR ARDSLEY	FOA	PATROL ADVISED	
AP-002764-23	11/08/2023 -07:34	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	044
AP-002765-23	11/08/2023 -11:53	HEATHERDELL RD ARDSLEY	DOG COMPLAINT	DISPATCHED	033
AP-002766-23	11/08/2023 -13:08	SYLVIA AVE ARDSLEY	ASSAULT	INVESTIGATED	038
AP-002767-23	11/08/2023 -16:52	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	REPORT TAKEN	
AP-002768-23	11/09/2023 -08:44	MT VIEW AVE ARDSLEY	BUILDING SECURITY	DISPATCHED	042
AP-002769-23	11/09/2023 -12:35	ASHFORD AVE ARDSLEY	CHILD SEAT	RENDERED	041

PRESS REPORT - CAD ENTRIES
PRIORITY CALLS

Blotter/CC #	Date & Time	Location of Assignment	Call Type	Disposition	Officer Assigned
AP-002770-23	11/09/2023 -18:54	BRIDGE ST ARDSLEY	FIRE RESPONSE	DISPATCHED	043
AP-002771-23	11/09/2023 -19:09	ASHFORD BRIDGE ARDSLEY	AMBULANCE	DISPATCHED	045
AP-002772-23	11/09/2023 -20:02	SPRINGWOOD AVE ARDSLEY	NOISE COMPLAINT	DISPATCHED	043
AP-002773-23	11/09/2023 -20:17	EASTERN DR ARDSLEY	WELFARE CHECK	DISPATCHED	045
AP-002774-23	11/10/2023 -01:42	CENTER ST ARDSLEY	BUILDING SECURITY	INVESTIGATED	039
AP-002776-23	11/10/2023 -11:00	COLUMBIA RD ARDSLEY	ANIMAL COMPLAINT	DISPATCHED	028
AP-002777-23	11/10/2023 -12:23	CONCORD RD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002778-23	11/10/2023 -14:11	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002779-23	11/10/2023 -15:52	ORLANDO AVE ARDSLEY	ALARM - FALSE	DISPATCHED	
AP-002780-23	11/10/2023 -16:25	I 87 S ARDSLEY	AMBULANCE	DISPATCHED	
AP-002781-23	11/10/2023 -17:25	ASHFORD AVE ARDSLEY	TRAFFIC	DISPATCHED	047
AP-002782-23	11/10/2023 -18:19	SAW MILL RIVER ROAD ARDSLEY	PUBLIC UTILITIES	DISPATCHED	047
AP-002783-23	11/10/2023 -18:39	SHELDON ST ARDSLEY	AMBULANCE	DISPATCHED	
AP-002787-23	11/10/2023 -18:45	BRIDGE ST ARDSLEY	AIDED	RENDERED	046
AP-002784-23	11/10/2023 -19:29	SAW MILL RIVER RD ARDSLEY	ROAD HAZZARD	DISPATCHED	047
AP-002785-23	11/10/2023 -19:45	ASHFORD AVE ARDSLEY	GENERAL INFORMATION	INVESTIGATED	
AP-002786-23	11/10/2023 -20:06	FRANKLIN CT ARDSLEY	AMBULANCE	DISPATCHED	
AP-002788-23	11/10/2023 -23:03	ASHFORD AVE ARDSLEY	IMPOUNDS	REPORT TAKEN	046
AP-002789-23	11/11/2023 -05:46	LOOKOUT PL ARDSLEY	ALARM - FALSE	DISPATCHED	033
AP-002790-23	11/11/2023 -11:59	ASHFORD AVE ARDSLEY	HANDICAPPED PERMIT	RENDERED	
AP-002791-23	11/11/2023 -14:35	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002792-23	11/11/2023 -16:10	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002793-23	11/11/2023 -17:50	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002794-23	11/11/2023 -17:55	ASHFORD AVE ARDSLEY	TRAFFIC	DISPATCHED	048
AP-002795-23	11/11/2023 -23:47	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	033
AP-002796-23	11/12/2023 -00:13	LAEKEVIEW AVE ARDSLEY	ABANDONED 911	DISPATCHED	033
AP-002797-23	11/12/2023 -11:07	DELLWOOD LN ARDSLEY	FIRE RESPONSE	DISPATCHED	041
AP-002798-23	11/12/2023 -14:16	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002799-23	11/12/2023 -16:43	BEACON HILL RD ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002802-23	11/13/2023 -02:15	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	038
AP-002803-23	11/13/2023 -11:46	REST AVE ARDSLEY	AMBULANCE	DISPATCHED	038
AP-002804-23	11/13/2023 -13:36	ASHFORD AVE ARDSLEY	HANDICAPPED PERMIT	RENDERED	
AP-002806-23	11/13/2023 -16:56	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	046
AP-002807-23	11/13/2023 -18:13	BRAMBLEBROOK RD ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	046
AP-002808-23	11/14/2023 -01:23	ASHFORD AVE ARDSLEY	SUSPICIOUS ACTIVITY	INVESTIGATED	044
AP-002809-23	11/14/2023 -09:34	OAKHILL RD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002810-23	11/14/2023 -11:22	AMERICAN LEGION DR ARDSLEY	TRAFFIC	INVESTIGATED	038
AP-002811-23	11/14/2023 -11:41	ASHFORD AVE ARDSLEY	ADMINISTRATIVE		028
AP-002812-23	11/14/2023 -17:14	SAW MILL RIVER RD ARDSLEY	AIDED	DISPATCHED	047
AP-002814-23	11/15/2023 -11:02	HEMLOCK RD HARTSDALE	AMBULANCE	DISPATCHED	
AP-002815-23	11/15/2023 -13:00	CHESTNUT ST ARDSLEY	AMBULANCE	DISPATCHED	
AP-002816-23	11/15/2023 -18:29	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002817-23	11/15/2023 -21:01	SHERIDAN AVE BRONX	WARRANT	ARREST MADE	028
AP-002818-23	11/15/2023 -22:16	MELISSA DR ARDSLEY	AMBULANCE	DISPATCHED	
AP-002819-23	11/16/2023 -12:34	PALISADE ST ARDSLEY	AMBULANCE	DISPATCHED	
AP-002820-23	11/16/2023 -16:15	SAW MILL RIVER RD ARDSLEY	ROAD HAZZARD	DISPATCHED	047
AP-002821-23	11/16/2023 -16:40	SAW MILL RIVER RD ARDSLEY	PROPERTY-LOST	REPORT TAKEN	
AP-002822-23	11/16/2023 -19:23	SAW MILL RIVER RD ARDSLEY	DISPUTE	DISPATCHED	047
AP-002823-23	11/16/2023 -20:57	HUNTLEY DR ARDSLEY	WELFARE CHECK	DISPATCHED	042
AP-002824-23	11/17/2023 -00:39	LARCHMONT ST ARDSLEY	AMBULANCE	DISPATCHED	039
AP-002825-23	11/17/2023 -04:39	SECOR RD HARTSDALE	AMBULANCE	DISPATCHED	
AP-002826-23	11/17/2023 -08:44	ASHFORD AVE ARDSLEY	CHILD SEAT	RENDERED	041
AP-002827-23	11/17/2023 -12:08	LOOKOUT PL ARDSLEY	HANDICAPPED PERMIT	NO PRESS RELEASE	
AP-002829-23	11/17/2023 -12:11	SAW MILL RIVER RD ARDSLEY	FIRE RESPONSE	DISPATCHED	046
AP-002828-23	11/17/2023 -12:18	LOOKOUT PL ARDSLEY	HANDICAPPED PERMIT	NO PRESS RELEASE	
AP-002830-23	11/17/2023 -12:33	ASHFORD AVENUE ARDSLEY	DOG COMPLAINT	DISPATCHED	046

PRESS REPORT - CAD ENTRIES
PRIORITY CALLS

Blotter/CC #	Date & Time	Location of Assignment	Call Type	Disposition	Officer Assigned
AP-002831-23	11/17/2023 -14:27	SAW MILL RIVER RD ARDSLEY	FOA	DISPATCHED	046
AP-002832-23	11/17/2023 -15:35	ASHFORD AVE ARDSLEY	HANDICAPPED PERMIT	RENDERED	
AP-002833-23	11/17/2023 -16:23	I 87 N ARDSLEY	AMBULANCE	DISPATCHED	
AP-002834-23	11/17/2023 -17:27	CENTER ST ARDSLEY	LARCENY - PETIT	DISPATCHED	046
AP-002835-23	11/17/2023 -17:51	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	047
AP-002836-23	11/17/2023 -22:07	CENTER ST ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	047
AP-002837-23	11/18/2023 -00:09	BEACON HILL DR DOBBS FERRY	FOA	DISPATCHED	033
AP-002838-23	11/18/2023 -02:38	FARM RD ARDSLEY	ALARM - FALSE	DISPATCHED	028
AP-002839-23	11/18/2023 -03:33	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	033
AP-002840-23	11/18/2023 -05:16	SAW MILL RIVER ROAD ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	033
AP-002841-23	11/18/2023 -10:40	ASHFORD AVE ARDSLEY	TRAFFIC	DISPATCHED	041
AP-002842-23	11/18/2023 -13:21	DELLWOOD LN ARDSLEY	FIRE RESPONSE	DISPATCHED	041
AP-002843-23	11/18/2023 -13:46	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	041
AP-002844-23	11/18/2023 -14:13	SAW MILL RIVER RD ARDSLEY	LOITERING	DISPATCHED	041
AP-002845-23	11/18/2023 -16:25	ASHFORD AVE ARDSLEY	GENERAL INFORMATION	NO PRESS RELEASE	
AP-002846-23	11/18/2023 -18:08	SAW MILL RIVER ROAD ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	045
AP-002847-23	11/18/2023 -20:59	LINCOLN AVE ARDSLEY	AMBULANCE	DISPATCHED	043
AP-002848-23	11/19/2023 -08:15	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002850-23	11/19/2023 -11:12	ROUND HILL RD DOBBS FERRY	AMBULANCE	DISPATCHED	
AP-002851-23	11/19/2023 -13:36	HEATHERDELL RD ARDSLEY	FIRE RESPONSE	DISPATCHED	043
AP-002852-23	11/19/2023 -14:46	HEATHERDELL RD ARDSLEY	ANIMAL COMPLAINT		043
AP-002853-23	11/19/2023 -18:11	ASHFORD AVE ARDSLEY	PUBLIC UTILITIES	DISPATCHED	045
AP-002854-23	11/20/2023 -01:43	ASHFORD AV ARDSLEY	BUILDING SECURITY	INVESTIGATED	044
AP-002855-23	11/20/2023 -05:00	ARDSLEY	HOT LINE	DISPATCHED	044
AP-002856-23	11/20/2023 -08:01	REVOLUTIONARY RD ARDSLEY	FIRE RESPONSE	DISPATCHED	042
AP-002857-23	11/20/2023 -12:09	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	047
AP-002858-23	11/20/2023 -12:16	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	047
AP-002859-23	11/20/2023 -12:37	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	REPORT TAKEN	042
AP-002860-23	11/20/2023 -14:04	ASHFORD AVE ARDSLEY	COURT MATTER	NO PRESS RELEASE	
AP-002861-23	11/20/2023 -14:37	SAW MILL RIVER RD ARDSLEY	LARCENY - PETIT	DISPATCHED	047
AP-002862-23	11/20/2023 -18:49	SAW MILL RIVER RD ARDSLEY	LARCENY - PETIT	DISPATCHED	045
AP-002863-23	11/20/2023 -21:55	HUNTLEY DR ARDSLEY	FIRE RESPONSE	DISPATCHED	045
AP-002864-23	11/21/2023 -10:35	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	047
AP-002865-23	11/21/2023 -12:41	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	047
AP-002866-23	11/21/2023 -16:02	ASHFORD AVE ARDSLEY	PUBLIC UTILITIES	DISPATCHED	045
AP-002867-23	11/21/2023 -19:00	VIRGINIA AVE DOBBS FERRY	HOT LINE	PATROL ADVISED	045
AP-002868-23	11/22/2023 -09:14	SAW MILL RIVER RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	042
AP-002869-23	11/22/2023 -09:29	EXETER PL ARDSLEY	PUBLIC UTILITIES	DISPATCHED	047
AP-002870-23	11/22/2023 -11:24	HEATHERDELL RD ARDSLEY	AMBULANCE	DISPATCHED	042
AP-002871-23	11/22/2023 -13:50	ASHFORD AVE ARDSLEY	ADMINISTRATIVE		048
AP-002872-23	11/22/2023 -14:38	ASHFORD AVE ARDSLEY	CHILD SEAT	RENDERED	041
AP-002873-23	11/22/2023 -14:46	FARM RD ARDSLEY	AUTO ACCIDENT	DISPATCHED	042
AP-002874-23	11/22/2023 -17:23	SAW MILL RIVER RD ARDSLEY	SERVICE OF PROCESS	NO PRESS RELEASE	046
AP-002876-23	11/23/2023 -11:24	ASHFORD AVE ARDSLEY	WARRANT ACTIVITY		
AP-002878-23	11/23/2023 -15:05	ASHFORD AV ARDSLEY	FIRE RESPONSE	DISPATCHED	042
AP-002879-23	11/23/2023 -16:25	SAW MILL RIVER RD ARDSLEY	FOA	DISPATCHED	047
AP-002880-23	11/23/2023 -19:56	SAW MILL RIVER ROAD ARDSLEY	AMBULANCE	DISPATCHED	
AP-002881-23	11/24/2023 -03:01	EUCLID AVE ARDSLEY	ALARM - FALSE	DISPATCHED	039
AP-002882-23	11/24/2023 -06:23	SAW MILL RIVER RD ARDSLEY	AIDED	DISPATCHED	038
AP-002883-23	11/24/2023 -11:00	SAW MILL RIVER RD ARDSLEY	TRAFFIC	DISPATCHED	043
AP-002884-23	11/24/2023 -11:01	JORDAN LN ARDSLEY	AMBULANCE	DISPATCHED	041
AP-002885-23	11/24/2023 -11:10	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	043
AP-002886-23	11/24/2023 -12:21	SAW MILL RIVER RD ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	041
AP-002887-23	11/24/2023 -14:11	ASHFORD AVE ARDSLEY	FIRE RESPONSE	DISPATCHED	041
AP-002888-23	11/24/2023 -14:24	SAW MILL RIVER RD ARDSLEY	GENERAL INFORMATION	DISPATCHED	041
AP-002889-23	11/24/2023 -14:28	HIGHLAND DR ARDSLEY	ALARM - FALSE	DISPATCHED	041

PRESS REPORT - CAD ENTRIES

PRIORITY CALLS

Blotter/CC #	Date & Time	Location of Assignment	Call Type	Disposition	Officer Assigned
AP-002890-23	11/24/2023 -15:00	ABINGTON AVE ARDSLEY	AIDED	DISPATCHED	041
AP-002892-23	11/24/2023 -17:51	SAW MILL RIVER RD YONKERS	HOT LINE	PATROL ADVISED	033
AP-002893-23	11/25/2023 -09:28	SAW MILL RIVER RD ARDSLEY	IMPOUNDS	REPORT TAKEN	046
AP-002894-23	11/25/2023 -11:30	ASHFORD AVE ARDSLEY	DISPUTE	DISPATCHED	046
AP-002895-23	11/25/2023 -12:15	TAPPAN TER ARDSLEY	DOG COMPLAINT		046
AP-002896-23	11/25/2023 -14:17	GLEN RD ARDSLEY	FIRE RESPONSE	DISPATCHED	041
AP-002897-23	11/25/2023 -16:48	ASHFORD AVE ARDSLEY	AMBULANCE	DISPATCHED	048
AP-002899-23	11/26/2023 -01:05	I 87 N ARDSLEY	HOT LINE	PATROL ADVISED	
AP-002905-23	11/26/2023 -17:55	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002903-23	11/26/2023 -17:56	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002904-23	11/26/2023 -18:31	WOODLANDS AVE WHITE PLAINS	AMBULANCE	DISPATCHED	
AP-002906-23	11/26/2023 -19:01	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002907-23	11/27/2023 -01:33	BRIDGE ST ARDSLEY	BUILDING SECURITY	INVESTIGATED	044
AP-002908-23	11/27/2023 -05:49	PLAINVIEW AVE ARDSLEY	AMBULANCE	DISPATCHED	033
AP-002909-23	11/27/2023 -06:35	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	044
AP-002910-23	11/27/2023 -07:59	ASHFORD AVE ARDSLEY	AUTO ACCIDENT	DISPATCHED	043
AP-002911-23	11/27/2023 -16:42	SAW MILL RIVER ROAD ARDSLEY	CIVIL MATTER	DISPATCHED	047
AP-002912-23	11/27/2023 -19:26	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002913-23	11/27/2023 -20:27	PARK AVE ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	047
AP-002914-23	11/28/2023 -03:45	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	044
AP-002915-23	11/28/2023 -12:58	ASHFORD AVE ARDSLEY	ADMINISTRATIVE	NO PRESS RELEASE	
AP-002916-23	11/28/2023 -14:54	CONCORD RD ARDSLEY	ABANDONED 911	DISPATCHED	038
AP-002917-23	11/28/2023 -16:10	VICTORIA RD ARDSLEY	FIRE RESPONSE	DISPATCHED	036
AP-002918-23	11/28/2023 -17:21	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002919-23	11/29/2023 -07:10	ASHFORD AVE ARDSLEY	ROAD HAZZARD	DISPATCHED	045
AP-002920-23	11/29/2023 -08:56	ASHFORD AVE ARDSLEY	AUTO ACCIDENT	DISPATCHED	046
AP-002921-23	11/29/2023 -09:28	OLYMPIC LN ARDSLEY	AMBULANCE	DISPATCHED	
AP-002922-23	11/29/2023 -10:35	SAW MILL PARKWAY ARDSLEY	WELFARE CHECK	DISPATCHED	046
AP-002923-23	11/29/2023 -14:19	ASHFORD AVE ARDSLEY	SUSPICIOUS ACTIVITY	REPORT TAKEN	
AP-002924-23	11/29/2023 -23:18	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	047
AP-002925-23	11/30/2023 -04:58	HEATHERDELL RD ARDSLEY	AIDED	DISPATCHED	047
AP-002926-23	11/30/2023 -09:36	FARM RD ARDSLEY	GENERAL INFORMATION	PATROL ADVISED	041
AP-002927-23	11/30/2023 -10:03	LINCOLN AVE ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002928-23	11/30/2023 -11:48	SAW MILL RIVER RD ARDSLEY	TRAFFIC	RENDERED	037
AP-002929-23	11/30/2023 -12:20	CRESTVIEW PL ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002930-23	11/30/2023 -13:04	SAW MILL RIVER RD ARDSLEY	SUSPICIOUS ACTIVITY	DISPATCHED	046
AP-002931-23	11/30/2023 -17:42	CONCORD RD ARDSLEY	FIRE RESPONSE	DISPATCHED	043
AP-002932-23	11/30/2023 -19:02	ORLANDO AV ARDSLEY	AMBULANCE	DISPATCHED	045
AP-002933-23	11/30/2023 -19:14	ASHFORD AVE ARDSLEY	DOG COMPLAINT	DISPATCHED	045
AP-002934-23	11/30/2023 -20:01	RIVERVIEW AVE ARDSLEY	DOMESTIC DISPUTE	DISPATCHED	045
AP-002935-23	11/30/2023 -20:09	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002936-23	11/30/2023 -20:20	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	

TOTAL PRIORITY CALLS ===> 210

PRESS REPORT - CAD ENTRIES

PRIORITY 1 CALLS

Blotter/CC #	Date & Time	Location of Assignment	Call Type	Disposition	Officer Assigned
AP-002741-23	11/05/2023 -12:29	ABINGTON AVE ARDSLEY	PUBLIC UTILITIES	DISPATCHED	046
AP-002743-23	11/05/2023 -16:23	CENTER ST ARDSLEY	TRAFFIC	INVESTIGATED	038
AP-002744-23	11/05/2023 -18:17	ALMENA AVE ARDSLEY	AMBULANCE	DISPATCHED	
AP-002775-23	11/10/2023 -08:52	EUCLID AVE ARDSLEY	PARKING COMPLAINT	DISPATCHED	028
AP-002800-23	11/12/2023 -17:19	SAW MILL RIVER ROAD ARDSLEY	LARCENY - PETIT	REPORT TAKEN	046
AP-002801-23	11/12/2023 -22:56	SAW MILL RIVER RD ARDSLEY	AMBULANCE	DISPATCHED	046
AP-002805-23	11/13/2023 -16:08	LOUIS PASCONE LANE ARDSLEY	ANIMAL COMPLAINT	REPORT TAKEN	025
AP-002813-23	11/15/2023 -09:45	SAW MILL RIVER RD ARDSLEY	PARKING COMPLAINT	DISPATCHED	033
AP-002849-23	11/19/2023 -11:08	SAW MILL RIVER RD ARDSLEY	PROPERTY- TURNED IN		037
AP-002875-23	11/22/2023 -19:00	SAW MILL RIVER ROAD ARDSLEY	PARKING COMPLAINT	DISPATCHED	046
AP-002877-23	11/23/2023 -12:31	ASHFORD AVE ARDSLEY	PROPERTY- TURNED IN	RENDERED	028
AP-002891-23	11/24/2023 -15:50	ASHFORD AVE ARDSLEY	PUBLIC UTILITIES	INVESTIGATED	046
AP-002898-23	11/25/2023 -19:29	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002900-23	11/26/2023 -08:34	WESTERN DR ARDSLEY	ANIMAL COMPLAINT	INVESTIGATED	038
AP-002901-23	11/26/2023 -09:12	ASHFORD AVE ARDSLEY	PERSONNEL	NO PRESS RELEASE	
AP-002902-23	11/26/2023 -14:52	EXETER PL ARDSLEY	SUSPICIOUS ACTIVITY	INVESTIGATED	038

TOTAL PRIORITY 1 CALLS ===> 16

GRAND TOTAL ===> 226

ARDSLEY FIRE DEPARTMENT

505 Ashford Avenue
Ardsley, New York 10502
Phone (914) 693-6581
Fax (914) 693-0279

Office of the Fire Chief
Division of Fire Prevention

TO: Ardsley Village Board

FROM: Chief Theodore J. Knoesel

RE: Chiefs Activity Report – Board of Trustees Meeting December 18, 2023

The following is the Chiefs report and summary of activities:

- 32 calls for month of October
- 41 calls for month of November
- Department held four weekly training drills (November 2-9-16-30) report attached.
- October 6 - Chief Knoesel along with crew assisted with Homecoming flag detail for Ardsley High School.
- October 12 - Chief Lindsay along with crew conducted fire prevention detail at Concord Rd. school.
- October 16 – Chief Knoesel attended fire drill at Ardsley Middle school.
- October 19 – Chief Knoesel coordinated annual service for Engine 165 with vendor.
- October 20 – Chief Knoesel with crew assisted Elmsford FD with standby assignment.
- October 21 – D/C Coulehan attended Fallen Firefighter memorial service at Westchester County DES.
- October 24 – Chief Knoesel attended fire drill at Concord Rd. school.
- October 28 – Chief Podolski along with crew attended Trunk or Treat.
- November 15 – Chief Knoesel and Fire Marshal Murray met and discussed recent fire inspections.
- November 28 – Chiefs reviewed monthly fire drills conducted in school district with the District Safety and Security Coordinator.
- November 29 – Chiefs Podolski and Lindsay attended Battalion 14 meeting in Hastings on Hudson.
- November 29 – D/C Coulehan attended Westchester Chiefs meeting at Millwood Fire Dept.

Respectfully Submitted,

Theodore J. Knoesel

Chief of Department

I/NetViewer Search: Enter ID# GO › FD201HQ [Logoff] | Help |

Main Events Units Messages Lineups Inquiry Configure

Event Search Results (72 Returned) New Event Search › Show 100 Entries

Date Range Show All Events

Events From 10/01/23 - 11/30/23 See search criteria

Agency	DGroup	Date/Time	Event	Type	Subtype	Primary Unit	Location	Status	Priority
FIRE	ARDSL	10/02/23 11:12:19	F2324395	ALARM	RESD	2013	37 BEACON HILL RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/03/23 13:07:02	F2324565	ALARM	RESD	E164	21 BRAMBLEBROOK RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/09/23 03:28:01	F2325248	INVEST	INSIDE	2011	40 CLUBHOUSE LN GREENBURGH	Closed - Assigned	1
FIRE	ARDSL	10/09/23 17:59:44	F2325324	NOTIF	FIRE		38 RIDGE RD ARDSLEY	Closed - Assigned	9
FIRE	ARDSL	10/10/23 08:38:12	F2325385	ALARM	RESD	2012	32 FAITH LN ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/15/23 18:04:14	F2325883	STRU		L50	141 HUNTLEY DR ARDSLEY	Closed - Assigned	1
FIRE	ARDSL	10/15/23 18:08:40	F2325884	ALARM	COMM	2012	1017 SAW MILL RIVER RD ARDSLEY: @ATRIA SENIOR LIVING	Closed - Assigned	2
FIRE	ARDSL	10/15/23 21:02:05	F2325898	SERVICE	APPLIANC		10 CAPT HONEYWELLS RD ARDSLEY	Closed - Assigned	6
FIRE	ARDSL	10/15/23 21:31:26	F2325899	ALARM	COMM	2011	1017 SAW MILL RIVER RD ARDSLEY: @ATRIA NURSING HOME	Closed - Assigned	2
FIRE	ARDSL	10/16/23 05:51:05	F2325913	ALARM	COMM	2011	505 ASHFORD AVE ARDSLEY: @ARDSLEY FIRE DEPARTMENT	Closed - Assigned	2
FIRE	ARDSL	10/16/23 15:02:39	F2325956	NOTIF	FIRE		505 ASHFORD AVE ARDSLEY: @ARDSLEY FIRE DEPARTMENT	Closed - Assigned	9
FIRE	ARDSL	10/18/23 19:34:09	F2326212	ALARM	RESD	2011	31 SHELDON ST ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/19/23 05:18:03	F2326231	ALARM	COMM	GPD	700 ASHFORD AVE ARDSLEY: @ARDSLEY MIDDLE SCHOOL	Closed - Assigned	2
FIRE	ARDSL	10/19/23 07:54:40	F2326235	NOTIF	FIRE		505 ASHFORD AVE ARDSLEY: @FIRE DEPT - ARDSLEY	Closed - Assigned	9
FIRE	ARDSL	10/21/23 13:26:09	F2326458	ALARM	COMM	L50	18 CENTER ST ARDSLEY: @YOUTH & COMMUNITY CENTER (ARDSLEY)	Closed - Assigned	2
FIRE	ARDSL	10/21/23 21:16:53	F2326497	ALARM	RESD	2011	5 MORNINGSIDE RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/22/23 11:22:42	F2326533	ALARM	RESD	2013	35 SHEFFIELD CT ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/22/23 12:56:24	F2326543	ALARM	RESD	2011	715 ARDSLEY RD ARDSLEY: @WESTCHESTER COUNTY POLICE RIFLE RANGE	Closed - Assigned	2
FIRE	ARDSL	10/23/23 07:50:00	F2326597	ALARM	RESD	2013	11 BEACON HILL RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/23/23 12:38:55	F2326612	NOTIF	FIRE		505 ASHFORD AVE ARDSLEY: @FIRE DEPT - ARDSLEY	Closed - Assigned	9
FIRE	ARDSL	10/23/23 12:46:32	F2326614	ALARM	COMM	L50	1 CLUBHOUSE LN GREENBURGH: @BOULDER RIDGE CLUBHOUSE	Closed - Assigned	2
FIRE	ARDSL	10/23/23 22:55:39	F2326665	SERVICE	STRUCTURAL		37M LARCHMONT ST ARDSLEY	Closed - Assigned	7
FIRE	ARDSL	10/24/23 14:12:04	F2326715	ALARM	COMM		1017 SAW MILL RIVER RD ARDSLEY: @ATRIA WOODLANDS (BLDG 1017)	Closed - Assigned	2
FIRE	ARDSL	10/24/23 22:43:25	F2326779	ALARM	RESD	2011	715 ARDSLEY RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	10/25/23 11:05:12	F2326812	ALARM	COMM	APD	1 CROSS RD ARDSLEY: @OUR LADY OF PERPETUAL HELP CHURCH	Closed - Assigned	2
FIRE	ARDSL	10/25/23 15:25:13	F2326839	MVF	CAR		ARDSLEY: @I87 NB 05.9 EXIT TO ARDSLEY SERVICE REST AREA	Closed - Assigned	3
FIRE	ARDSL	10/25/23 15:30:48	F2326841	MVF	CAR		ARDSLEY: @I87 NB 06.8	Closed - Assigned	3
FIRE	ARDSL	10/25/23 22:37:56	F2326898	ALARM	COMM	E164	1 THRUWAY PLZ GREENBURGH: @ARDSLEY SERVICE AREA I-87	Closed - Assigned	2
FIRE	ARDSL	10/26/23 13:34:04	F2326960	INVEST	INSIDE	CONED-G1	23 MOUNTAINVIEW AVE ARDSLEY	Closed - Assigned	1

Agency	DGroup	Date/Time	Event	Type	Subtype	Primary Unit	Location	Status	Priority
FIRE	ARDSL	10/27/23 07:15:01	F2327031	ALARM	COMM	E164	300 FARM RD ARDSLEY: @ARDSLEY HIGH SCHOOL	Closed - Assigned	2
FIRE	ARDSL	10/27/23 13:16:17	F2327057	NOTIF	FIRE		300 FARM RD ARDSLEY: @ARDSLEY HIGH SCHOOL	Closed - Assigned	9
FIRE	ARDSL	10/27/23 13:18:25	F2327058	ALARM	COMM	2013	300 FARM RD ARDSLEY: @ARDSLEY HIGH SCHOOL	Closed - Assigned	2
FIRE	ARDSL	10/27/23 14:20:14	F2327063	NOTIF	FIRE		505 ASHFORD AVE ARDSLEY: @FIRE DEPT - ARDSLEY	Closed - Assigned	9
FIRE	ARDSL	10/27/23 15:47:19	F2327069	ALARM	RESD	2013	221 BOULDER RIDGE RD GREENBURGH	Closed - Assigned	2
FIRE	ARDSL	10/30/23 09:30:15	F2327299	ALARM	CO-COMM		1 THRUWAY PLZ GREENBURGH: @ARDSLEY SERVICE AREA	Closed - Assigned	4
FIRE	ARDSL	11/03/23 02:48:50	F2327678	ALARM	COMM	L50	1 THRUWAY PLZ GREENBURGH: @ARDSLEY SERVICE AREA	Closed - Assigned	2
FIRE	ARDSL	11/03/23 22:04:05	F2327773	ALARM	CO-RESD		26 KENSINGTON RD ARDSLEY	Closed - Assigned	4
FIRE	ARDSL	11/05/23 15:35:29	F2327907	ALARM	COMM	2012	2 SYLVIA AVE ARDSLEY: @ARDSLEY HOUSE	Closed - Assigned	2
FIRE	ARDSL	11/06/23 18:13:49	F2328009	ALARM	RESD	2011	219 SPRAIN RD GREENBURGH	Closed - Assigned	2
FIRE	ARDSL	11/06/23 22:42:03	F2328026	MVA	EXTRI		GREENBURGH: @I87 NB 09.0	Closed - Assigned	1
FIRE	ARDSL	11/07/23 04:49:14	F2328035	SERVICE	LIFT		1017 SAW MILL RIVER RD ARDSLEY: @ATRIA WOODLANDS:RM 1421	Closed - Assigned	7
FIRE	ARDSL	11/08/23 01:38:05	F2328121	STRU			652 ARDSLEY RD ARDSLEY	Closed - Assigned	1
FIRE	ARDSL	11/08/23 21:19:08	F2328205	ALARM	RESD	2013	33 WILDWOOD LN ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/09/23 18:43:03	F2328276	ALARM	RESD	L50	221 BOULDER RIDGE RD GREENBURGH	Closed - Assigned	2
FIRE	ARDSL	11/09/23 18:54:00	F2328278	STRU		L50	2 BRIDGE ST ARDSLEY: @STAGION PIZZERIA	Closed - Assigned	1
FIRE	ARDSL	11/10/23 10:48:07	F2328322	ALARM	COMM	L50	2 LAWRENCE ST ARDSLEY: @LIFE - THE PLACE TO BE	Closed - Assigned	2
FIRE	ARDSL	11/10/23 13:34:33	F2328340	NOTIF	FIRE		59 CLUBHOUSE LN GREENBURGH	Closed - Assigned	9
FIRE	ARDSL	11/11/23 16:46:33	F2328446	ALARM	RESD	2011	6 N SHADY RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/12/23 11:05:47	F2328517	ALARM	RESD	E164	11 DELLWOOD LN ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/13/23 22:03:04	F2328657	ALARM	COMM	GPD	700 ASHFORD AVE ARDSLEY: @ARDSLEY MIDDLE SCHOOL	Closed - Assigned	2
FIRE	ARDSL	11/15/23 09:56:35	F2328787	NOTIF	FIRE		RIDGE RD/SAW MILL RIVER RD ARDSLEY	Closed - Assigned	9
FIRE	ARDSL	11/16/23 08:26:35	F2328871	NOTIF	FIRE		RIDGE RD/SAW MILL RIVER RD ARDSLEY	Closed - Assigned	9
FIRE	ARDSL	11/17/23 12:14:13	F2328986	SERVICE	ELEVATOR		1015 SAW MILL RIVER RD ARDSLEY: @ATRIA WOODLANDS (BLDG 1015)	Closed - Assigned	5
FIRE	ARDSL	11/17/23 17:35:30	F2329014	ALARM	RESD	2011	3 CHESTER ST ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/18/23 09:35:51	F2329057	ALARM	CO-RESD		5 CHESHIRE LN GREENBURGH: @THE CHASE COMPLEX	Closed - Assigned	4
FIRE	ARDSL	11/18/23 13:19:20	F2329078	ALARM	RESD	2013	20 DELLWOOD LN ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/19/23 13:33:54	F2329157	ALARM	RESD	E164	81 HEATHERDELL RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/20/23 08:03:25	F2329206	INVEST	CO-NO		5 REVOLUTIONARY RD ARDSLEY	Closed - Assigned	4
FIRE	ARDSL	11/20/23 11:08:28	F2329222	ALARM	RESD	2013	105 BRAMBLEBROOK RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/20/23 21:52:12	F2329282	STRU		L50	145 HUNTLEY DR ARDSLEY	Closed - Assigned	1
FIRE	ARDSL	11/22/23 12:00:56	F2329447	ALARM	RESD	2012	3 CHESTER ST ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/22/23 12:21:40	F2329449	ALARM	COMM	2012	466 SAW MILL RIVER RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/22/23 14:54:14	F2329465	HAZARD	FLUID		300 FARM RD ARDSLEY: @ARDSLEY HIGH SCHOOL	Closed - Assigned	3
FIRE	ARDSL	11/23/23 15:01:07	F2329569	ALARM	COMM	E164	520 ASHFORD AVE ARDSLEY: APT 19	Closed - Assigned	2
FIRE	ARDSL	11/23/23 17:00:09	F2329583	ALARM	RESD	2011	66 BOULDER RIDGE RD GREENBURGH	Closed - Assigned	2

Agency	DGroup	Date/Time	Event	Type	Subtype	Primary Unit	Location	Status	Priority
FIRE	ARDSL	11/23/23 20:05:36	F2329598	ALARM	RESD	2011	37 SHELDON ST ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/24/23 14:11:05	F2329637	INVEST	INSIDE	L50	520 ASHFORD AVE ARDSLEY: 2ND FLR HALLWAY	Closed - Assigned	1
FIRE	ARDSL	11/25/23 14:15:48	F2329714	ALARM	RESD	2012	1 GLEN RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/27/23 15:44:58	F2329892	ALARM	RESD	E164	66 BOULDER RIDGE RD GREENBURGH	Closed - Assigned	2
FIRE	ARDSL	11/28/23 16:09:32	F2329991	ALARM	RESD		38 VICTORIA RD ARDSLEY	Closed - Assigned	2
FIRE	ARDSL	11/29/23 06:50:17	F2330036	ALARM	RESD		145 BOULDER RIDGE RD GREENBURGH	Closed - Assigned	2
FIRE	ARDSL	11/30/23 17:41:17	F2330180	ALARM	RESD	E164	11 CONCORD RD ARDSLEY	Closed - Assigned	2

ARDSLEY FIRE DEPARTMENT

505 Ashford Avenue
Ardsley, New York 10502

Phone (914) 693-6581
Fax (914) 693-0279

Office of the Fire Chief
Division of Fire Prevention

TRAINING OFFICERS REPORT- November 2023

November 2nd
Performed routine maintenance on tools and equipment
Training Hrs. 34.00, 17 Member's Present

November 9th
Lithium-ion battery training presentation
Training Hrs. 57.00, 19 Member's Present

November 16th Monthly drill
Reviewed truck company and engine company skills
Training Hr. 54.00, 24 Member's Present

November 23rd
No drill Thanksgiving
Training Hrs. 00.00, 0 Member's Present

November 30th
Fire house maintenance
Training Hrs. 30.00, 15 Member's Present

New York State Classes: 0.00 hours

Training Hrs. 175 .00, 75 Member's Present

Online Training McNeil & Company E-Learning:

Training: 175.00 hours
Inspection: 0.00 Hours
Maintenance: 0.00 Hours
New York State: 0.00 Hours
Online Training McNeil & Company E-Learning: 0.0 Hours
Total: 175.00Hours

Respectfully Submitted,

2nd Assistant chief

Brendan Lindsay

RESOLUTION AUTHORIZING THE VILLAGE MANAGER TO SIGN CONTRACT FOR BOND COUNSEL SERVICES WITH ORRICK, HERRINGTON & SUTCLIFFE, LLP

RESOLVED, that the Village Board of the Village of Ardsley hereby authorizes the Village Manager to execute the proposed contract for bond counsel services with Orrick, Herrington, Sutcliffe, LLP located at 51 West 52nd Street, New York, New York 10019-6142 from January 1, 2024 through December 31, 2024.

VILLAGE OF ARDSLEY
BOND COUNSEL CONTRACT
2024

This Agreement is entered into this 1st day of January 2024 by and between the Board of Trustees of the Village of Ardsley (hereinafter the "VILLAGE"), having its principal place of business for the purpose of this Agreement at 507 Ashford Avenue, Ardsley, New York 10502, and Orrick Herrington & Sutcliffe, LLP (hereinafter "CONSULTANT"), having its principal place of business for the purpose of this Agreement at 51 West 52nd Street, New York, New York.

A. TERM

The term of this Agreement shall be from January 1, 2024 through December 31, 2024, inclusive, unless terminated early as provided for in this Agreement. It is understood that the VILLAGE is under no obligation to renew this Agreement upon its expiration.

B. SERVICES AND RESPONSIBILITIES:

The Bond Counsel shall:

1. Render an opinion in connection with the issuance of obligations by the VILLAGE regarding:
   a. whether the VILLAGE's obligations have been properly authorized and issued and are valid,
   b. that the essential sources of security for the VILLAGE's obligations have been legally provided for, and
   c. that interest on the VILLAGE's obligations is exempt from federal income taxation.
2. Prepare a record that is sufficient to render the necessary legal opinions.
3. Participate in conferences and telephone discussions with representatives of the VILLAGE regarding the capital and/or cash flow financing requirements.
4. Draft authorizing documents for the Board relating to financings, and proceedings with respect to the sale of the VILLAGE's notes and/or bonds;
5. Advise the VILLAGE on best practices and recommended procedures, and make modifications to policy and procedure as requested by the VILLAGE for efficient operations and auditing requirements.
6. Provide advice and consultation with respect to compliance with applicable provisions of the Internal Revenue Code of 1986, as amended, including all federal arbitrage regulations and the disclosure rules of the Securities and Exchange Commission;
7. Participate with VILLAGE and its financial advisors in scheduling and structuring each note and/or bond financing;
8. Assist in drafting and review of agreements, forms and underlying documentation relating to the financing;
9. Assist in the preparation and review of the official statement and other necessary documents, if any, used in the public offering of VILLAGE's notes and/or bonds;
10. Assist, upon request, in the negotiation of contracts and other matters related to the note and/or bond offering and rendering of additional opinions as to specific matters;
11. Provide administrative coordination of meetings and sale and closing arrangements;

12. Consult with the VILLAGE, its accountants and attorneys, credit rating agencies, municipal bond insurers and others in regard to the financing;

13. Attend to all necessary Internal Revenue Service issue reporting requirements, as required pursuant to the Internal Revenue Code of 1986, as amended;

14. Prepare, draft and review closing papers including, but not limited to:

    a. Certificate of Determination of the Village Treasurer,

    b Closing Certificate,

    c. VILLAGE Attorney's Certificate, (if required)

    d. Arbitrage and Use of Proceeds Certificate, and

    e. Certificate with Respect to the Official Statement;

15. Prepare the form of the note and/or bond for each note and/or bond sale;

16. Prepare the draft opinion for each note and/or bond sale, and the furnishing of same to the credit rating agencies, as requested;

17. Prepare all continuing disclosure agreements, as required under applicable federal securities laws and/or regulations;

18. Deliver securities to The Depository Trust Company in New York City to be held in escrow until the closing;

19. Render final approving legal opinion with respect to each financing;

20. Administer coordination of closings with the VILLAGE, financial advisor, underwriter and the Depository Trust Company;

21. Provide continuous and unlimited communication and assistance to the VILLAGE throughout the course of each financial transaction;

22. Meet Insurance Requirements.

23. Maintain and archive all claim files and will ensure strict confidentiality of all employee data, records, and files. Bond Counsel will not make available to any outside party, vendor, or sales or marketing organization, any records or information pertaining to VILLAGE or its employees.

24. Defend, indemnify and "hold harmless" the VILLAGE from any claim, demand, lawsuit, judgment, cost or expense, including reasonable attorney's fees, which arises from any negligent act or omission by Bond Counsel in the performance of services under this agreement for the VILLAGE. Not be responsible for any loss, damage, compliance error or expense caused by its failure to perform any duty or obligation under this Agreement which is due to causes beyond its control, such as an act of God, fire, flood, explosion, war, insurrection, riot, vandalism, strike, power failure, interruption or loss of telephone or telecommunication services, or governmental act of regulation; or the failure of the VILLAGE to provide complete and correct provider information and/or employee records and information.

C. COMPENSATION:

1. The VILLAGE shall pay CONSULTANT in accordance with the following fee schedule, following the presentation of detailed invoices by CONSULTANT to the VILLAGE.

    i. [SEE ATTACHED SERVICE AND FEE SCHEDULE]

2. The CONSULTANT shall submit invoices for payment on a per transaction basis.

3. The VILLAGE shall give the CONSULTANT notice of any invoice disputes within twenty (20) days of its receipt of the invoice, and reserves the right to withhold payment pending the resolution of the dispute.

D. MISCELLANEOUS

1. Termination:

    a. Either the CONSULTANT or the VILLAGE may terminate this Agreement upon thirty (30) days prior written notice to the other party. Such notice shall be given in accordance with the requirements for all notices to this Agreement set forth below.

    b. The parties agree that CONSULTANT'S failure to comply with any terms or conditions of this Agreement will provide a basis for the VILLAGE to immediately terminate this Agreement without any further liability to CONSULTANT.

    c. In the event the CONSULTANT or the VILLAGE terminates this Agreement with or without cause, such termination of the Agreement shall not discharge the parties' existing obligations to each other as of the effective date of termination.

2. Independent Contractor:

    a. CONSULTANT will be engaged as an independent Contractor, and therefore, be solely responsible for the payment of federal and state income taxes applicable to this Agreement.

    b Neither CONSULTANT nor any of its employees, agents, or assigns will be eligible for any employee benefits whatsoever relative to this contract including, but not limited to, Social Security, New York State Workers' Compensation, unemployment insurance, New York State Employees' Retirement System, health and dental insurance, or malpractice insurance or the like.

    c. VILLAGE, if required by Federal or State requirements, will submit a Form 1099 and IT 2102.1 respectively at year-end to the Federal Government for all individuals having a gross income exceeding $600.00, which thereupon will be reported for income tax purposes.

3. VILLAGE reserves the right to reject any of the CONSULTANT'S staff, which the VILLAGE, at its sole discretion, may deem unqualified.

4. Defense /Indemnification

    a. CONSULTANT agrees to defend, indemnify and hold harmless the VILLAGE, its officers, directors, agents, or employees against all claims, demands, actions, lawsuits, costs, damages and expenses, including attorneys' fees, judgments, fines and amounts arising from any willful act, omission, error, recklessness or negligence of the CONSULTANT, its officers, directors, agents or employees in

connection with the performance of services pursuant to this Agreement. The obligations pursuant to this provision shall survive the termination of this Agreement.

b. VILLAGE agrees to defend, indemnify and hold harmless the CONSULTANT, its officers, directors, agents, or employees against all claims, demands, actions, lawsuits, costs, damages and expenses, including attorneys' fees, judgments, fines and amounts arising from any willful act, omission, error, recklessness or negligence of the VILLAGE, its officers, directors, agents or employees in connection with the performance of services pursuant to this Agreement. The obligations pursuant to this provision shall survive the termination of this Agreement.

5. All notices which are required or permitted under this Agreement shall be in writing and shall be deemed to have been given if delivered personally or sent by registered or certified mail, addressed as follows:

   i. To Village: Village Manager

   ii. To Consultant: Douglas E. Goodfriend, Esq.

6. It is expressly understood that this Agreement shall not be assigned or transferred without prior written consent of the other party.

7. The failure of either party to enforce any provision of this Agreement shall not be construed as a waiver or limitation of that party's right to subsequently enforce every provision of this Agreement.

8. Should any provision of this Agreement for any reason, be declared invalid and/or unenforceable, such decision shall not affect the validity of the remaining provisions of this Agreement. Such remaining provisions shall remain in full force and effect as if this Agreement had been executed with the invalid provision(s) eliminated.

9. This Agreement and the rights and obligations of the parties hereunder shall be construed in accordance with and governed by, the laws and regulations of the State of New York and applicable Federal laws and regulations arising under this Agreement shall be litigated in the Courts of Westchester County, New York.

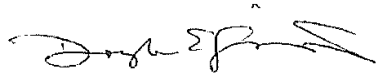
10. This Agreement is the complete and exclusive statement of the Agreement between the parties, and supersedes all prior or contemporaneous, oral or written: agreements, proposals, understandings, representations, conditions or covenants between the parties relating to the subject matter of the Agreement.

11. This Agreement may not be changed orally, but only by an Agreement, in writing, signed by authorized representatives of both parties.

12. This Agreement, and any amendments to this Agreement, will not be in effect until agreed to in writing and signed by authorized representatives of both parties.

IN WITNESS THEREOF, the parties hereto have executed this Agreement the day and year above written.

CONSULTANT:

By: 

Partner, Orrick Herrington & Sutcliffe, LLP

VILLAGE:

By: VILLAGE OF ARDSLEY, NEW YORK

Name:_____

Title:_____

ORRICK, HERRINGTON & SUTCLIFFE LLP

GENERAL OBLIGATION FEE SCHEDULE (2024)

BOND ANTICIPATION NOTES

Principal Amount			Fee	
Up to		$ 99,000	$ 925	
$100,000	to	$299,000	$ 965	
$300,000	to	$599,000	$1,075	
$600,000	to	$799,000	$1,295	
$800,000	to	$999,999	$1,575	
$1,000,000	to	$1,999,999	$2,500	***plus*** $1.00 per $1,000 on amount over $1,000,000
$2,000,000	to	$2,999,999	$3,600	***plus*** 85 cents per $1,000 on amount over $2,000,000
$3,000,000	to	$3,999,999	$4,765	***plus*** 75 cents per $1,000 on amount over $3,000,000
$4,000,000	and	$19,999,999	$6,235	***plus*** 65 cents per $1,000 on amount over $4,000,000
$20,000,000	to	$49,999,999	$15,925	***plus*** 55 cents per $1,000 on amount over $20,000,000
$50,000,000	and up		$32,500	***plus*** 50 cents per $1,000 on amount over $50,000,000

PLUS $300 for each extra set of closing papers (separate purchasers).

PLUS A one-time charge of $350 for the drafting of any bond resolution (if not previously billed).

PLUS $875 for review of Official Statement.

PLUS $350 for Material Events or Continuing Disclosure certification.

PLUS $350 for bond tax law review including Construction Election Certificate determining to pay penalty or arbitrage rebate for construction projects, if applicable.

NO INCIDENTAL EXPENSE CHARGES

CASH FLOW FINANCINGS

Budget or Deficiency Notes:	Base fee $2,500 plus 90 cents per $1,000 plus $25 for each extra specific purpose for which the notes are being issued.
RANs:	Base fee $2,500, plus 75 cents per $1,000 for the first $10,000,000, 60 cents per $1,000 for the next $30,000,000 and 50 cents per $1,000 thereafter, plus $25 for each extra specific type of aid or revenue in anticipation of which the notes are being issued.
TANs:	Base fee $2,500 plus 75 cents per $1,000 for the first $10,000,000, 60 cents per $1,000 for the next $30,000,000 and 50 cents per $1,000 thereafter, plus $25 for each extra specific type of taxes or assessments in anticipation of which the notes are being issued.

PLUS $875 for review of Official Statement.

PLUS $350 for Material Events or Continuing Disclosure certification.

PLUS $350 for bond tax law review.

BOND ISSUES (PUBLIC SALE)

$8,500 base fee ***PLUS*** (if applicable):

1) $875 Review of Official Statement.

2) $500 Review of bond insurance documents, if applicable.

3) $350 Continuing Disclosure certification.

4) $350 for Bond Tax Law Review including Construction Election Certificate determining to pay penalty or arbitrage rebate for construction projects, if applicable.

5) $1.50/$1,000 principal amount of the issue up to and including the first $25,000,000 principal amount of the bond issue.

6) $1.25/$1,000 principal amount above $25,000,000 to $50,000,000.

7) $1.00/$1,000 thereafter.

8) A one-time charge of $350 for the drafting of any bond resolution (if not previously billed).

NO INCIDENTAL EXPENSE CHARGES

SERIAL BOND ISSUES LESS THAN $5,000,000 (PRIVATE SALE)

The same fee schedule and billing procedure set forth for Bond Issues (Public Sale) shall apply for bond issues with a principal amount of less than $5,000,000 sold at private sale, except that the base fee shall be $4,750 for issues sold on a non-competitive basis (hence, no Notice of Bond Sale) and $6,000 for issues sold on a competitive basis (necessitating a Notice of Bond Sale).

SERIAL BOND ISSUES $5,000,000 AND OVER (NEGOTIATED SALE) (E.G., ADVANCE REFUNDINGS, DISCOUNT BONDS)

Same as for public sale with the addition of hourly $ rate for time expended in connection with documents, conferences and other matters relating to issue. To be approved in advance.

STATUTORY INSTALLMENT BONDS

$4,750 base fee.

PLUS $1.25/$1,000 principal amount of the issue.

PLUS A one-time charge of $350 for the drafting of any bond resolution (if not previously billed).

DISTRICT PROCEEDINGS/ELECTION PROCEEDINGS

$2,500 for Town district formation proceedings including election proceedings required or desired.

$2,500 for Town district consolidation proceedings.

$1,250 for Town district Section 202-b improvement proceedings.

$1,250 for School District proposition election proceedings or Town, Village or Fire District election proceedings for bond resolution referendum.

HOURLY RATES

All billing will be on the basis of this fee schedule without the addition of hourly rates for attorneys or paralegals, unless the express written permission of the client in advance of performance of any duties to be based on hourly rates has been obtained.

NO INCIDENTAL EXPENSE CHARGES

* * * * *

ORRICK'S FEE COVENANTS

Orrick makes the following covenants with respect to its fees:

1) Once retained as Bond Counsel by any client pursuant to this schedule, the fees for any financing initiated on or after the date of this schedule shall be charged according to this schedule and will not be subject to increase by any subsequent fee schedule changes;

2) Any fees charged pursuant to this schedule shall remain in full force and effect for the entire course of the financing no matter how long it takes to complete the financing;

3) Orrick will not share any portion of its fees with any other professionals engaged by the Issuer in connection with the proposed financing; and

4) Orrick will not share in the fees of any other professionals engaged by the issuer in connection with the proposed financing.

Douglas E. Goodfriend
Thomas E. Myers
Orrick, Herrington & Sutcliffe LLP
51 West 52nd Street
New York, New York 10019-6142
Telephone: (212) 506-5000
Fax: (212) 506-5151

RESOLUTION APROVING AND ACCEPTING THE SETTLEMENT OF FAIRMONT ARDSLEY LLC. SECTION 6.80-BLOCK 55-LOT 1.1, 1.2, 1.3, 1.4

WHEREAS, Fairmont Ardsley LLC has commenced a proceeding in Supreme Court, Westchester County to challenge the assessment placed on its property for the tax years 2019, 2020 and 2021, and

WHEREAS, the Village of Ardsley has contested that challenge and defended its assessment roll, and

WHEREAS, the Town of Greenburgh has defended this claim, in conjunction with the Village of Ardsley, the Village having adopted the assessment roll of the Town, and the Town having now settled on the following terms, and

WHEREAS, the Ardsley School District as intervenor has approved settlement on similar terms, and

WHEREAS, after consultation between the Village Attorney, the Town Attorney and Special Counsel for the Ardsley School District, and in light of the settlements by the Town and School District, the Village of Ardsley now believes that a settlement has been achieved which represents the best interests of the Village and its residents and resolves this lawsuit with out the risk and cost of further litigation,

NOW THEREFORE BE IT RESOLVED, that the Village Attorney is authorized to execute a Consent Judgment settling that property's Assessment years as follows:

	Lot	Reduced From	Reduced To	Reduction
2019	6.80-55-1.1	464,4000	464,000	0
	6.80-55-1.2	781,800	404,300	377,500
	6.80-55-1.3	391,600	391,600	0
	6.80-55-1.4	560,300	560,300	0
2022	6.80-55-1.4	1,239,300	1,100,000	139,300
2023	6,80-55-1.4	1,284,800	1,150,000	134,800

AND BE IT FURTHER RESOLVED, that the Village Treasurer is authorized to compute and process for payment the foregoing Consent Judgement upon execution of all of the parties and "So Ordered" by the Court and service upon the Village of Ardsley.

RESOLUTION APROVING AND ACCEPTING THE SETTLEMENT OF SUNSHINE ELMSFORD REALTY CORP. SECTION 6.10-BLOCK 1-LOT 8

WHEREAS, Sunshine Elmsford Realty Corp. has commenced a proceeding in Supreme Court, Westchester County to challenge the assessment placed on its property for the tax years 2020 and 2021, and

WHEREAS, the Village of Ardsley has contested that challenge and defended its assessment roll, and

WHEREAS, the Town of Greenburgh has defended this claim, in conjunction with the Village of Ardsley, the Village having adopted the assessment roll of the Town, and the Town having now settled on the following terms, and

WHEREAS, the Ardsley School District as intervenor has approved settlement on similar terms, and

WHEREAS, after consultation between the Village Attorney, the Town Attorney and Special Counsel for the Ardsley School District, and in light of the settlements by the Town and School District, the Village of Ardsley now believes that a settlement has been achieved which represents the best interests of the Village and its residents and resolves this lawsuit with out the risk and cost of further litigation,

NOW THEREFORE BE IT RESOLVED, that the Village Attorney is authorized to execute a Consent Judgment settling that property's Assessment years as follows:

	Assessment	Reduced to	Reduction
2020	$ 883,700	$ 838.750	$ 44,950
2021	1,095,000	990,000	105,000

AND BE IT FURTHER RESOLVED, that the Village Treasurer is authorized to compute and process for payment the foregoing Consent Judgement upon execution of all of the parties and "So Ordered" by the Court and service upon the Village of Ardsley.

RESOLUTION APROVING AND ACCEPTING THE SETTLEMENT OF 15-35 CENTER STREET SECTION 6.50-BLOCK 30-LOT 1, 6

WHEREAS, 15-35 Center Street LLC has commenced a proceeding in Supreme Court, Westchester County to challenge the assessment placed on its property for the tax years 2018, 2019, 2020 and 2022, and

WHEREAS, the Village of Ardsley has contested that challenge and defended its assessment roll, and

WHEREAS, the Town of Greenburgh has defended this claim, in conjunction with the Village of Ardsley, the Village having adopted the assessment roll of the Town, and the Town having now settled on the following terms, and

WHEREAS, the Ardsley School District as intervenor has approved settlement on similar terms, and

WHEREAS, after consultation between the Village Attorney, the Town Attorney and Special Counsel for the Ardsley School District, and in light of the settlements by the Town and School District, the Village of Ardsley now believes that a settlement has been achieved which represents the best interests of the Village and its residents and resolves this lawsuit with out the risk and cost of further litigation,

NOW THEREFORE BE IT RESOLVED, that the Village Attorney is authorized to execute a Consent Judgment settling that property's Assessment years as follows:

	Lot	Original Assessment	Reduced To	Reduction
2018	6.50-30-1	3,900,500	3,772,050	128,450
	6.80-30-6	2,726,400	2,636,650	89,750
2019	6.80-30-1	3,900.500	3,796.400	104,100
	6.80-30-6	2,726,400	2,653,600	72,800
2020	6.50-30-1	3,900,500	3,825,750	74,750
	6,50-30-6	2,726,400	2,674,250	52,150
2022	6,80-30-1	3,964,200	3,716,950	247,250
	6.50-30.6	3,021,500	2,833,050	188,700

AND BE IT FURTHER RESOLVED, that the Village Treasurer is authorized to compute and process for payment the foregoing Consent Judgement upon execution of all of the parties and "So Ordered" by the Court and service upon the Village of Ardsley.

RESOLUTION RATIFYING A STIPULATION OF AGREEMENT BETWEEN THE VILLAGE OF ARDSLEY, DETECTIVE ANTHONY VACCA AND THE ARDSLEY PBA

RESOLVED, that the Village Board of Trustees hereby approves and ratifies the attached Stipulation of Agreement & Release between the Village of Ardsley, Detective Anthony Vacca and the Ardsley PBA, executed by the Village Manager on December 18, 2023, including all terms set forth herein.

STIPULATION OF AGREEMENT & RELEASE

This Stipulation of Agreement and Release (hereinafter "Agreement") is made and entered into as of this 18th day of December, 2023, by Anthony Vacca of 29 McLaughlin Drive, Marlboro, NY 12542, in his capacity as an individual and on behalf of his heirs, executors, administrators, attorneys, representatives, successors, and assigns (collectively hereinafter "Det. Vacca"), the Ardsley Policemen's Benevolent Association, Inc. ("PBA"), and the Village of Ardsley, its divisions and departments, the Village's present and former employees, appointed and elected officials of the Village, including the Mayor and all members of the Village Board of Trustees (both individually and in their official capacities), as well as all agents, attorneys, insurers, successors, and assigns (collectively hereinafter "Village").

WHEREAS, Det. Vacca has been employed in a full-time capacity by the Village since on or about April 23, 2002, and is presently employed as a Police Officer, with the designation of Detective, for the Village; and

WHEREAS, the Village and the PBA are parties to a collective bargaining agreement for the period June 1, 2019 through May 31, 2021 ("CBA"), and Det. Vacca, as a bargaining unit member of the PBA, is subject to the terms and conditions thereof; and

WHEREAS, Det. Vacca intends to resign, for purposes of retirement, from his position as a Police Officer with the Village; and

WHEREAS, Det. Vacca has expressed interest in continued employment with the Village outside of its Police Department; and

WHEREAS, issues/questions have arisen regarding the terms of Det. Vacca's separation from employment and possible re-hiring by the Village; and

WHEREAS, Det. Vacca, the PBA, and the Village have engaged in discussions to resolve Det. Vacca's employment status and any issues/questions regarding his separation and re-hiring,

NOW, THEREFORE, IT IS HEREBY STIPULATED AND AGREED by and among Det. Vacca, the PBA, and the Village (collectively hereinafter "Parties") as follows:

1. This Agreement shall constitute written notice and delivery of, and the Village's acceptance of, Det. Vacca's irrevocable resignation from employment as a Police Officer with the Village for purposes of retirement, including any and all other appointments and/or positions (*e.g.*, his designation as Detective), effective January 5, 2024.

Det. Vacca agrees that he shall execute the annexed resignation letter that will be effective January 5, 2024, and he shall submit the executed resignation letter to the Village simultaneously with his delivery of this Agreement.

Det. Vacca's resignation shall end his employment with the Village effective at 4:00 p.m. on January 5, 2024, and it shall take effect regardless of his retirement status with/in the New York State Police and Fire Retirement System ("PFRS").

2. In connection with, and in consideration for, Det. Vacca's voluntary irrevocable resignation, his release and waiver of any/all claims against the Village as set forth in this Agreement, and his promises set forth in this Agreement with respect to his separation pay, the Village agrees to hire Det. Vacca as a Recreation Assistant, effective January 8, 2024, subject to Westchester County Civil Service Rules, including but not limited to Rule 11 - Probationary Appointment. Det. Vacca's re-hiring by the Village as a Recreation Assistant is expressly conditioned upon his resignation, promises, and releases set forth in this Agreement.

The Village and Det. Vacca agree that the position of Recreation Assistant is non-competitive under Civil Service Rules and that Det. Vacca must complete five (5) years of continuous service as a Recreation Assistant to receive any rights pursuant to Section 75 of New York State Civil Service Law. The Village and Det. Vacca further agree that, upon his re-hiring, Det. Vacca will not be a bargaining unit member of any union, nor is the title of Recreation Assistant a recognized title in any collective bargaining agreement between the Village and any union.

Nothing herein shall preclude the Village from taking disciplinary action against Det. Vacca at any point during Det. Vacca's current employment or future employment with the Village, should Det. Vacca engage in any conduct that warrants such disciplinary action.

3. Subject to the conditions set forth above, the Village agrees to pay Det. Vacca at a rate of $32.65 per hour for work performed as Recreation Assistant. Det. Vacca agrees he shall regularly work seventeen and one-half (17.5) hours per week.

4. The Parties agree that, upon Det. Vacca's January 5, 2024 separation from employment for purposes of retirement, the Village would owe Det. Vacca a total of $20,656.30 pursuant to the CBA ("Separation Payment"). Notwithstanding Det. Vacca's separation from employment and the CBA, however, and pursuant to the terms of this Agreement, Det. Vacca and the PBA agree that the Separation Payment shall be deferred, in consideration for the Village's promises in this Agreement, and that Det. Vacca shall not receive the Separation Payment unless and until Det. Vacca completes two (2) full years of continuous and uninterrupted service with the Village in the position of Recreation Assistant.

Det. Vacca and the PBA agree that, notwithstanding the above, should Det. Vacca separate from employment with the Village for any reason (*e.g.*, resignation,

termination) prior to his completion of two (2) full years of continuous and uninterrupted service in the position of Recreation Assistant, then Det. Vacca shall permanently forfeit the Separation Payment in its entirety.

The Village agrees that, notwithstanding the above, in the event of Det. Vacca's death prior to his completion of two (2) full years of continuous and uninterrupted service in the position of Recreation Assistant, the Village shall pay the Separation Payment to the estate of Det. Vacca.

Det. Vacca and the PBA hereby expressly waive and release any and all claims, including grievances, arbitrations, charges, lawsuits, complaints, actions, or proceedings with any federal, state, county or local court or agency (including PERB) regarding Det. Vacca's separation from employment as a Police Officer or the deferral of Det. Vacca's Separation Payment for the two-year period referenced above.

Det. Vacca agrees that the Village has not made any representations, guarantees or commitments regarding the treatment that the PFRS, the New York State and Local Retirement System, the New York State Department of Taxation and Finance, or the Internal Revenue Service, or any other agency, may provide with regard to any payments or benefits set forth in this Agreement, including the Separation Payment, his separation from employment as a Police Officer, and his re-hiring as a Recreation Assistant.

5. Det. Vacca and the PBA agree that as of the date of their respective signatures on this Agreement, they have no grievances, arbitrations, charges, lawsuits, complaints, actions, or proceedings with any federal, state, county or local court or agency (including PERB) pending against the Village regarding Det. Vacca and his employment with the Village and/or the terms of this Agreement, and to the extent any such grievances, arbitrations, charges, lawsuits, complaints, actions, or proceedings regarding Det. Vacca and his employment with the Village and/or the terms of this Agreement do exist, they are hereby expressly discontinued and/or withdrawn with prejudice.

6. Det. Vacca, the PBA, and the Village agree that the Village shall provide health insurance coverage for Det. Vacca during his employment as Recreation Assistant. The Parties further agree that Det. Vacca shall contribute two percent (2%) of his base wage (pre-tax) towards the total cost of his health insurance while he is actively employed by the Village as Recreation Assistant.

The Parties agree that once Det. Vacca retires into the New York State Retirement System, his health insurance in retirement shall be provided in accordance with the CBA and his April 23, 2002 original hire date with the Village.

7. In exchange for the agreements and promises made by the Village in Paragraphs #1 through #6 above, and in full and complete settlement of any and all claims that Det. Vacca has or may have had whatsoever, asserted or unasserted, suspected or

unsuspected with respect to his employment with the Village, his separation from employment with the Village, or any other interactions of any kind with the Village, Det. Vacca hereby freely relinquishes, releases, and waives all possible grievances, arbitrations, lawsuits, claims, charges, and causes of action against the Village that may have arisen from his date of initial hire through the date of his separation (January 5, 2024) and the final ratification of this Agreement. Det. Vacca asserts that he currently has no pending grievances, arbitrations, charges, lawsuits, claims, or causes of action filed against the Village.

This release and waiver includes, but is not limited to, any claims under the following: the Village's rules / regulations / policies / employee handbook; the Village Code; Title VII of the Civil Rights Act of 1964; Age Discrimination in Employment Act (hereinafter "ADEA"); Older Workers Benefit Protection Act (hereinafter "OWBPA"); Americans with Disabilities Act; Civil Rights Acts of 1866, 1871, and/or 1991; Rehabilitation Act of 1973; 42 U.S.C. §§ 1981, 1983 and/or 1985; Consolidated Omnibus Budget Reconciliation Act (COBRA); Family and Medical Leave Act (FMLA); Fair Labor Standards Act (FLSA); Families First Coronavirus Response Act (FFCRA); Health Insurance Portability and Accountability Act (HIPAA); New York State Human Rights Law (Executive Law); New York State Civil Service Law (including Section 75); New York State General Municipal Law; New York State Village Law; New York State Workers' Compensation Law; New York State Retirement and Social Security Law; New York State Public Officers Law; New York State Civil Rights Law; New York State Labor Law; Westchester County Human Rights Law; Westchester County Civil Service Rules; New York State Constitution; United States Constitution; and all other federal, state, county and local or Village laws, ordinances, regulations, policies or orders (including New York State Executive Orders).

Among other things, these laws prohibit discrimination in employment based on race, disability, age, sex, sexual orientation, color, religion, creed, national origin, and marital status. This release and waiver of all claims shall also include any claims for retaliation, wages, attorneys' fees, constitutional violations, wrongful or abusive discharge, constructive termination, breach of implied or express contract, negligent or intentional infliction of emotional distress, impairment of economic opportunity, defamation, libel, slander, or any other action in violation of any applicable whistleblower statute or status, or any other tort, common law or contract claim. This release and waiver includes all claims now known to Det. Vacca, as well as all possible claims that are not now known to him.

Det. Vacca agrees that the Village's promises set forth in this Agreement are sufficient and valuable consideration for his agreements and waiver and release of all claims as set forth in this Paragraph and this Agreement. Det. Vacca agrees that he has reviewed this Agreement and all of its terms, including this Paragraph, with an attorney or representative of his choice.

8. Except as otherwise permitted by law, Det. Vacca agrees that no grievance, arbitration, claim, action, lawsuit, complaint, charge or proceeding with any federal, state,

county or local court or agency will be brought or filed by him, or by anyone on his behalf, against the Village arising from his employment with the Village or any other act or omission of the Village that has occurred at any time up to and through the date of Det. Vacca's January 5, 2024 separation and the final ratification of this Agreement.

The PBA agrees that it shall not file any grievance, arbitration, claim, action, lawsuit, complaint, charge or proceeding under any applicable collective bargaining agreement, or with any federal, state, county or local court or agency (including PERB), related to Det. Vacca, his separation from employment, any other facts related to his status, the terms of this Agreement, or Det. Vacca's employment with the Village at any time.

9. In the event Det. Vacca, or a representative on his behalf, files any charge or complaint permissible by law and permitted by this Agreement, or in the event of any enforcement or investigatory action undertaken by an administrative agency, Det. Vacca is not prevented or precluded by this Agreement from fully cooperating with the administrative agency or participating fully in the administrative agency's process. Det. Vacca expressly agrees, however, that by signing this Agreement, he is irrevocably waiving and forfeiting any right to recover any monetary or other individual (*i.e.*, equitable) relief as the result of any such proceeding, or any subsequent legal action brought by any administrative agencies.

10. Det. Vacca has been offered up to twenty-one (21) days to carefully read and consider his release of claims under the ADEA and OWBPA, and fully understands and agrees to all of the terms of the release herein. After consultation with his chosen attorney, Det. Vacca has decided to execute this Agreement without utilizing all of the twenty-one (21) days referenced herein.

11. Det. Vacca may revoke his release of claims under the ADEA and OWBPA within seven (7) days after he signs this Agreement. Revocation can be made by delivering written notice of revocation to Joseph Cerretani, Village Manager, Village of Ardsley, 507 Ashford Avenue, Ardsley, NY 10502. For this revocation to be effective, the written notice must be received by Mr. Cerretani no later than the close of business on the seventh day after Det. Vacca signs this Agreement. Although not required, it is recommended that such written notice, if sent by mail, be sent by certified mail, return receipt requested. If Det. Vacca revokes his release of claims under the ADEA and/or OWBPA, the Village shall, at its discretion, have the option of either enforcing the remaining terms of this Agreement or rescinding this Agreement in its entirety.

12. All Parties agree that the terms of this Agreement, as well as the facts related to this Agreement, including, but not limited to Det. Vacca's separation from employment, re-hiring by the Village, and deferral of the Separation Payment, shall not constitute a practice or precedent, or be used as evidence of a practice or precedent, by

or against the Village or the PBA with respect to Det. Vacca or any other PBA bargaining unit member.

13. This Agreement may not be altered except by a writing signed by the Village, the PBA, and Det. Vacca. This Agreement may not be changed orally.

14. This Agreement is entered into in the State of New York and shall be construed and interpreted in accordance with the laws of the State of New York, without regard to any state's choice of law or conflicts of law provisions.

15. Any dispute over an alleged breach of this Agreement shall be resolved by an action for breach of this Agreement. The Parties agree to the jurisdiction of the Courts of the State of New York to decide such an action and venue shall be in the Supreme Court of the State of New York, Westchester County. The Parties each waive any right to a jury trial in such action and agree that an action for breach of this Agreement will be decided by the court. The Party prevailing in such an action for breach of this Agreement shall be entitled to reimbursement of reasonable attorneys' fees and costs from the non-prevailing Party as permitted by law. Notwithstanding any breach of this Agreement by any Party, their respective obligations shall continue and shall be fully enforceable as set forth herein.

16. The Village, Det. Vacca, and the PBA each agree that by executing this Agreement, they are bound to the Agreement and all of its parts. The Village, Det. Vacca, and the PBA further represent and certify by their respective executions of this Agreement that they have had a full and fair opportunity to consult with their chosen attorney(s) before signing this Agreement, and that they have read it carefully and fully understand its contents, meaning, and import of this Agreement. They also represent and certify that the signing of this Agreement is voluntary and they have not been forced or coerced in any way, and that they are aware that it sets forth the entire agreement among the Parties, and that it has final and binding effects on them. Det. Vacca and the PBA also represent and certify that the Village has not made any representations concerning the terms and conditions of this Agreement other than those specifically contained herein. The Village, Det. Vacca, and the PBA further declare that they have been satisfactorily represented in this mater by their respective counsel.

17. The language of all parts of this Agreement shall be construed as a whole, according to its fair meaning, and not strictly for or against any Party, regardless of by whom it was drafted.

18. This Agreement represents the entire agreement among the Village, the PBA, and Det. Vacca on this matter as it relates solely to Det. Vacca's current and future employment with the Village, and it supersedes any prior written or oral statements, agreements, memoranda, correspondence, conversations, discussions, and/or

negotiations held, or which have taken place, between the Parties and/or their attorneys, agents, or representatives with respect to the matters covered by this Agreement.

19. If any of the provisions contained in this Agreement are declared illegal or unenforceable, in whole or in part, by a legal forum of competent jurisdiction, then such provision(s) or the unenforceable part(s) shall be deemed severable, such that all other provision(s) or enforceable part(s) shall remain valid and binding upon all Parties. The Parties recognize that specific remedies for such unenforceable provision(s) may be set forth in elsewhere in this Agreement.

20. This Agreement shall not become binding or effective until fully-executed by the Village, the PBA, and Det. Vacca, and until fully ratified by the Village Board of Trustees.

21. This Agreement may be executed in more than one counterpart, each of which shall be deemed an original, but all of which shall constitute the same instrument. This Agreement may also be executed electronically, as a PDF (even in counterparts), which shall serve as the Parties' original.

IN WITNESS WHEREOF, and intending to be legally bound hereby, the Village, the PBA, and Det. Vacca have all executed the foregoing Agreement.

ANTHONY VACCA:

By: _____ Date: 12-18-2023
Anthony Vacca
[ADDRESS] 29 Mclaughlin Dr Marlboro, NY 12542

STATE OF NEW YORK)
) ss.:
COUNTY OF WESTCHESTER)

On the 18th day of December in the year 2023, before me, the undersigned, a Notary Public in and for said State, personally appeared ANTHONY VACCA, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his individual capacity.

ANN MARIE ROCCO
Notary Public of New York
I.D. # 01RO6241602
Qualified in Westchester County
My Commission Expires 05/23/2027

_____
Notary Public

VILLAGE OF ARDSLEY:

By: _____ Date: 12/18/2023
Joseph Cerretani
Village Manager

ARDSLEY POLICEMEN'S BENEVOLENT ASSOC., INC.

By: _____ Date: 12/14/2023
Dan Tarantino
PBA President

RESOLUTION MODIFYING THE 2022/2023 BUDGET BY ENABLING THE VILLAGE TREASURER TO MAKE NECESSARY TRANSFERS WITHIN THE GENERAL FUND

RESOLVED, that the Village Board of the Village of Ardsley hereby authorizes the Village Treasurer to modify the 2022/2023 Village Budget by transferring $513,925.88 from the following.

FROM LINE ITEMS:

A1964-462	Certiorari	84,623.14
A1990-400	Contractual expenses	215,000.00
A6142-490	Salt & Sand	30,831.04
A8560-415	Tree maintenance	21,835.43
A9010-801	State retirement	18,852.00
A9030-802	Social security	28,908.36
A9040-803	Workers comp	28,864.00
A5142-101	Personnel services	40,000.00
A7550-490	Community events	10,776.80
A8170-426	Motor Vehicle repair	3,590.44
A8510-415	Operating supplies	9,592.02
A1440-400	Contractual expenses	21,052.65

TO LINE ITEMS:

A1110-410	Supplies	874.37
A1110-460	Contract services	1,392.70
A1110-490	Comptroller fees	72,941.00
A1210-485	Professional training	1,617.58
A1325-137	Accounts payable clerk	4,346.11
A1420-461	Professional services	10,573.37
A1620-400	Contractual expenses	4,159.97
A1620-410	Supplies	1,408.89
A1620-412	Postage	1,761.39
A1620-430	Utilities	1,143.00
A1620-431	Telephone	5,632.51
A1640-481	Fuel	24,591.88
A1950-400	Contractual expenses	4,783.47